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# **DRPT Major Projects Update**

## **DATA Transportation Roundtable**

### **June 12, 2019**

Jennifer Mitchell, Director  
Department of Rail and Public Transportation



# DRPT Role in Transportation

DRPT improves the mobility of people and goods while expanding transportation choices for Virginia

Over the next **6 years**, DRPT will administer **\$4.6 billion** in projects and programs to enhance:

- Public transit, rail, and commuter services
- Feasibility and environmental impact of new and expanding service
- Statewide rail and public transportation studies
- Planning and programming for new services and capital improvement projects
- Leadership, advocacy, technical assistance and funding



# Increased and Dedicated Transit Funding

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- **\$386M**: SMART SCALE for 33 primary transit and TDM projects
- **\$40M** annually: HB1887 (2015)
- **\$154M** annually: WMATA Capital Fund
- **\$15M** annually: Commuter Rail Operating and Capital Fund
- **\$10M** annually: I-66 Inside the Beltway dedicated toll revenues
- **\$800M/50 years**: I-66 Outside the Beltway dedicated toll revenues
- **\$15M** annually: I-95/I-395 HOT Lanes dedicated toll revenues
- **\$200M**: set aside of **\$2B** Interstate 81 revenues include multimodal eligibility
- **Increased Section 5307** federal apportionments from inclusion of vanpools in statewide ridership

# Statewide Transit Program Reform

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## Statewide Operating Assistance

- 100% of statewide funds allocated on the basis of service delivery factors



Making Efficient + Responsible Investments In Transit

## Statewide Transit Capital Prioritization

- SOGR/Minor Enhancement/Major Expansion
- CTB can shift funds from major expansion to SOGR
- Increased statewide match to 68% for high priority projects

## Urban Transit Agency Strategic Plans

- Assess SOGR needs
- Review performance of fixed-route bus service
- Evaluate opportunities to improve operating efficiency of transit network
- Examine and identify opportunities to share services where multiple transit providers' services overlap
- Examine opportunities to improve service in underserved areas

# WMATA

## Legislative Action

- 2017: Metro Safety Commission enacted
- 2018: **\$154M** additional annual capital funding dedicated to WMATA
- 2019: Returned \$20M annually to NVTA for WMATA Capital Fund

## Platform Improvement Program

- First major rehabilitation program financed with new dedicated funding
- \$3.6M: state funding for to local transit mitigation

## Governance Reform and Compliance

- Limit role of Board alternates
- 3% annual cap on increase to Virginia operating subsidy
- Strategic Plan and Capital Improvement Plan (CIP)

