



Virginia Department of Rail and Public Transportation

Agency Update

Virginia Association of Counties

November 14, 2016

Jennifer Mitchell
Agency Director

Rail and Public Transportation Partners



44 Transit Systems; 54 Operations

55 Human Service Operators

1 Commuter Rail Operator (VRE)

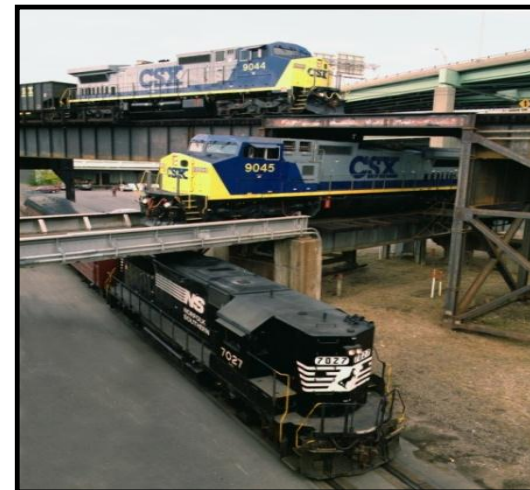
18 Transportation Demand Management Agencies

9 Short Line Railroads

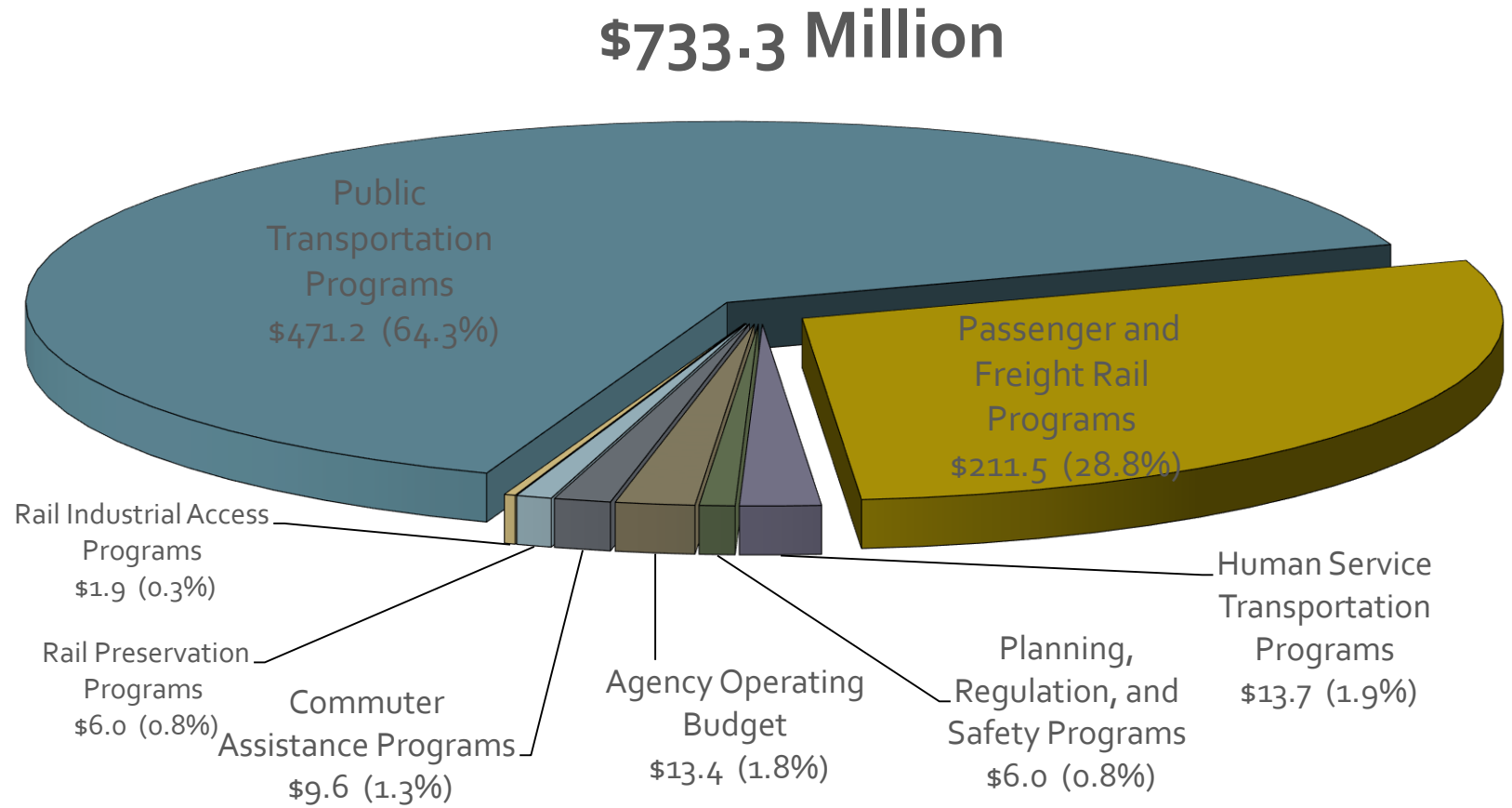
2 Class I Freight Railroads (CSX, NS)

