

Governor's Transportation Conference

Agency Initiatives Overview

Thelma Drake, Director

December 5, 2012

Presentation Overview

- Dulles Metrorail Extension
- Norfolk TIDE Light Rail
- Amtrak Virginia Intercity Passenger Service
- Virginia Railway Express
- SJR297 Funding Study
- Super NOVA Transit/TDM
- Southeast High Speed Rail
- Port/Intermodal Related Projects

Dulles Metrorail Extension



- ❑ Largest transportation infrastructure project in the US
- ❑ 23 mile extension of existing metrorail system
- ❑ Provide one-seat ride from Dulles International Airport to Washington, DC
- ❑ Serves state's top 2 largest employment centers
- ❑ 11 new stations
- ❑ Phase I \$2.6 billion; Phase II \$3.2 billion
- ❑ Construction expected to be completed for Phase I by 2014 and Phase II by 2018

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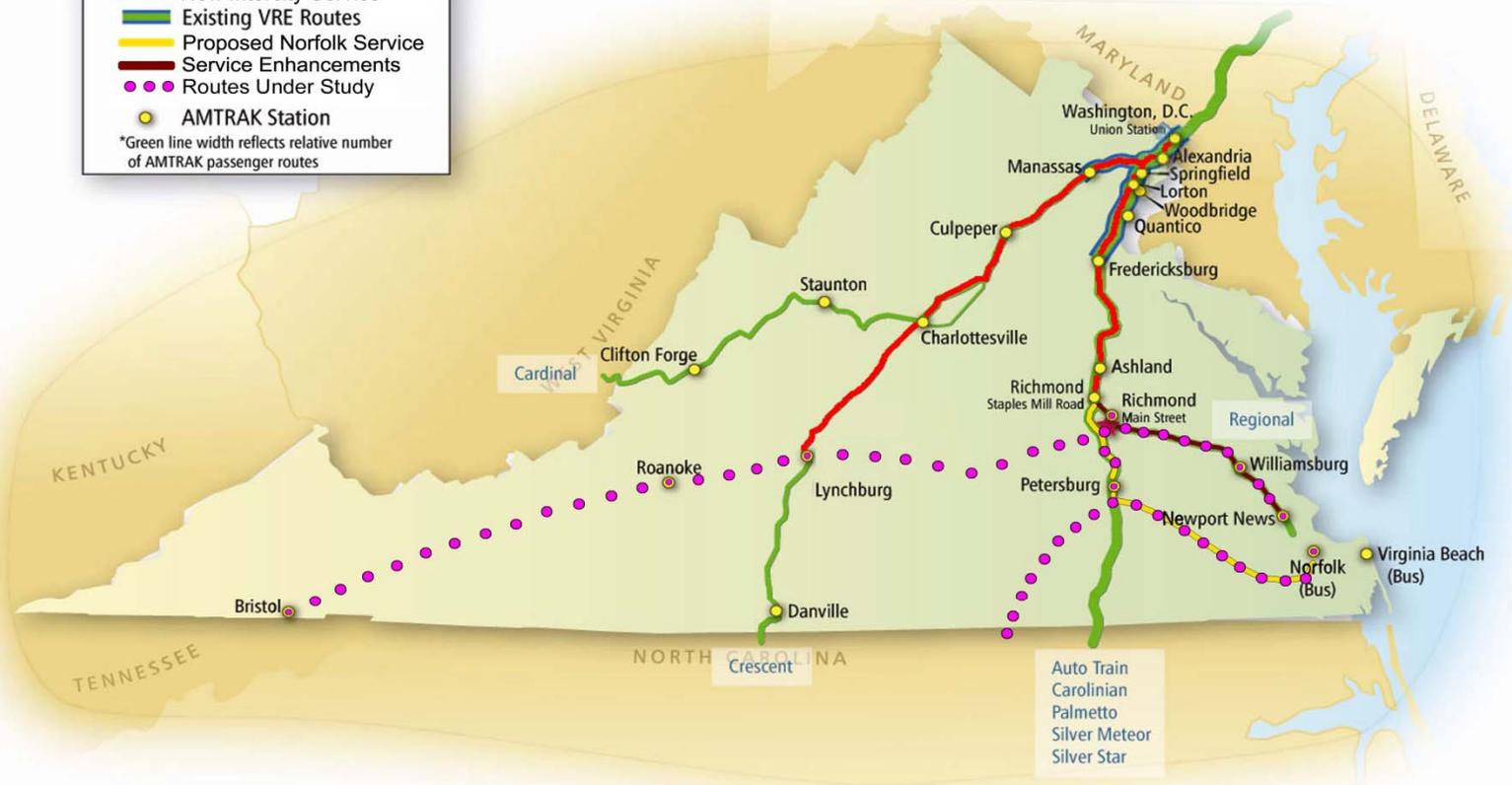
Norfolk TIDE Light Rail

