

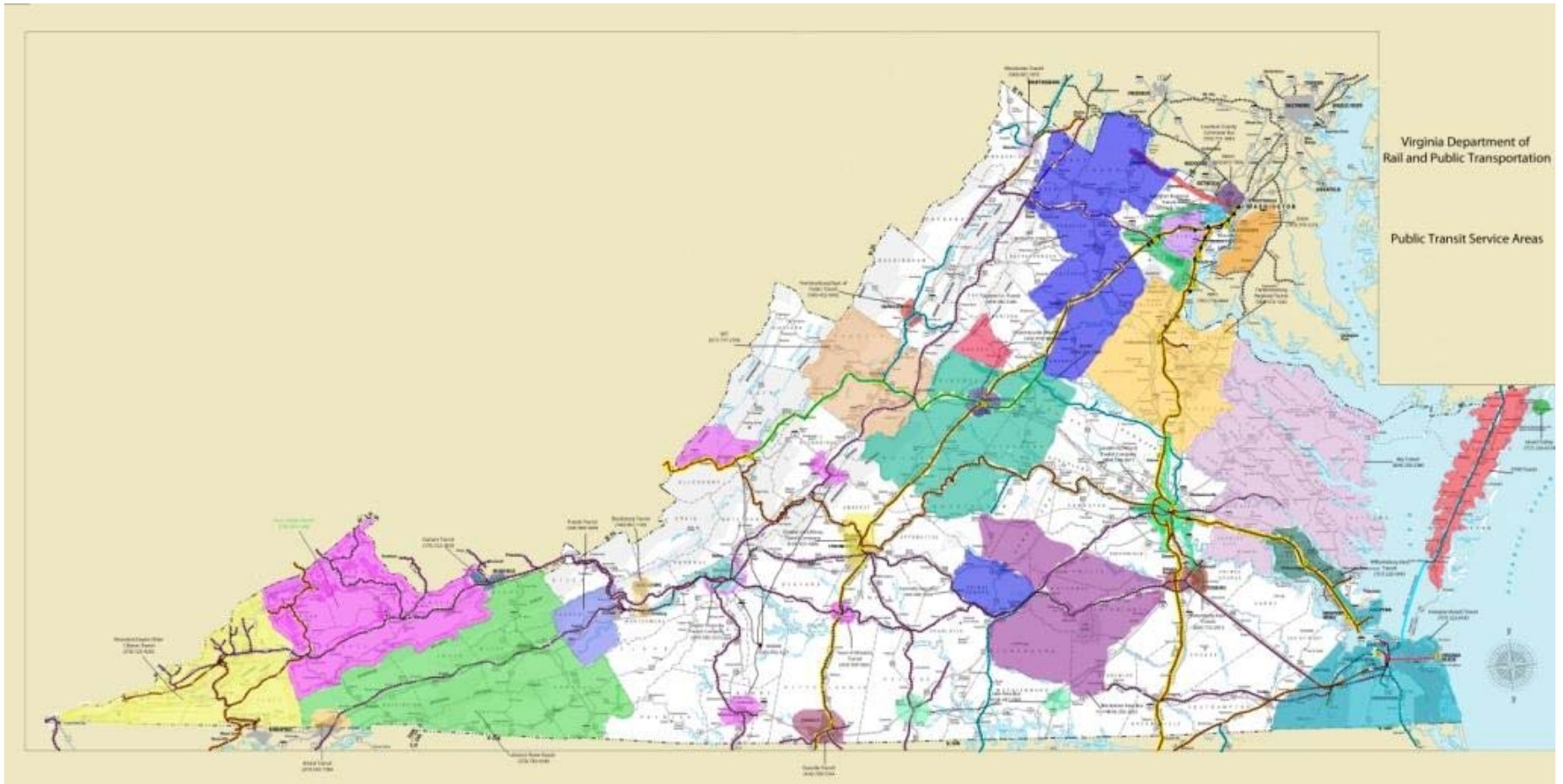
# Transit and Rail Efforts Impacting Northern Virginia

Dulles Area Transportation Association  
Thelma Drake, Director

# Exciting Changes at DRPT

- ❑ Expanded office space
  
- ❑ New staff members
  - Anthony Foster, Transit Planner (Northern Virginia)
  - Steve Hennessee, Urban Transit Program Administrator
  - Krystyna Hepler, Financial Compliance Procurement analyst
  - Mark Ledford, Transit Planner (Central Virginia)
  - Omar Necko, Rail Enhancement Corridor Project Manager
  - Emily Stock, Manager of Rail Planning
  - Velvet Walker, Manager of Rail State Safety Oversight
  - Joe Swartz, Program Manager – WMATA Funding Oversight
  