1 Intercity Passenger Rail Operator (Amtrak)

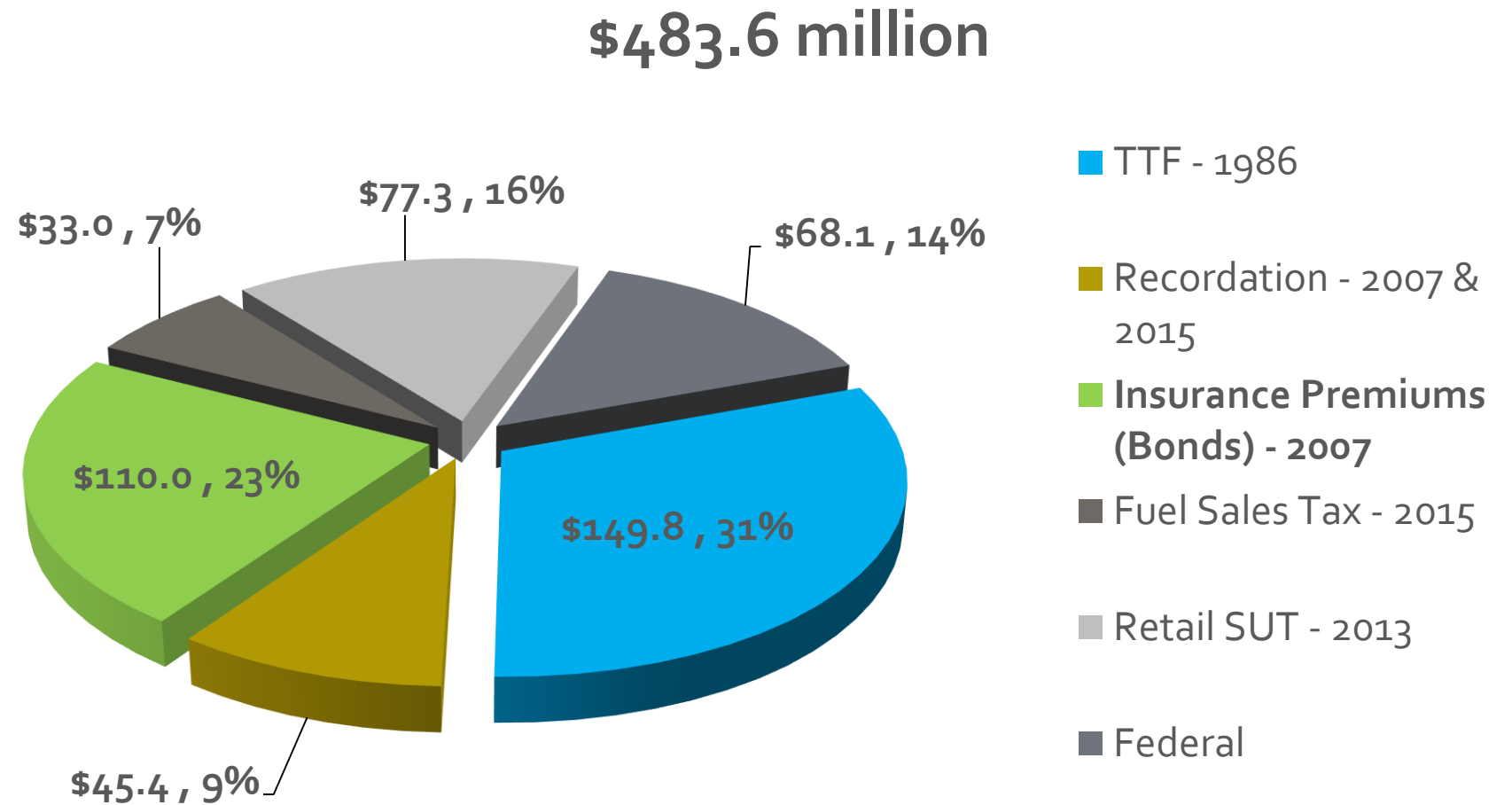
115 Private Companies participating in Telework!VA