- ❑ Virginia's first light rail.
- ❑ Final cost of \$318.5 million, the lowest cost per mile nationwide of any recent light rail system (\$43 million per mile).
- ❑ 7.4 miles.
- ❑ 11 stations with 4 park-and-ride locations where parking is FREE
- ❑ 18 feeder bus routes.
- ❑ Averaged about 5,100 weekday boardings in first year of operation, compared to year one forecasts of 2,900.



Intercity Passenger Rail

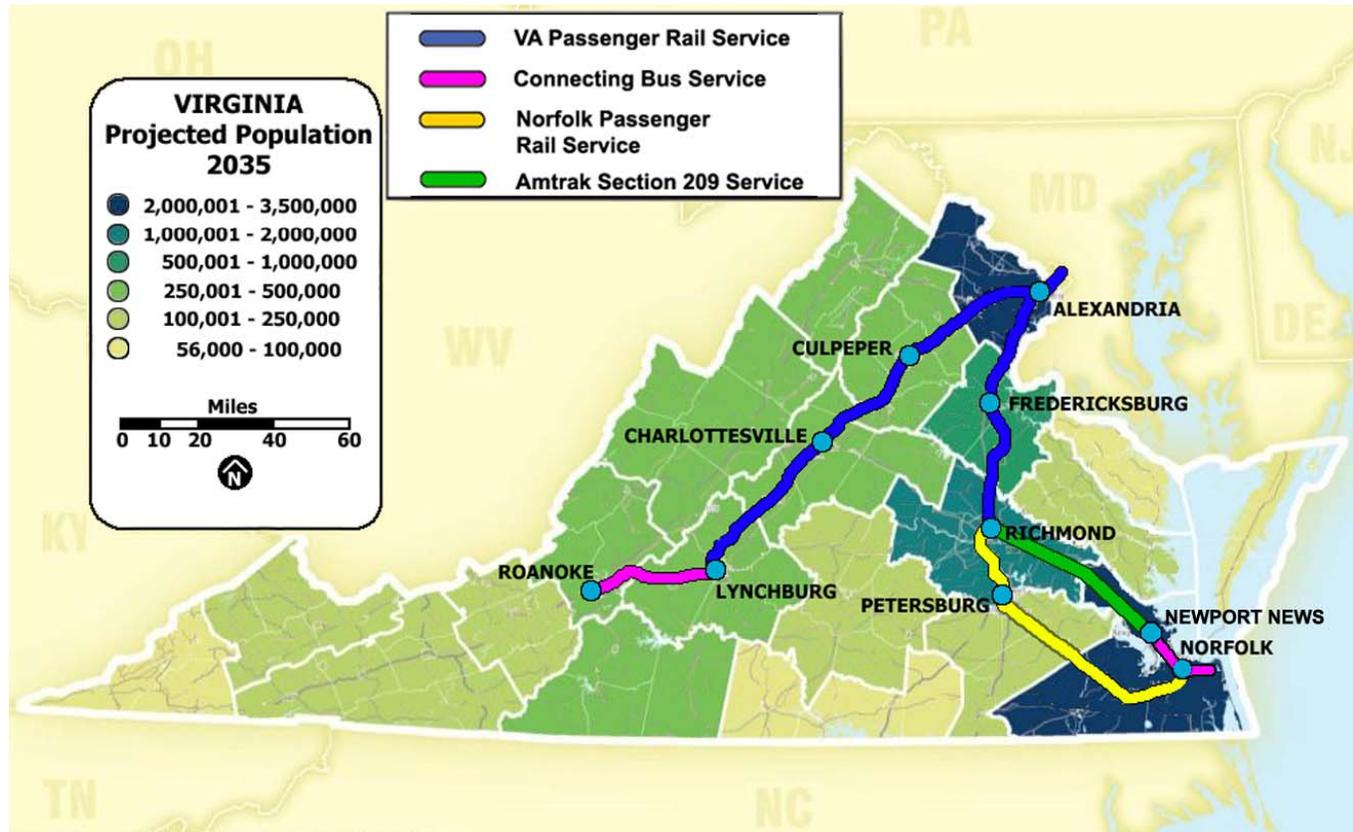
- Existing AMTRAK Routes*
 - New Intercity Service
 - Existing VRE Routes
 - Proposed Norfolk Service
 - Service Enhancements
 - Routes Under Study
 - AMTRAK Station
- *Green line width reflects relative number of AMTRAK passenger routes