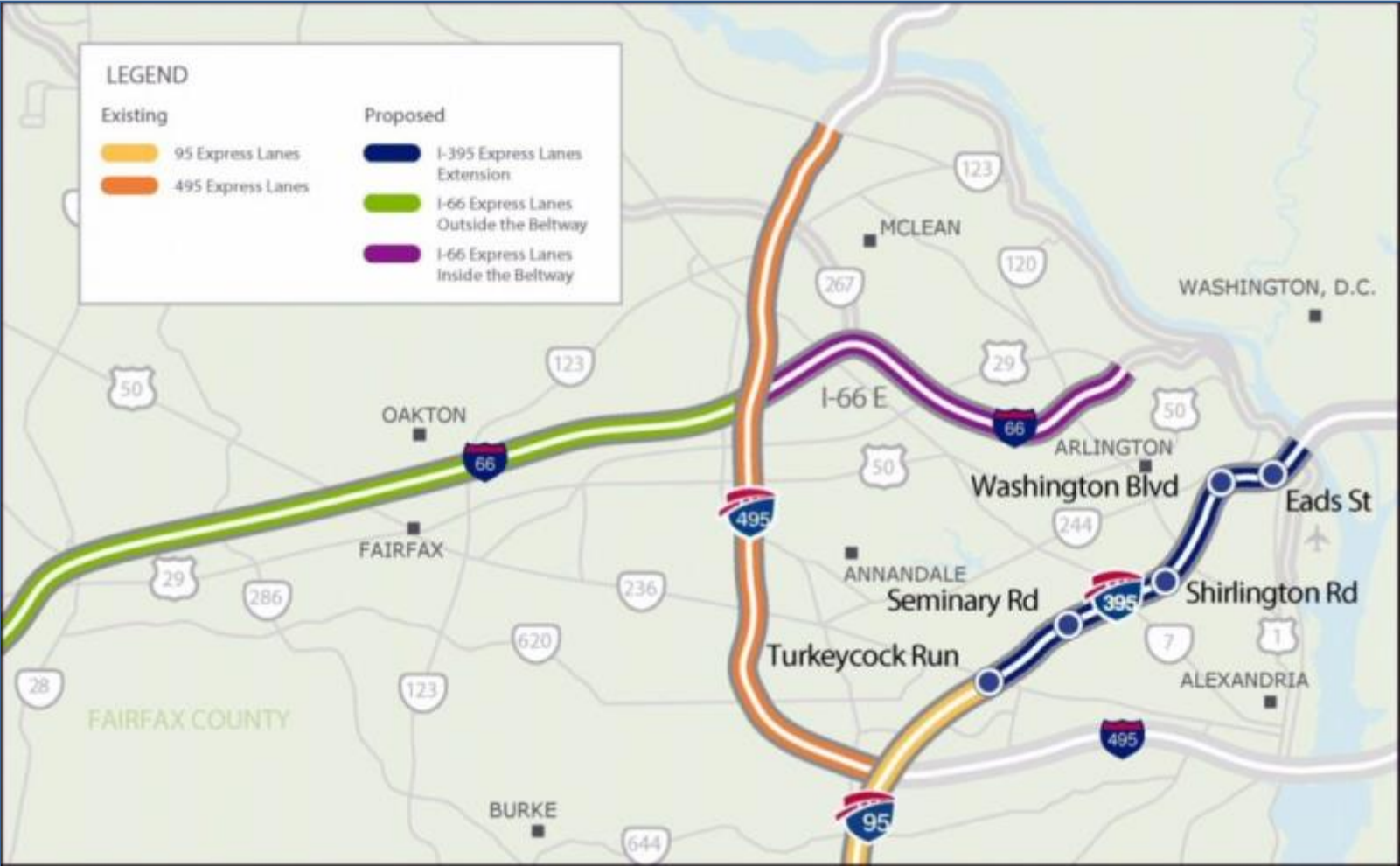
## Technology

- Fairfax County-CAV Shuttle Pilot
- First/last mile connection with Metro



# Generating New Transit and Rail Revenue

## HOV to HOT Conversions



# Generating New Transit and Rail Revenue



## I-66 Inside the Beltway

- **\$10M** annually for transit, TDM, bicycle, pedestrian, and roadway options to improve throughput
- Tolling began December 2017
- NVTC recommends projects
- Two rounds: **\$21.8M** for **25** multimodal projects



## I-66 Outside the Beltway

- **\$800M** over next **50** years to support enhanced transit/commuter rail service
- Additional **\$178M** in 2018 for transit & park-and-ride



## I-95/395 HOT Lanes Extension

- **\$15M** annual transit investment (escalated 3% over 66 years) to fund new and improved choices
- Projects prioritized based on person-throughput benefits

# Generating New Transit and Rail Revenue

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## **SMART SCALE: \$58.3M**

- Crossroads Service Yard Expansion
- Station Improvements for
  - Brooke & Leeland Road
  - Quantico
  - Alexandria including tunnel



VIRGINIA RAILWAY EXPRESS

## **I-66 Outside the Beltway: \$128.5M**

- Broad Run Station Maintenance & Storage Facility Expansion
- Expanded platforms at Manassas Station
- Manassas Parking Garage
- Real-Time Parking Information
- New Rail Cars

## **C-PROC: \$15M Annually**

- Dedicated funding from NOVA regional gas tax





# Long Bridge: Unlocking the I-95 Corridor

## Existing bottleneck

- **98%** capacity during peak travel
- Speed restrictions
- 3 track approaches on each side of 2 track bridge

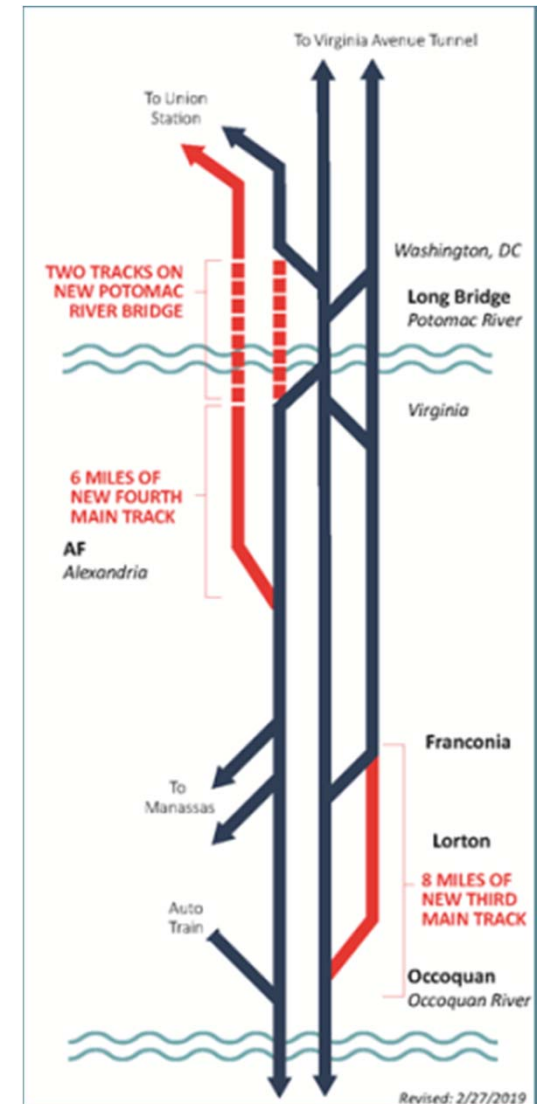
Traffic volume **70%** passenger and **30%** freight