FY 2017 DRPT Budget



FY 2017 Transit Revenues



FY 2017 Transit Revenues by Program

Operating	\$	224.0
Capital		250.7
Special		8.9
Total	<u>\$</u>	<u>483.6</u>

Loss of bond funds will result in a 44% decrease
in transit capital funding



Transportation Capital Revenue Bonds

- Total bond authorization: \$3 billion
- § 58.1-638 dictates at least 20% of bond proceeds are to be used for transit capital
- DRPT/CTB elected to receive transit allocation over ten years
 - \$60 million per year between 2009-2018; **set to expire by FY19**



Transit Capital Allocation Process



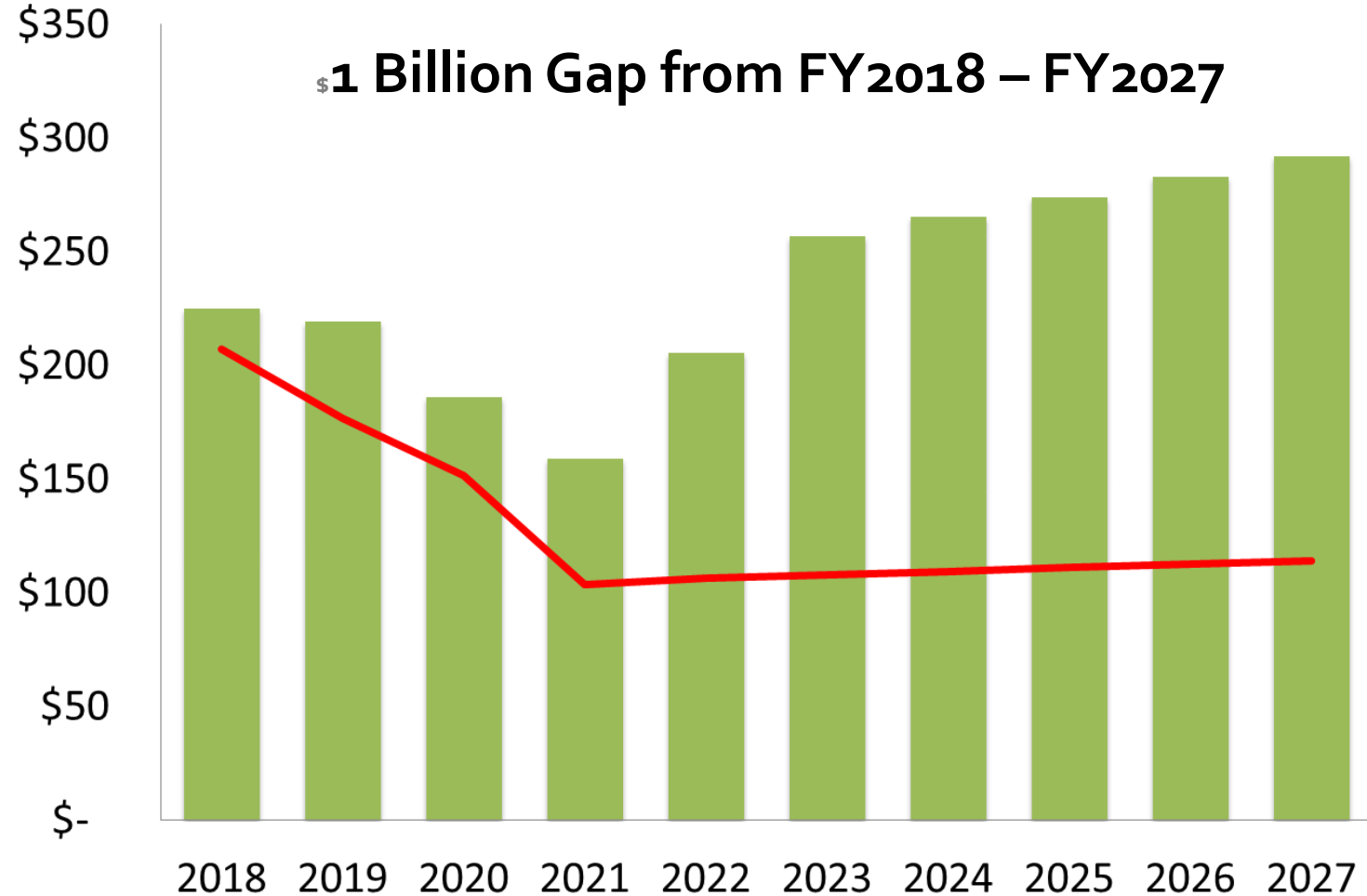
- Capital program currently uses a tiered prioritization process
 - Tier 1 at 68% State Share
 - Rolling stock for replacement or expansion and related items
 - Tier 2 at 34% State Share
 - Infrastructure and facilities
 - Tier 3 at 17% State Share
 - Support vehicles, shop equipment, spare parts, etc.