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Intercity Passenger Rail

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



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Intercity Passenger Rail

- ❑ In 2009, Virginia joined Amtrak as the 15th state to fund regional intercity passenger train operations
- ❑ Began daily roundtrip train between Lynchburg and Boston in October 2009, and daily roundtrip train between Richmond and Boston in July 2010
- ❑ Lynchburg service has recovered its operating costs for each year to date
- ❑ The Richmond daily service will be extended to Norfolk beginning December 12, 2012



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Intercity Passenger Rail

- ❑ Under federal law, Virginia will begin paying operating and capital costs for four existing Amtrak funded intercity regional services on October 2013 – an estimated \$110 million in operating need (not inclusive of capital costs) for a total of six trains
- ❑ Virginia working with Amtrak to determine approach to through revenue sharing (Virginia trains feed Amtrak's Northeast Corridor)



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Intercity Passenger Rail

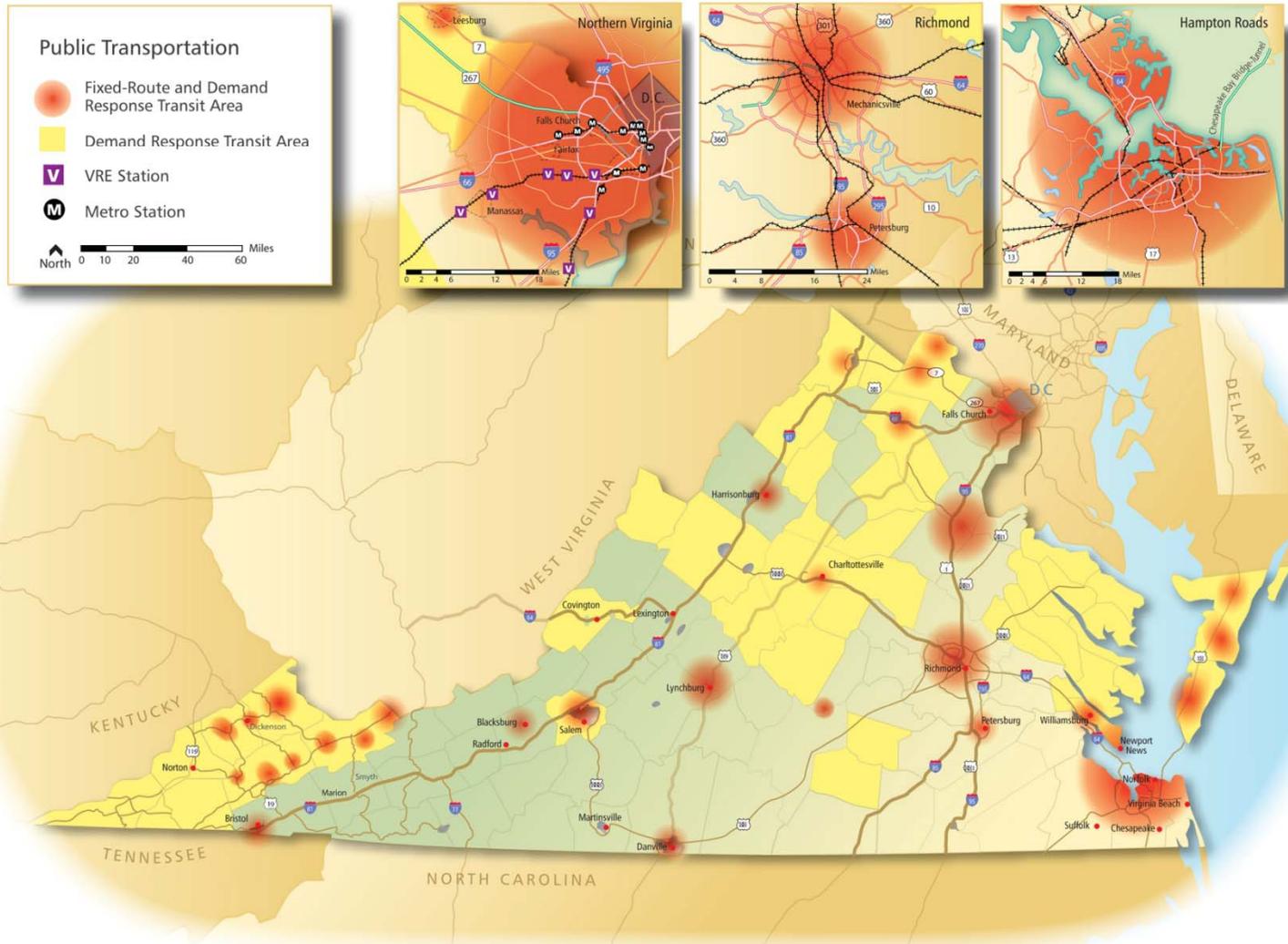
□ Need for a National Rail Plan

- Guiding principles on defining passenger and freight rail development
 - High speed intercity passenger rail and at what speed – is it co-mingled with freight as high capacity corridors or right-of-way of its own?
 - What is the federal role and participation both in planning and function?

□ Need for a dedicated funding source for Virginia funded intercity passenger rail

- The Intercity Passenger Rail Operating and Capital fund was created in 2011 but there is no dedicated revenue source
 - PRIIA Section 209 shifts all Amtrak regional service to the states beginning October 1, 2013 – Virginia state funding for continued Amtrak regional service will increase from 2 to 6 trains.
 - FY2013-FY2018 Six Year Improvement Program identifies \$162M in unmet need.

Virginia Transit Systems



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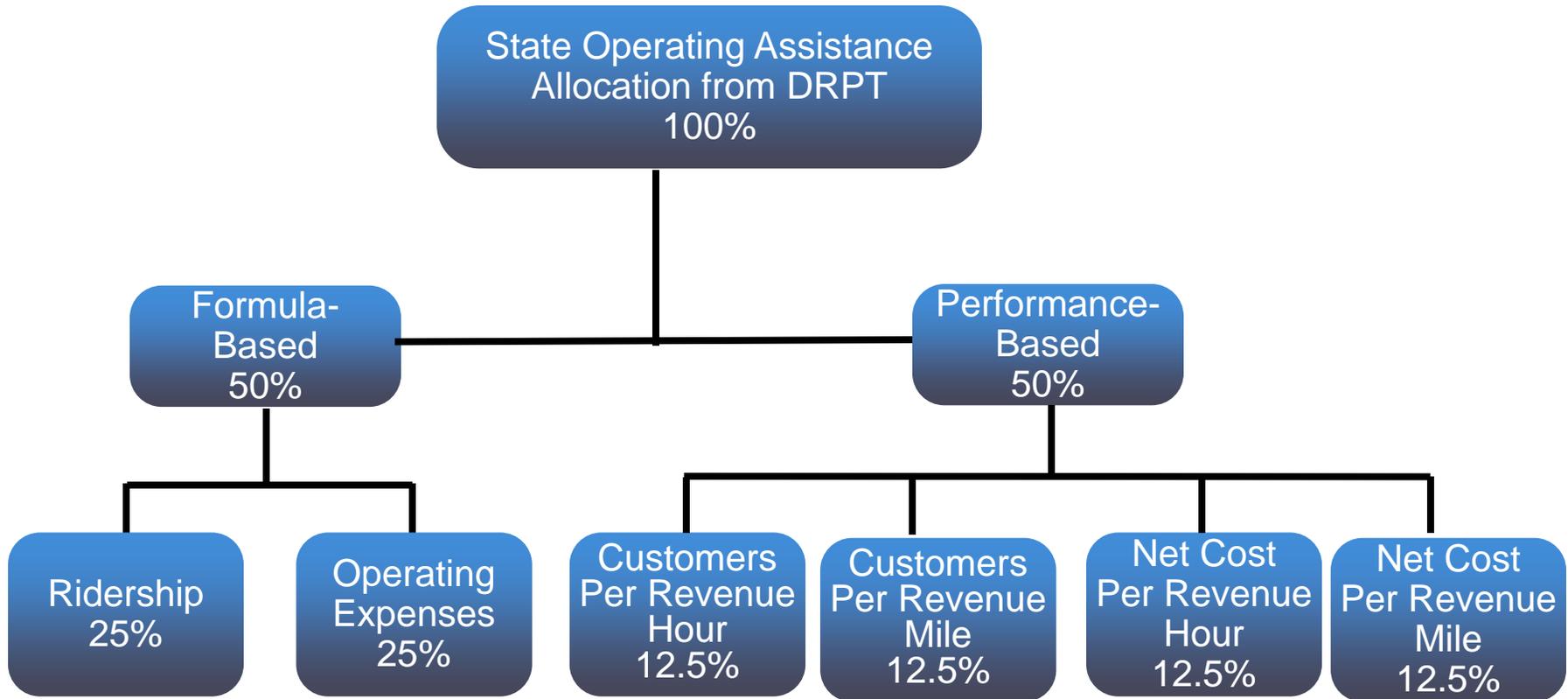
Virginia Railway Express

