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

- **$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

Statewide Operating Assistance
  • 100% of statewide funds allocated on the basis of service delivery factors

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

SMART SCALE: $58.3M
- Crossroads Service Yard Expansion
- Station Improvements for
  - Brooke & Leeland Road
  - Quantico
  - Alexandria including tunnel

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

All tracks lead to Long Bridge!
Train Volume Over Long Bridge

<table>
<thead>
<tr>
<th>Train Operator</th>
<th>Current # of Trains per Day</th>
<th>2040 # of Trains per Day</th>
<th>Percent Increase</th>
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<tbody>
<tr>
<td>VRE</td>
<td>34</td>
<td>92</td>
<td>171%</td>
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<tr>
<td>MARC</td>
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<tr>
<td>Amtrak</td>
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<td>44</td>
<td>83%</td>
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<td>CSXT</td>
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<td>42</td>
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<tr>
<td>Norfolk Southern</td>
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<td>6</td>
<td>--</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>76</strong></td>
<td><strong>192</strong></td>
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<table>
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<tr>
<th>On Time Performance</th>
<th>Current (Observed)</th>
<th>No Action (2040)</th>
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<tbody>
<tr>
<td>Comuter</td>
<td>91%</td>
<td>25%</td>
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<tr>
<td>Intercity Long Distance</td>
<td>70%</td>
<td>12%</td>
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<tr>
<td>Intercity Regional</td>
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<td>7%</td>
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Source: DDOT, Long Bridge Draft EIS
Next Steps: Long Bridge

• 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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