Forthcoming Funding Crisis

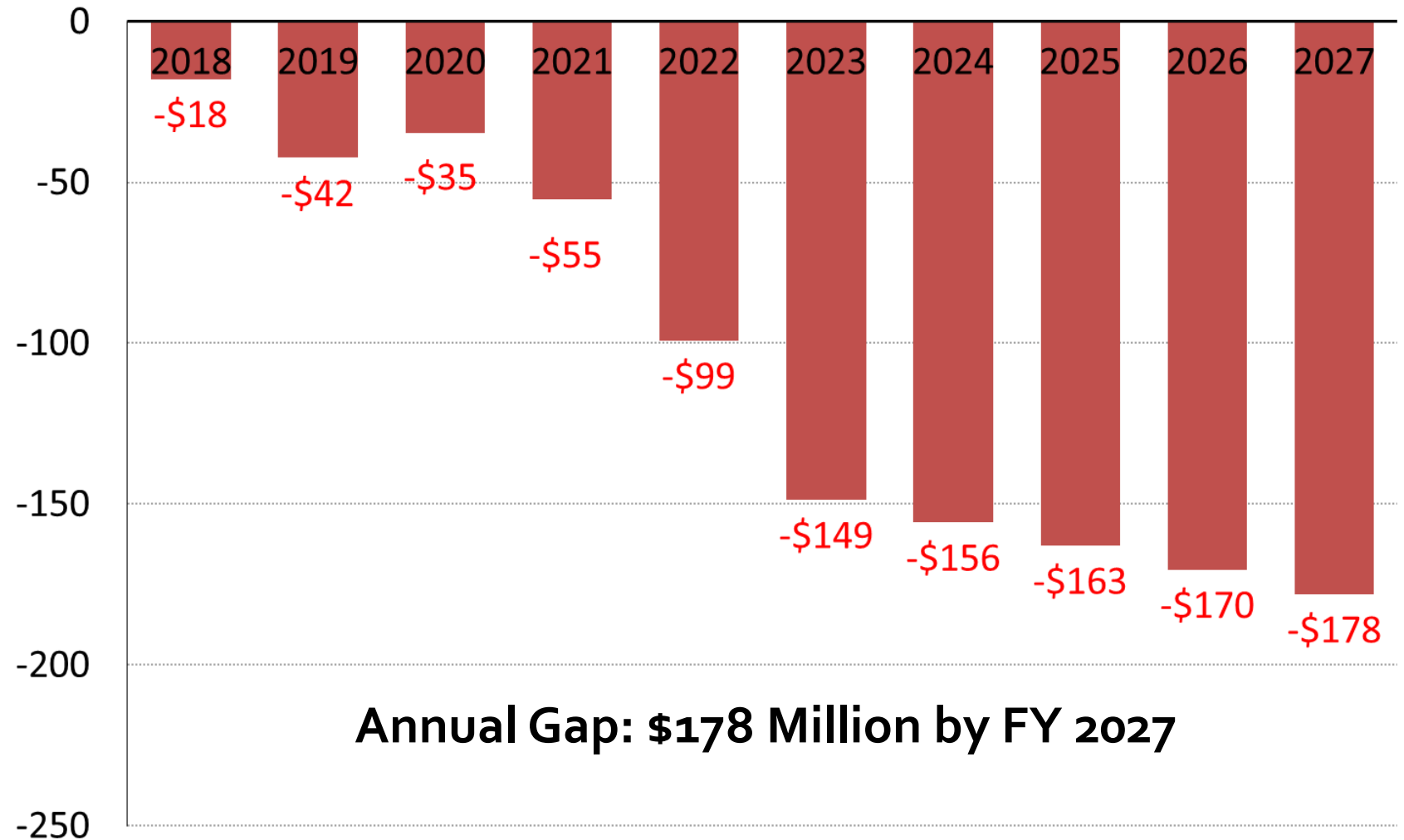


- \$110 million in annual bond revenues for WMATA and transit capital needs expire in 2018
- Future costs would shift to local agencies or not be met at all
- \$50 million annually to WMATA matched by an additional \$50 million annually from Federal government, which expires in 2020
- Needs continue to grow even if funding goes away
- HB 1359 created TCPRAB to identify replacement revenues, but on condition of also developing new project-based allocation processes for:
 - State of Good Repair
 - Smart Scale-like for Expansion

