
DRPT Transit Update

VTA Conference- September 29, 2021

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Virginia Department of Rail and Public Transportation

State of Transit in Virginia

- ✓ 2020 Omnibus Bill **increases funding** and creates a **streamlined allocation model**
- ✓ **Dedicated funding** to commuter rail and large transit systems
- ✓ **Toll revenues (I-66, I-395/95) and Interstate funding (I-81)** for multimodal projects
- ✓ 2018 MERIT Reforms bring **greater accountability and transparency** to DPRT funding programs
- ✓ SMART SCALE provides a **source of new funding to transit projects** throughout the Commonwealth



State of Transit in Virginia



- ✓ **New innovations and technology programs** enhance the transit and TDM industry
- ✓ Virginia Breeze is growing and **connects rural communities** to the larger national bus network
- ✓ **Transit Ridership Incentive Program** will dedicate funding to **zero fare and regional connectivity** projects
- ✓ Transforming Rail in Virginia **will expand VRE commuter rail service** and includes a new Long Bridge between DC and VA
- ✓ **Virginia Transit Equity & Modernization Study** will examine opportunities to improve transit services

Changing the Transit Funding Landscape

- In 2014, DRPT predicted a **major shortfall for transit capital funds** due to the expiration of transportation bonds

- Since then:

- **Commonwealth Mass Transit Fund**

- **58% increase** in funding
- 2020 Transportation Omnibus Bill **stabilizes and increases revenues**

- **SMART SCALE**

- Transit & TDM projects are eligible
- Over **\$450M** allocated to transit, TDM, and rail projects

- **WMATA Capital Fund**

- **\$154.5M** annually- VA share of \$500M in new regional funding

- **MERIT Reforms**

- Set-aside of WMATA funding from transit capital program removed variations in funding for other agencies



Changing the Transit Funding Landscape

- **Interstate Program**
 - **\$200M** for multimodal projects along I-81 corridor
- **Commuter Rail Operating and Capital Fund**
 - **\$15M** annually to VRE
- **Central Virginia Transportation Authority**
 - **15 percent** dedicated to GRTC
- **Hampton Roads Regional Transit Program**
 - Approximately **\$30M** annually for a regional network of transit routes
- **Toll Revenues to Transit In Northern Virginia**
 - I-66 Inside the Beltway: Over **\$45M** since 2017
 - I-66 Outside the Beltway: **\$800M** over 50 years
 - I-395 Express Lanes: **\$40M** since FY20



Accountability & Transparency

- **MERIT Reforms to the statewide capital program prioritize the most important needs**
 - Guarantees higher 68 percent match to meet all SGR needs
 - Requires better transit asset management and enhanced strategic planning
 - Increases accountability and transparency in order to meet critical needs
- **Reforms demonstrate that statewide transit funds are going to those projects and systems that best meet the Commonwealth's goals**
- **Results:**
 - 531 Replacement Vehicles
 - 39 Expansion Vehicles
 - 87 Revenue Vehicle Rehabilitations
 - 232 Minor Enhancement Projects
 - 6 Major Expansion Projects- Arlington (2), Alexandria (2), Hampton Roads (1), Blacksburg (1)



Making Efficient • Responsible Investments In Transit

Technology in Transit



- **VW Mitigation Trust Funds**

- Three year \$16.7M partnership with DRPT & DEQ
 - Alexandria (DASH): 6 buses
 - Blacksburg Transit: 17 buses
 - Fairfax County: 4 buses
 - Hampton Roads Transit: 6 buses
 - Valley Metro: 3 buses
 - Loudoun County: 3 buses

- **Autonomous Vehicle Shuttle Pilot Project**

- First/last mile connection from WMATA Station to mixed-use development
- Potential to expand service into a medical campus in later phases
- Major partners and stakeholders include Dominion Energy, VDOT, Fairfax County, and DRPT
- Service launched October 2020



Rural Microtransit

- Funded in part through FTA Integrated Mobility Innovation Grant and Innovation Technology Transportation Fund
- Handles dispatch, assign pickup location, and route vehicles allowing multiple riders to share a single vehicle
- **Bay Express**
 - Service (\$2.00/ride) started on June 28
 - 305 riders in August (increase from 93 in July)
 - Major Destinations: Walmart & Riverside Walter Reed Hospital
- **MetGo!**
 - Fare-free service started on June 28
 - 1,427 riders in August (increase from 590 in July)
 - Major destinations: Walmart, UVA Wise Campus, Norton Hospital Complex