- ❑ New Organizational Structure
  - Chief Operating Officer, Kevin Page

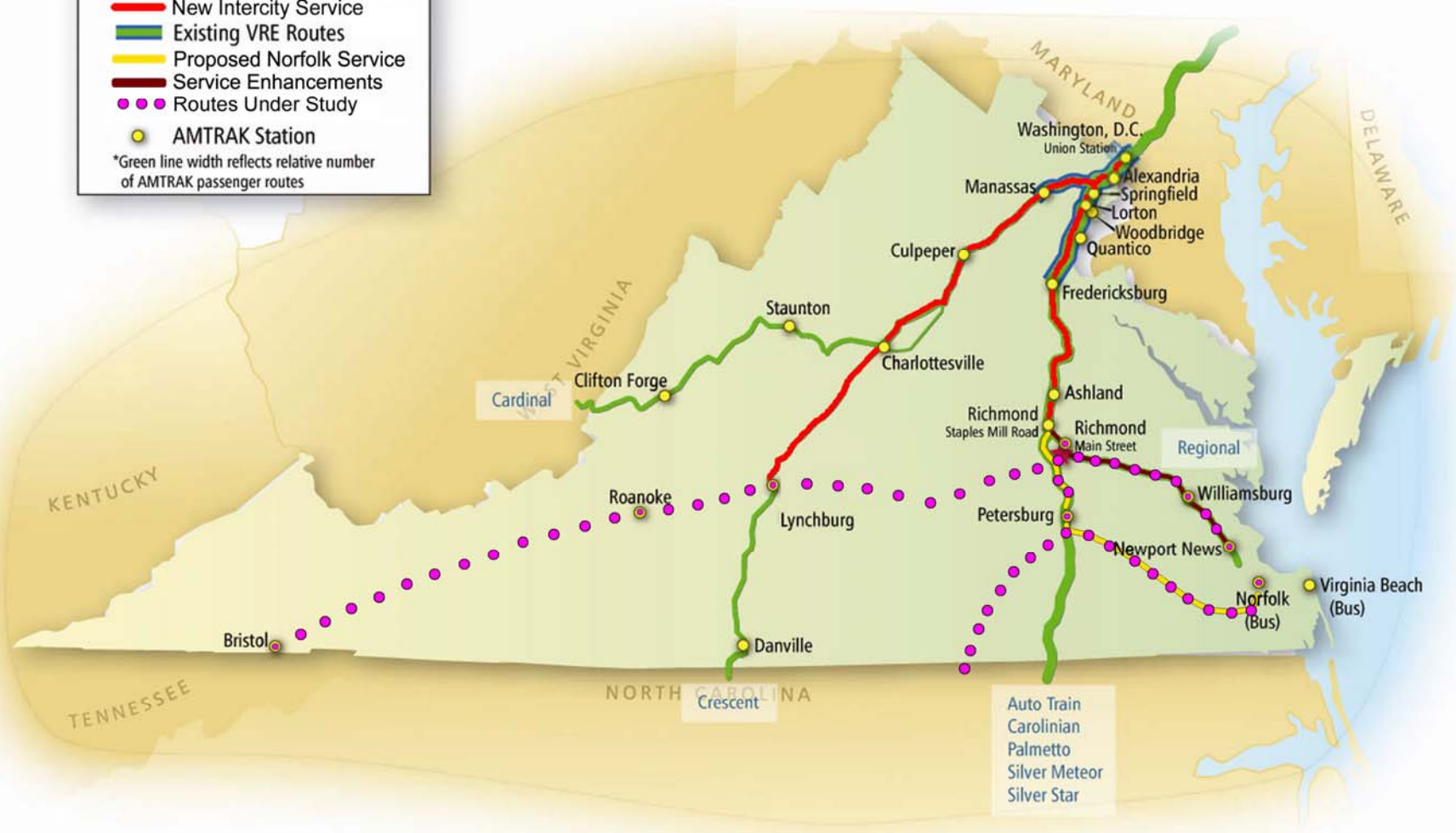
# Existing Transit Services



85% of Virginians now have access to transit as compared to 73% in 2003

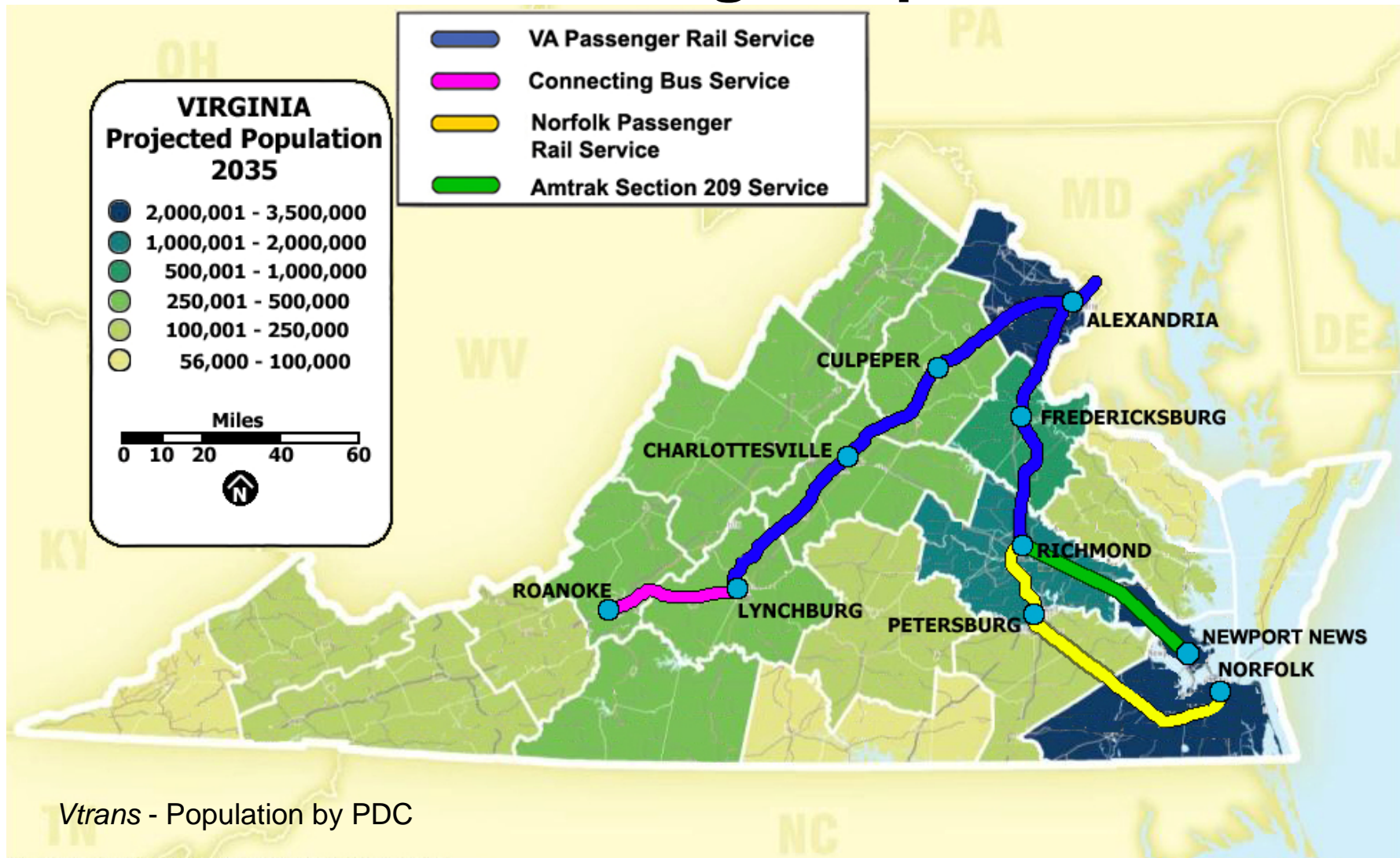
# Passenger Rail Service In Virginia Present and Future

- Existing AMTRAK Routes\*
  - New Intercity Service
  - Existing VRE Routes
  - Proposed Norfolk Service
  - Service Enhancements
  - Routes Under Study
  - AMTRAK Station
- \*Green line width reflects relative number of AMTRAK passenger routes