State Needs Over Available Revenues



Transit Capital Program Annual Deficit



Transit Capital Project Revenue Advisory Board



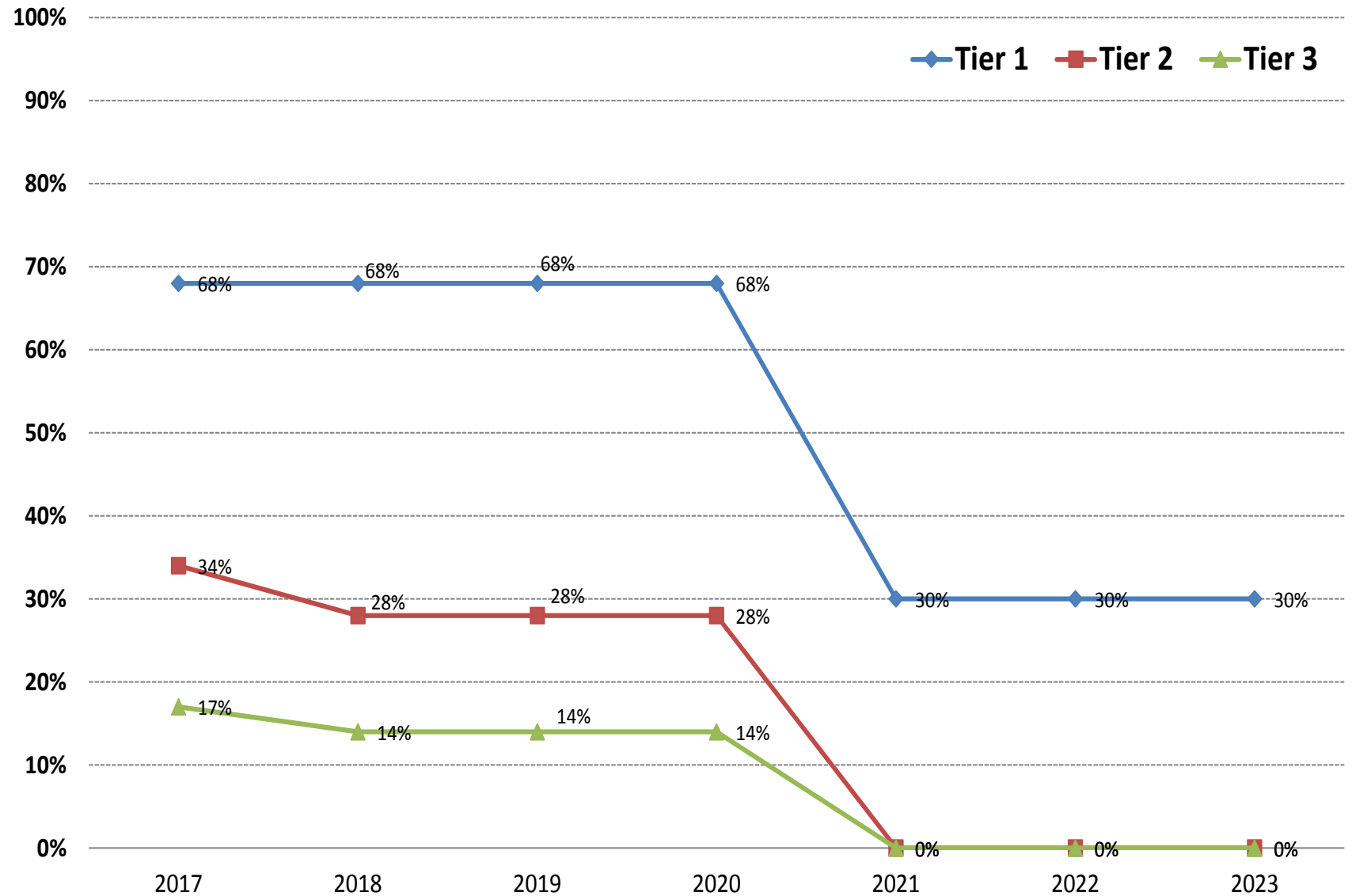
- Seven appointees based upon transit stakeholder recommendations
- Geographic Parity
 - Chair, Hon. Marty Williams (DRPT)
 - Vice Chair, Hon. Jeff McKay (VACO)
 - Hon. Mary Katherine Greenlaw (VML)
 - Jim Spore (DRPT)
 - Hon. Tom Rust (VTA)
 - Dr. Joe Toscano (VTA)
 - Josh Baker (CTAV)

Impacts to Local Transit Operators



- Reduced state match will cause local shares to increase significantly
- Local governments will need to fill gaps or make extensive service cuts
- Potential difficulty in matching federal funds
- Deferral or cancellation of many capital projects
- Deferred capital needs leading to higher O&M costs, shorter asset lifecycles, and lower reliability

State Match Rates to FY2023



Tier 1 Match maintained at High Priority

Key Takeaways and Next Steps



- Transit Capital Project Revenue Advisory Board identifying replacement revenues and prioritization methods
 - Next Meeting: November 18, 2016 in Richmond, live stream available
 - Interim Report to General Assembly by January 1, 2017
 - Final Proposal to General Assembly by August 1, 2017
- Propose legislation in 2018 General Assembly to identify replacement revenue and adopt project prioritization allocation method
- Support full \$150 million Congressional annual appropriation to WMATA, as well as its reauthorization by 2020 (PRIIA)