Improving Rural Connectivity: Virginia Breeze

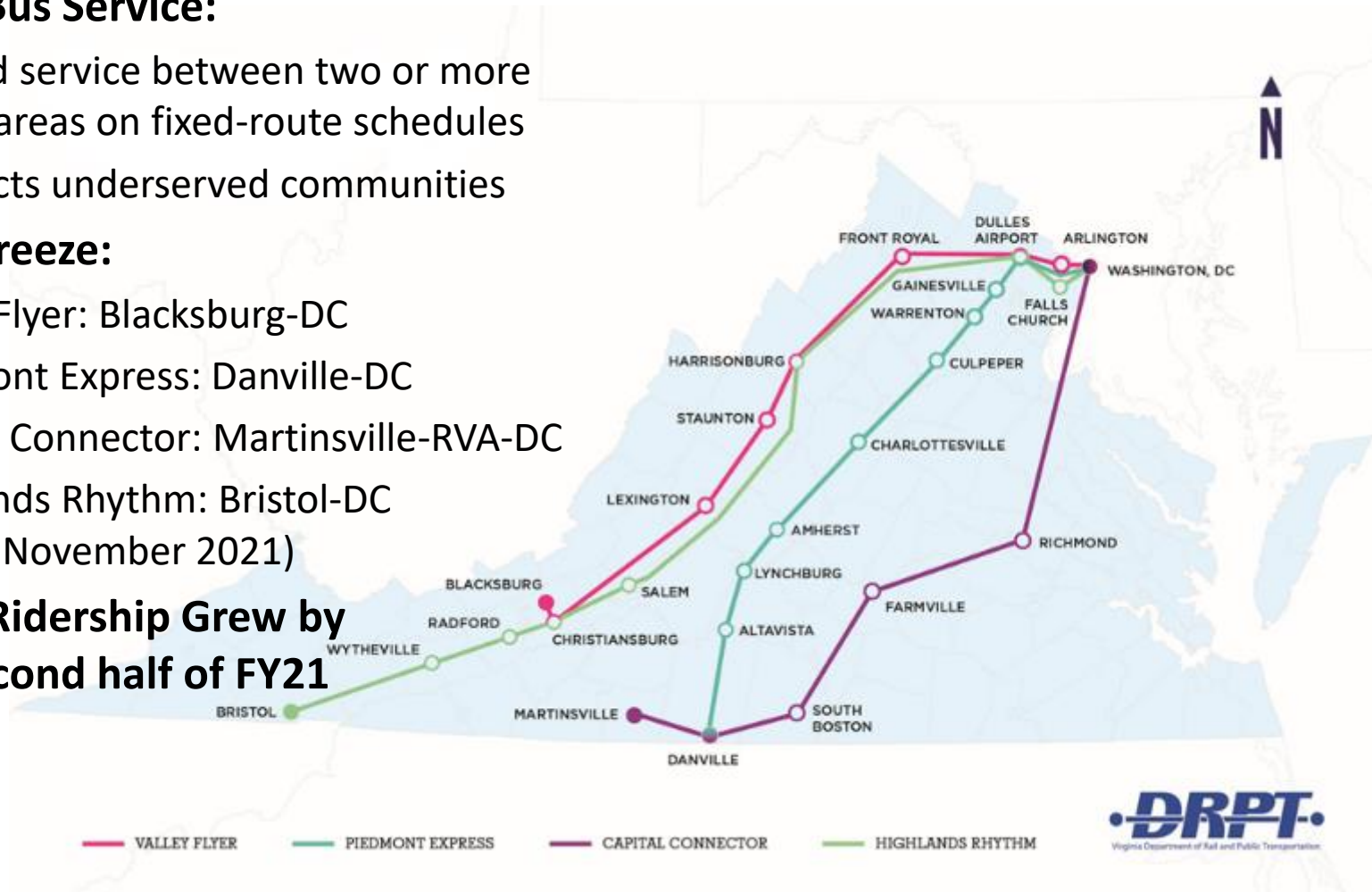
- **Intercity Bus Service:**

- Limited service between two or more urban areas on fixed-route schedules
- Connects underserved communities