- **34** daily VRE trains; **24** daily Amtrak trains

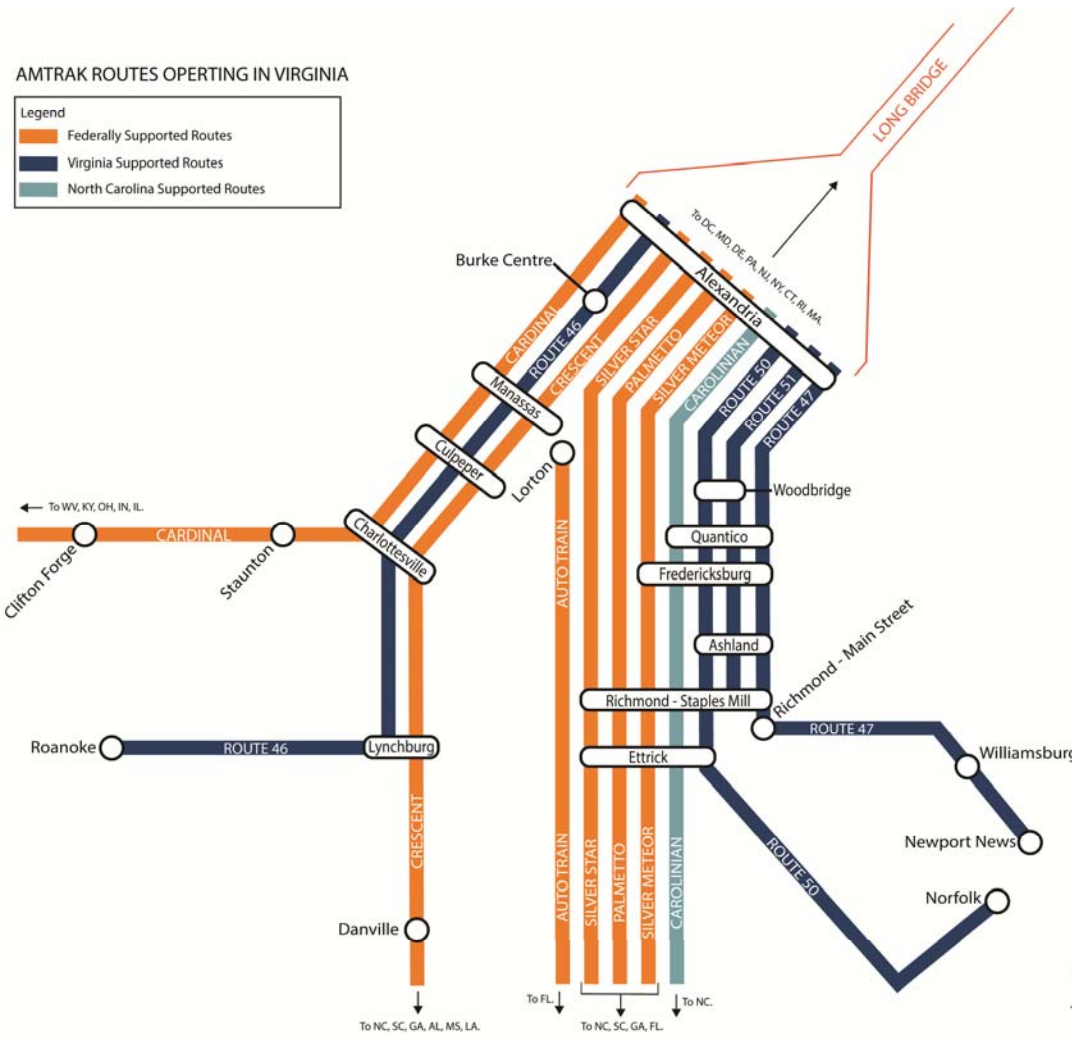
No rail network redundancy for **70+** miles

New two-track bridge for corridor needed

- **\$1.3B-\$1.6B** estimated cost (2019 Dollars)



# Passenger Rail Service in Virginia



# Train Volume Over Long Bridge

Train Operator	Current # of Trains per Day	2040 # of Trains per Day	Percent Increase
VRE	34	92	171%
MARC	0	8	--
Amtrak	24	44	83%
CSXT	18	42	133%
Norfolk Southern	0	6	--
Total	76	192	

On Time Performance		
	Current (Observed)	No Action (2040)
Commuter	91%	25%
Intercity Long Distance	70%	12%
Intercity Regional		7%

Source: DDOT, Long Bridge Draft EIS

# Next Steps: Long Bridge

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- Develop funding plan including federal, state, regional and local sources
  - **\$776M** over the next **6 years** currently programmed for Long Bridge, I-95 Corridor Improvements and Related Statewide Improvements
- New Long Bridge: Public Ownership
- Long Term Goal of separation of freight and passenger rail



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