- ❑ Beginning operations in 1992, Virginia Railway Express as an operating enterprise of two Northern Virginia Transportation commissions, NVTC and PRTC.
- ❑ Commuter rail operations from Manassas and Fredericksburg into Washington, D.C. operate weekday peak with limited mid-day service
- ❑ Commuter trains operate on shared freight and passenger rail tracks owned by private railroad companies
- ❑ Trains carry about 20,000 people each operating day
- ❑ Aside the federal government, the Commonwealth is the largest single subsidy funding partner
- ❑ VRE's next stop is the Spotsylvania Station

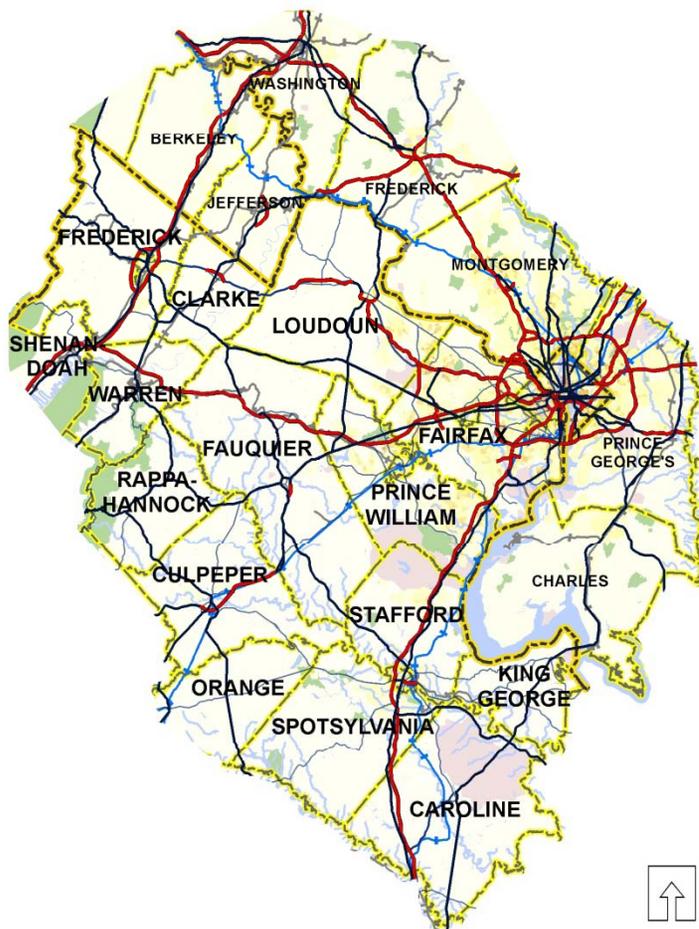
SJR 297 – Transit Reform

- ❑ Virginia legislation required study in 2011 of key issues related to public transportation funding, specifically current practice with respect to performance, prioritization, stability and allocation
- ❑ Current 1986 system for state funding in Virginia based on one factor - total operating expenses
- ❑ Recommended hybrid system is based on formula and performance allocation
 - Key metrics – operating expenses, ridership, customers per revenue hour, customers per revenue mile, net cost per revenue hour & net cost per revenue mile
 - Hybrid Approach includes a formula component as well as performance based component designed to:
 - Reward and incentivizes performance, encourage stability, establish performance metrics, lead sound transit service decision making, and keeps transit decision making at local level.
 - Consistent with new federal authorization bill (MAP-21) which is implementing performance metrics as well. Virginia is a leader