- **Virginia Breeze:**

- Valley Flyer: Blacksburg-DC
- Piedmont Express: Danville-DC
- Capital Connector: Martinsville-RVA-DC
- Highlands Rhythm: Bristol-DC
(Starts November 2021)

- **Monthly Ridership Grew by 53% in second half of FY21**



Looking Ahead



- **Providing equitable service**
 - Modernization is the key to an equitable transit system
 - Transit Equity & Modernization Study: Summer 2022
- **Growing zero-fare services**
 - Use of federal stimulus funds
 - Transit Ridership Incentive Program
- **Increasing commuter and passenger rail service**
 - Transforming Rail in Virginia
- **Reimagining transit in a post-pandemic world**
 - COVID-19 Research Demonstration Grant
 - Examining opportunities to expand and improve transit services



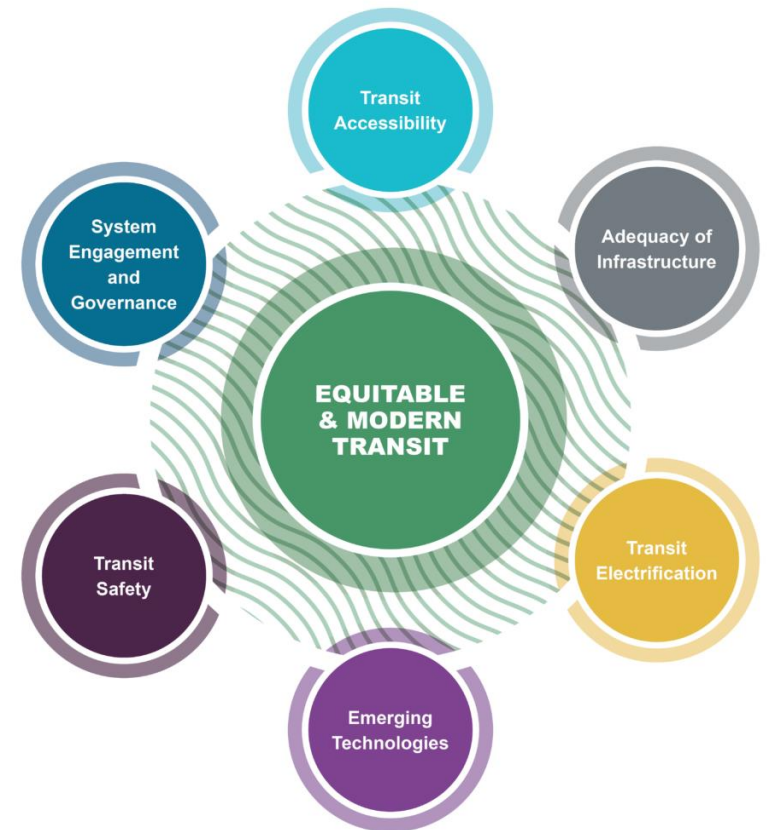
Virginia Transit Equity & Modernization Study

- Passed by 2021 General Assembly (HJ 542)
- Needs assessment of:
 - Equitable delivery of transit services
 - Modernization of transit services
- Emphasis on underserved and underrepresented communities