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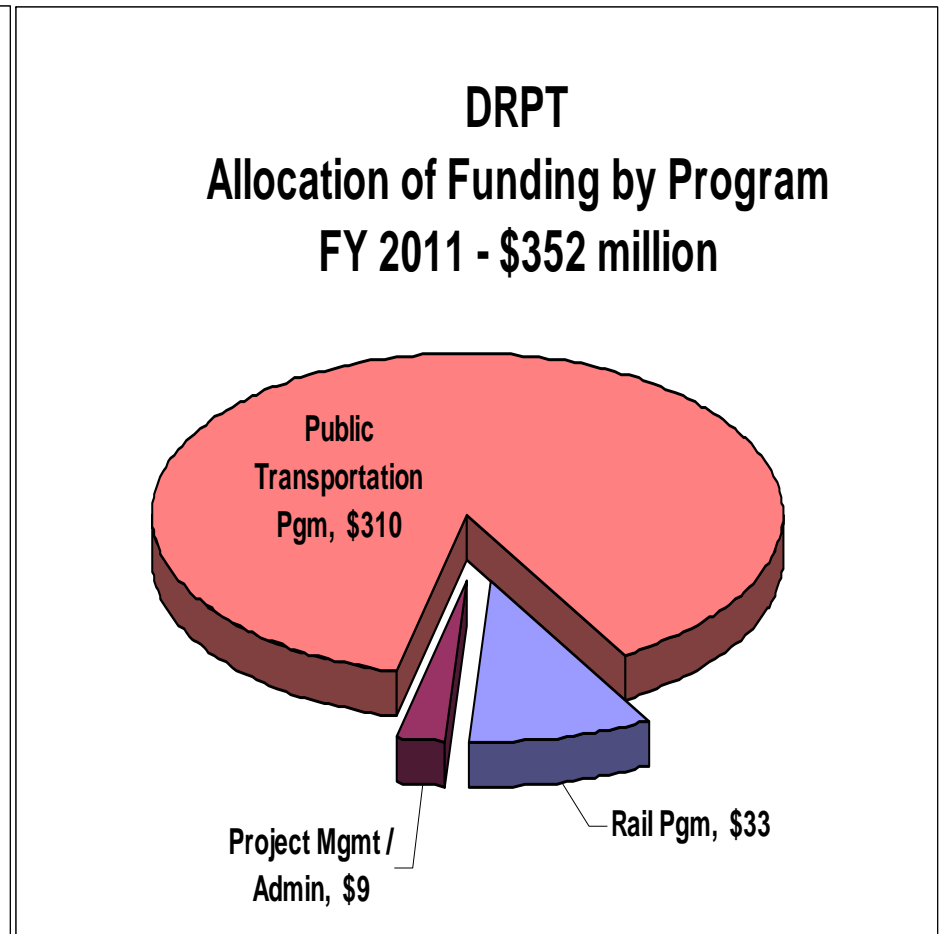
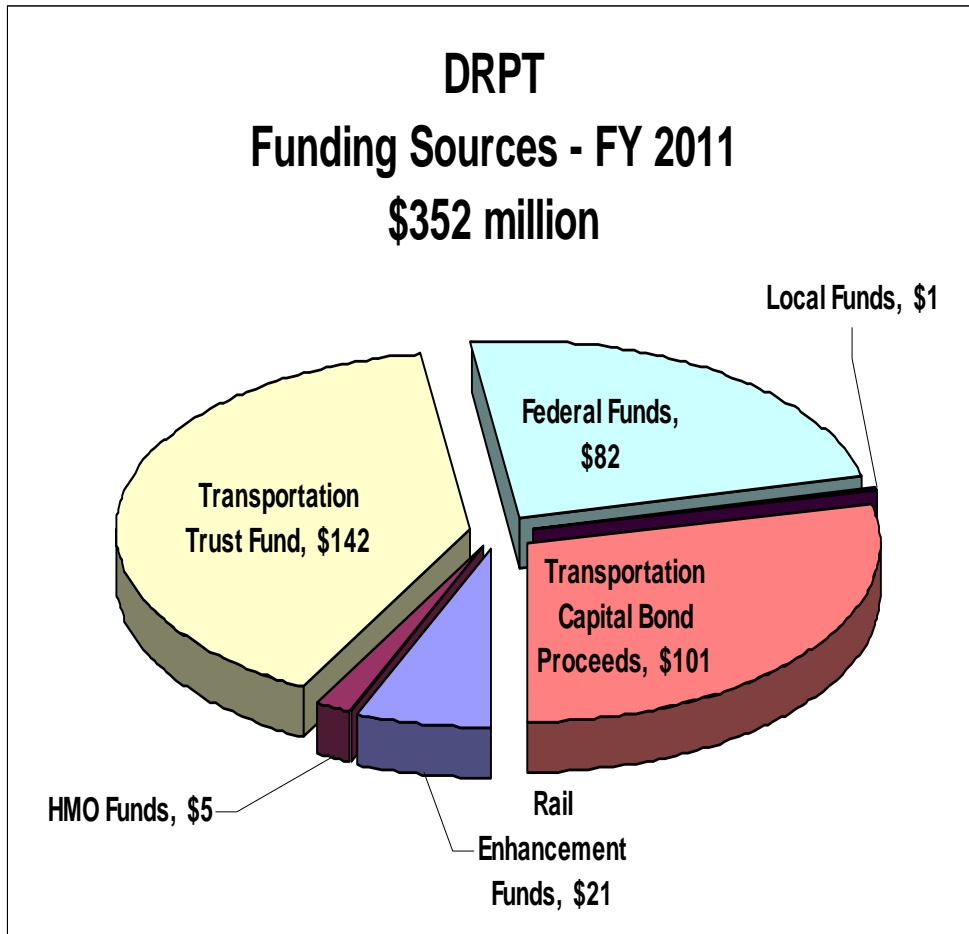
# Virginia's Intercity Passenger Rail Initiatives Will Serve 2035 High Population Centers