Rail Program Highlights



- Allocations over six year period increased by \$240 M
- Focus on shared-use passenger and rail corridors, including I-95 corridor and Rt. 29 service
- New rail capital projects
 - Atlantic Gateway - \$382 M
 - Commonwealth Railway Marshalling Yard - \$17 M
 - Lynchburg 2nd Train Capital Improvements - \$32 M
 - Increases to Staple Mill Parking (\$3 M) and Roanoke extension (\$6 M)

Rail Program Highlights

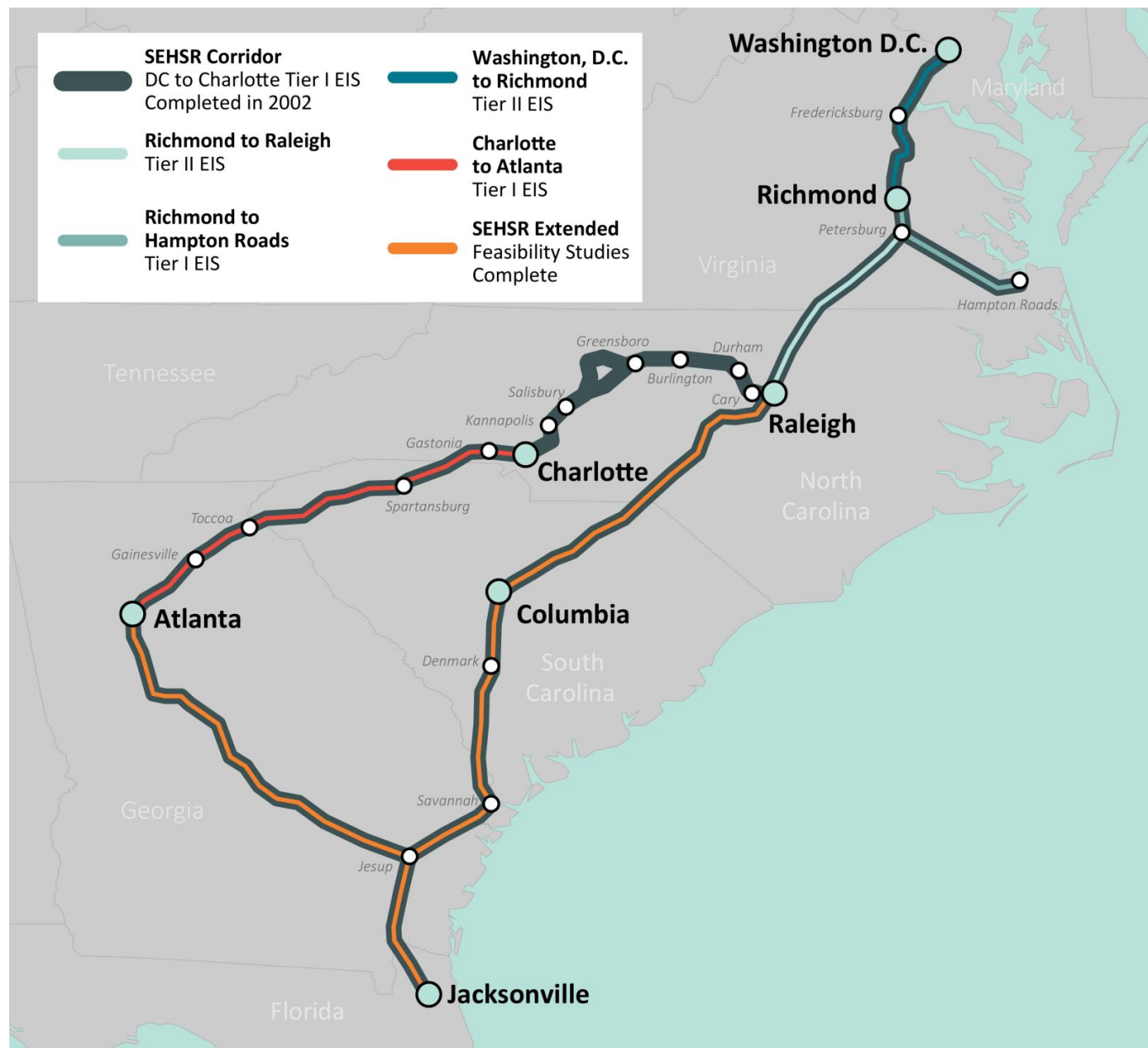


DC2RVA Project Benefits

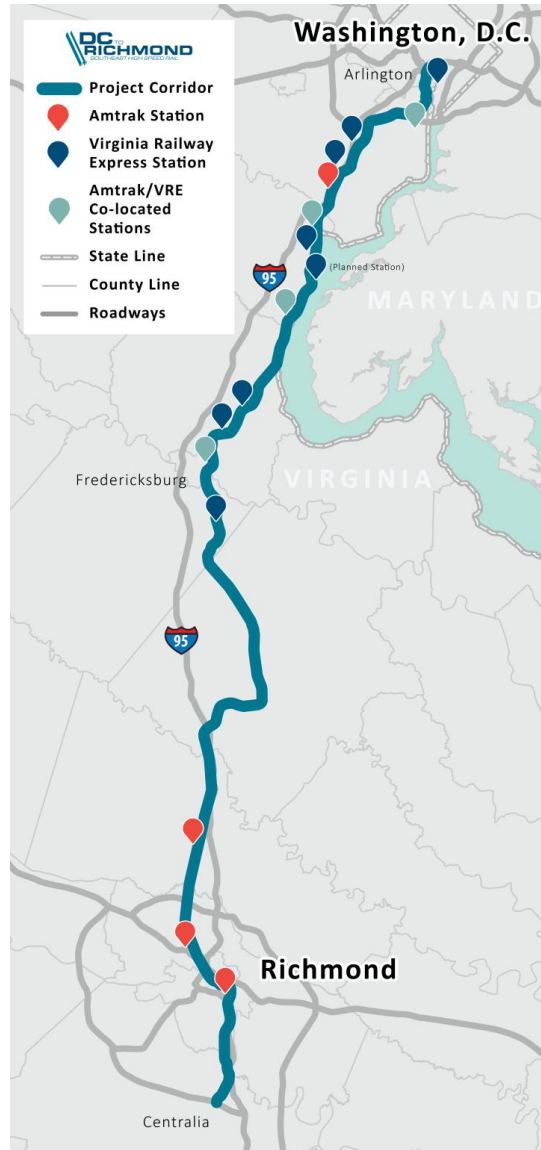
- Increase rail capacity parallel to I-95 from Richmond to Washington
- Provide more frequent and reliable passenger trains as a viable and safe transportation alternative
- Resolve additional freight and passenger bottlenecks, congestion and safety concerns, resulting in increased freight rail movement from the Port of Virginia.



Southeast High Speed Rail



DC₂RVA Corridor Overview



- 123 mile corridor
- Follows CSX's rail line
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service

DC2RVA Public Outreach Efforts



DC2RVA Public meetings (live and online)

- Pre-briefings with MPOs and Cooperating/Participating Agencies
- Advertised online and in print
- Notices to local governments and elected officials

Issue-specific outreach

- Field work access letters with early notices to public officials
- Series of meetings with station localities
- Participated in locally-hosted meetings
- Elected officials' briefings by region

Ongoing outreach

- DC2RVA Website – local interest sections, comment portal, FAQs
- Mailing list with over 13,000 contacts
- Newsletters and press releases – 105 news stories

DC₂RVA Next Steps



- FRA DEIS review
- Local briefings
- Draft EIS release
- Draft EIS Public Hearings
- 60-day public comment period
- Compile public comments
- CTB review
- Service development planning, preliminary engineering, and additional analysis
- Additional local coordination; ongoing coordination with Atlantic Gateway Program and other related transportation projects
- Final EIS
- Record of Decision to be issued by FRA