SJR297 Funding Study



Super NOVA Transit/TDM

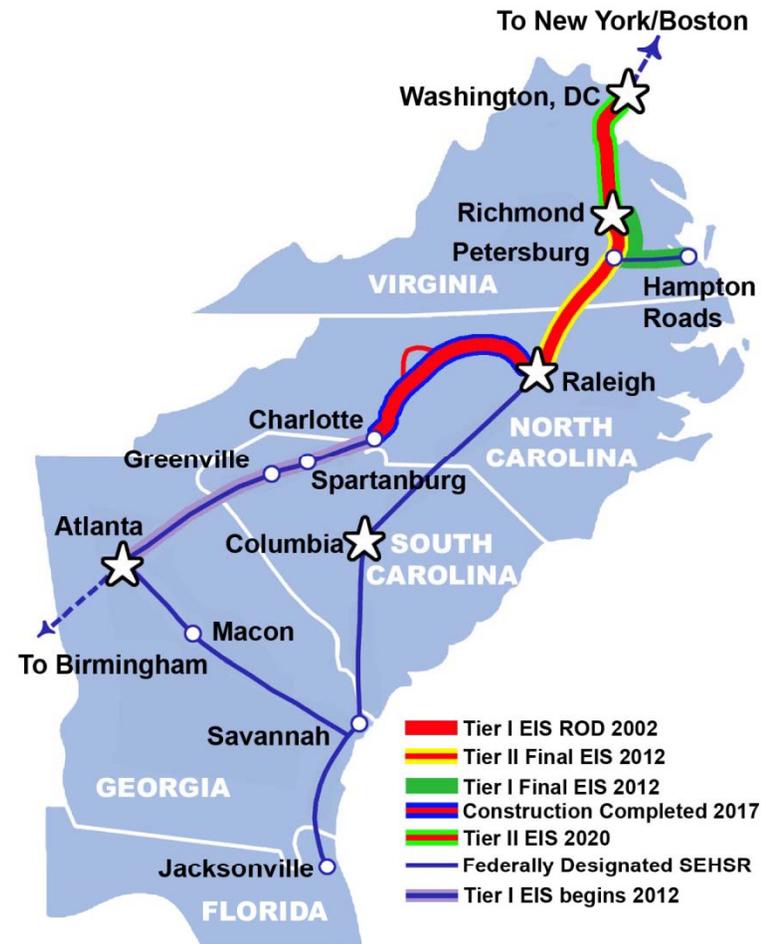


- ❑ Vision is mobility without boundaries
- ❑ Study of current & projected commuter patterns in greater Northern Virginia
- ❑ Provides recommendations for transit & TDM enhancements for corridors, hubs and sub-regions
- ❑ Recommends policies to improve coordination & investment

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High Speed Rail

- **Southeast High-Speed rail corridor was designated by US Congress to provide high-speed passenger rail service from the NEC to Washington, DC to Charlotte, NC.**
 - Raleigh to Richmond
 - Tier II EIS expected to be complete mid-2013
 - Will require significant track improvements
 - Richmond to Washington, DC
 - Tier II EIS underway, anticipated to take 6-8 years to completed EPA. 110 miles segment through Richmond, Fredericksburg and Northern Virginia. \$55 million study
 - \$75 million stimulus grant to construct 11 mile segment of track between Arkendale and Powells Creek
 - Richmond to Hampton Roads
 - Tier I EIS, awaiting Record of Decision



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Port Related Projects

Norfolk Southern Crescent Corridor (I-81)



At a Glance

- ⌘ Improves freight rail shipping along I-20, I-40, I-75, I-85 and I-81
- ⌘ Freight benefit:
Expands capacity, diverting trucks from congested roadways
- ⌘ Passenger benefit:
Could expand Amtrak to serve Charlottesville, Lynchburg, Roanoke and Bristol and expand VRE service from Manassas to Haymarket

Norfolk Southern Crescent Corridor Development Status

Task	Proposed Completion Dates
Planning and Analysis	2008
Preliminary Engineering	2008
Final Design	2009
Construction	2010
Operation	2020

Annual Benefits



Removes 1.6 million trucks (base estimate) from I-81 Corridor by 2035



Saves over 227 million gallons of fuel



Saves 674,000 tons of CO₂ emissions

Port Related Projects

CSX National Gateway Corridor (I-95, I-295, I-495)



At a Glance

- :: Parallels I-95 through Virginia
- :: Improves efficiency of freight rail shipping from ports of MD, VA and NC and to markets in PA, WV and OH
- :: Virginia improvements:
 - Kilby Rail Yard
 - Double-stack train clearances
- :: Freight benefit:
Expands capacity
- :: Passenger benefit:
Improves on-time performance

CSX National Gateway Corridor Development Status

Task	Proposed Completion Dates
Planning and Analysis	2008
Preliminary Engineering	2009
Final Design	2010
Construction	2013
Operation	2013

Annual Benefits



Removes 130,000 trucks from I-95 Corridor



Saves over 31.9 million gallons of fuel



Saves 61,705 tons of CO₂ emissions

Thank You!