Vtrans - Population by PDC

October 20, 2011

# DRPT Revenues and Allocations



89% of state capital funding and 72% of state operating funding is allocated to Northern Virginia

# Key Northern Virginia Initiatives

## □ Key Planning Initiatives

### – I-95 Transit and TDM Plan

- Public comment period closes October 26. Plan and support documents available on DRPT Web site.

### – Super NoVa

- Working to finalize scope and budget
- 12 months to complete
- Significant public involvement

### – SJ297

- Requested by Senator Miller during 2011 General Assembly session
- Focus on providing recommendations on ways to maximize the Commonwealth's transit investment
- Working group of transit and TDM stakeholders established, public comment period on draft recommendations
- Recommendations due prior to start of 2012 General Assembly session

# Key Northern Virginia Initiatives

## □ Key Projects

- Megaprojects Transportation Management Plan
  - Increased commuting options during construction to reduce congestion
  - Employer incentives for telework
- Telework Tax Credit
  - New legislation passed during 2011 General Assembly session
  - Up to \$50,000 per business (\$1,200 per employee) during taxable years 2012 and 2013 for telework expenses
  - Can include \$20,000 for telework assessment
  - Must apply to Dept. of Taxation by October 31, 2011, for 2012 taxable year
  - More information available at [www.teleworkva.org](http://www.teleworkva.org)



# Key Northern Virginia Initiatives

## ❑ High Speed Rail Development

- \$44.3 million federal FY2010 high speed rail funds awarded to advance Richmond Area to Washington, D.C. preliminary engineering and environmental work
- Working with FRA to determine level of documentation needed

## ❑ Working to secure a dedicated source for intercity passenger rail funding

- Requirements of Section 209 of Passenger Rail Improvement and Investment Act (PRIIA) of 2008
- Three-year special allocation for Amtrak Virginia will provide funding through 2012
- Intercity Passenger Rail Operating and Capital Fund (IPROC) created in 2011, but no dedicated funding

# PRIIA Section 209 Impacts

Lynchburg Service				
	Current (1)	Proposed (2)	Change – Better/Worse	
Route Costs	\$4,568,040	\$3,732,776		
Additives		\$1,009,266		
Third Party Costs	\$977,211	\$1,242,724		
<b>Subtotal – Costs</b>	\$5,545,251	\$5,984,766	-\$439,515	-7.9%
Revenue credit	\$7,368,060	\$4,433,589	-\$2,934,470	-39.8%
<b>Net State surplus/payment</b>	\$1,822,809	<b>(\$1,551,177)</b>	-\$3,373,986	n/a

\*Figures based on current information from Amtrak negotiations

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# Key Northern Virginia Initiatives