Atlantic Gateway



Commonwealth of Virginia selected for \$165 Million FASTLANE grant

Project Partners

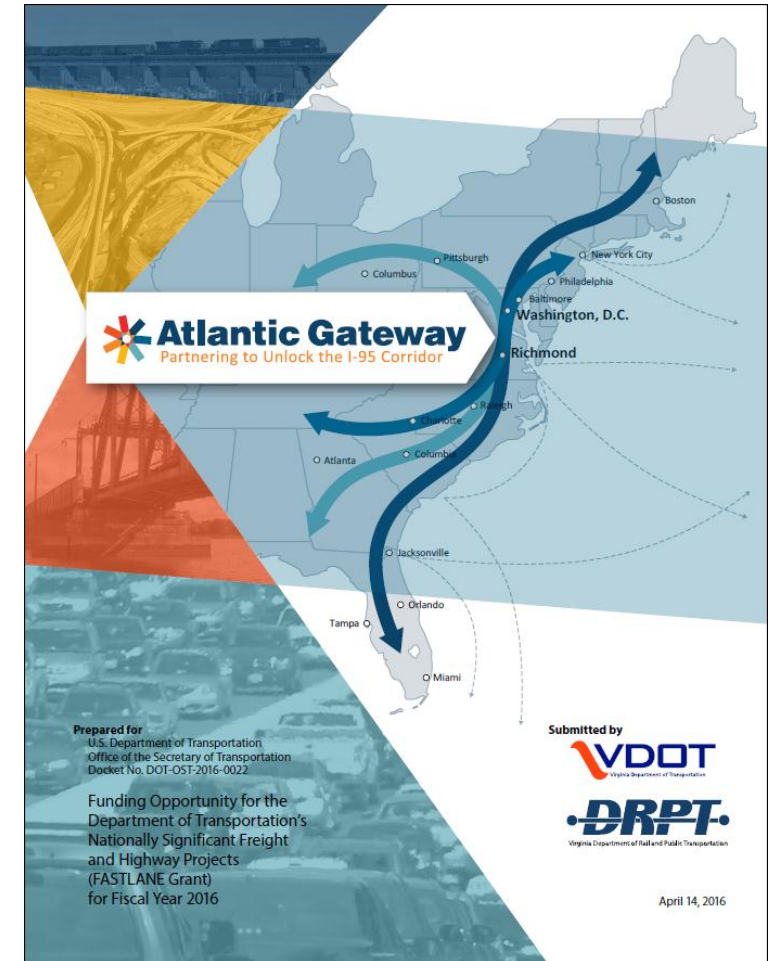
- DRPT, VDOT, Transurban, CSX

Purpose

- Accelerate projects for long-term, multimodal network
- Resolve bottlenecks, congestion, safety concerns
- Accommodate growth

Total Atlantic Gateway Cost

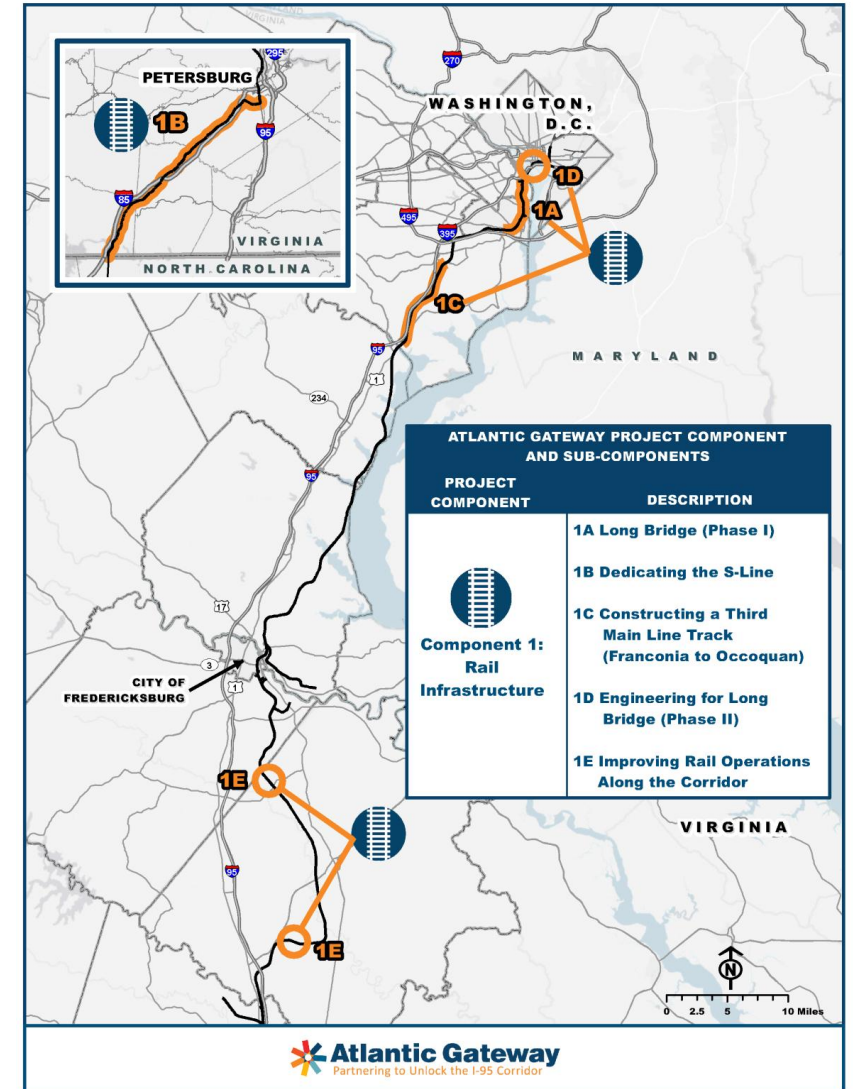
- \$1.4 Billion



Atlantic Gateway



- Long Bridge (Phase I)
- Dedication of S-Line
- Third Main-Line Track
- Engineering for Long Bridge
- Improving Rail Operations along the Corridor
 - Crossovers



Questions