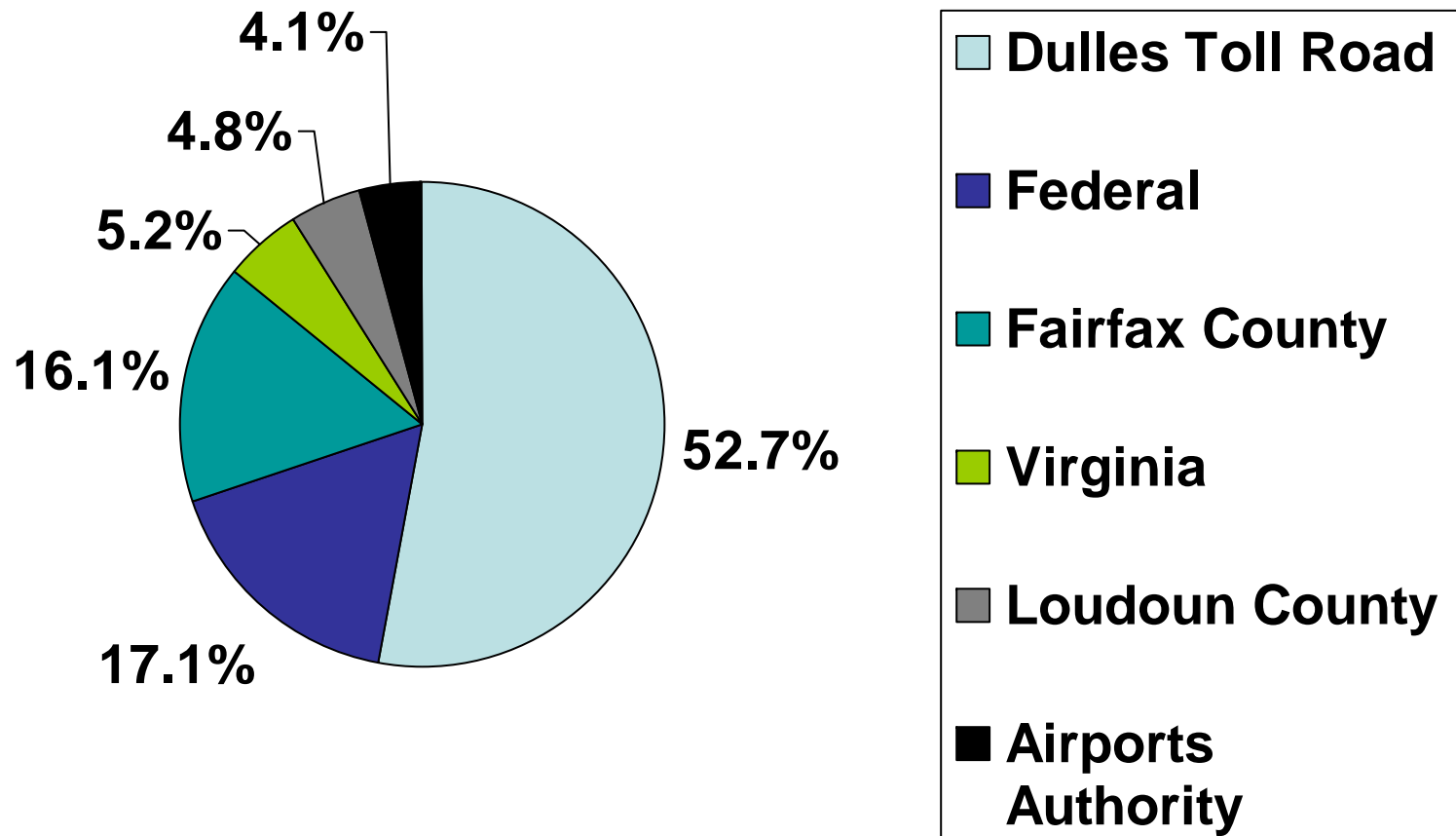
## □ Dulles Phase 1

- Design is 98% complete, construction is 53% complete
- Contingency budget 70% expended

## □ Dulles Phase 2

- Non-airport preliminary engineering (PE) nearly complete, Airport Station PE anticipated for completion in winter 2012
- Project partners working to develop the Memorandum of Understanding to advance Phase 2
  - Virginia has remained firm that we must find additional cost savings in the project, that the Commonwealth's investment is subject to an executed funding agreement, that best efforts to keep the tolls as close as possible to the original toll schedule must be made, and that any Project Labor Agreement (PLA) attached to the project must be in compliance with Virginia law.

# Dulles Corridor Metrorail Funding Sources: Phase 1 and 2\*



\* Based on placeholder \$2.5 billion construction cost for Phase 2. As engineering estimates are developed, percentages may change.

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# Dulles Corridor Metrorail Funding: Commonwealth Contributions Phase 1 and 2

- ❑ Phase 1 and 2 estimated construction cost \$6.26 billion
  
- ❑ Upon completion, Virginia will have contributed almost 60% of funding
  - VTA 2000 - \$75 million
  - CPR Bonds - \$125 million
  - STP Funds - \$75 million
  - Dulles Toll Road - \$3.52 billion

(Does not include interest costs)

# Dialogue with the Director...



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