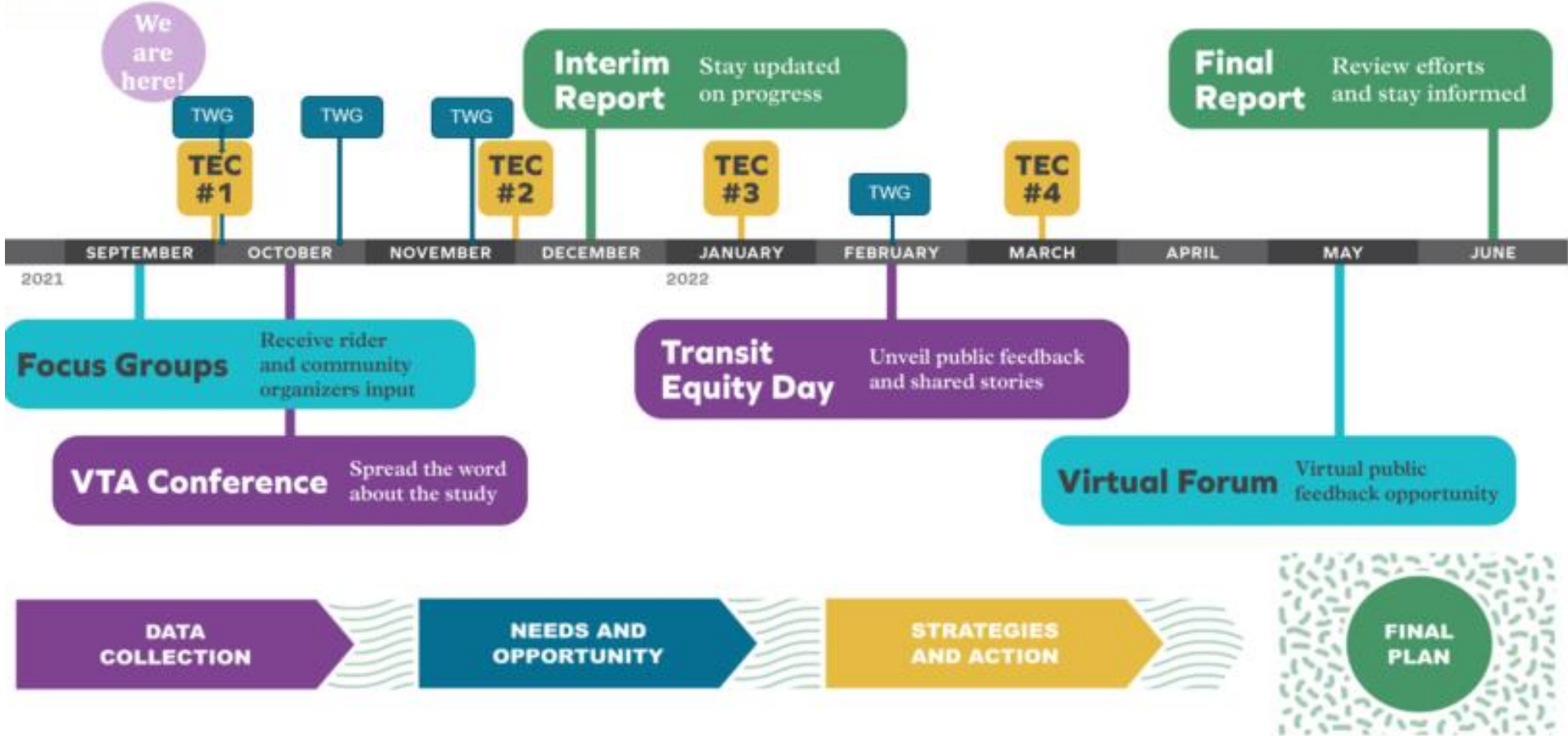


The study will address:

- Opportunities or Gap Assessment of Transit Service
- Needs and barriers to improve transit infrastructure
- Opportunities to reduce carbon footprint through electrification
- Strategies to inform priorities of implementing emerging technologies
- Framework for identifying and engaging disadvantaged populations and underserved communities



Study Timeline



Transit Ridership Incentive Program

- Promote increased ridership of large urban transit systems
- Reduce the barriers to transit use for low-income individuals
- **Application Period closed September 17**
 - 10 Zero-Fare Applications (\$11.2M)
 - 3 Regional Connectivity Applications (\$2.2M)
- **CTB will approve applications for \$20M in available funding**
 - FY22 – Includes \$10M in 2021 Transportation Initiative Funding dedicated for Zero-Fare Pilots



TRIP: Zero Fare & Low Income



The provision of subsidized or fully free passes to low-income populations

- Individual based
- define metrics of need
- ensure proper deployment of passes
- accessible use of passes (digital, paper, etc.)



The elimination of fares on high-capacity corridors

- Zero fare zones
- Zero fare routes that serve low income populations and vital services



The deployment of an entirely fare-free system

- Ensure financial and technical capacity for an efficient deployment
- Define need and perform appropriate research

TRIP: Regional Connectivity



The improvement and expansion of routes with regional significance

- Increasing frequencies
- Creating new routes of regional significance
- Expanding routes to provide cross-jurisdictional service



The development and implementation of regional subsidy financing models

- Building partnerships between localities
- Increasing community investment in regional transit



The creation of bus-only lanes on routes of regional significance

- Partial or full bus lanes
- Connecting existing bus lanes to ensure heightened connectivity
- Prioritizing regional bus lanes with priority lighting and/or improved design efforts



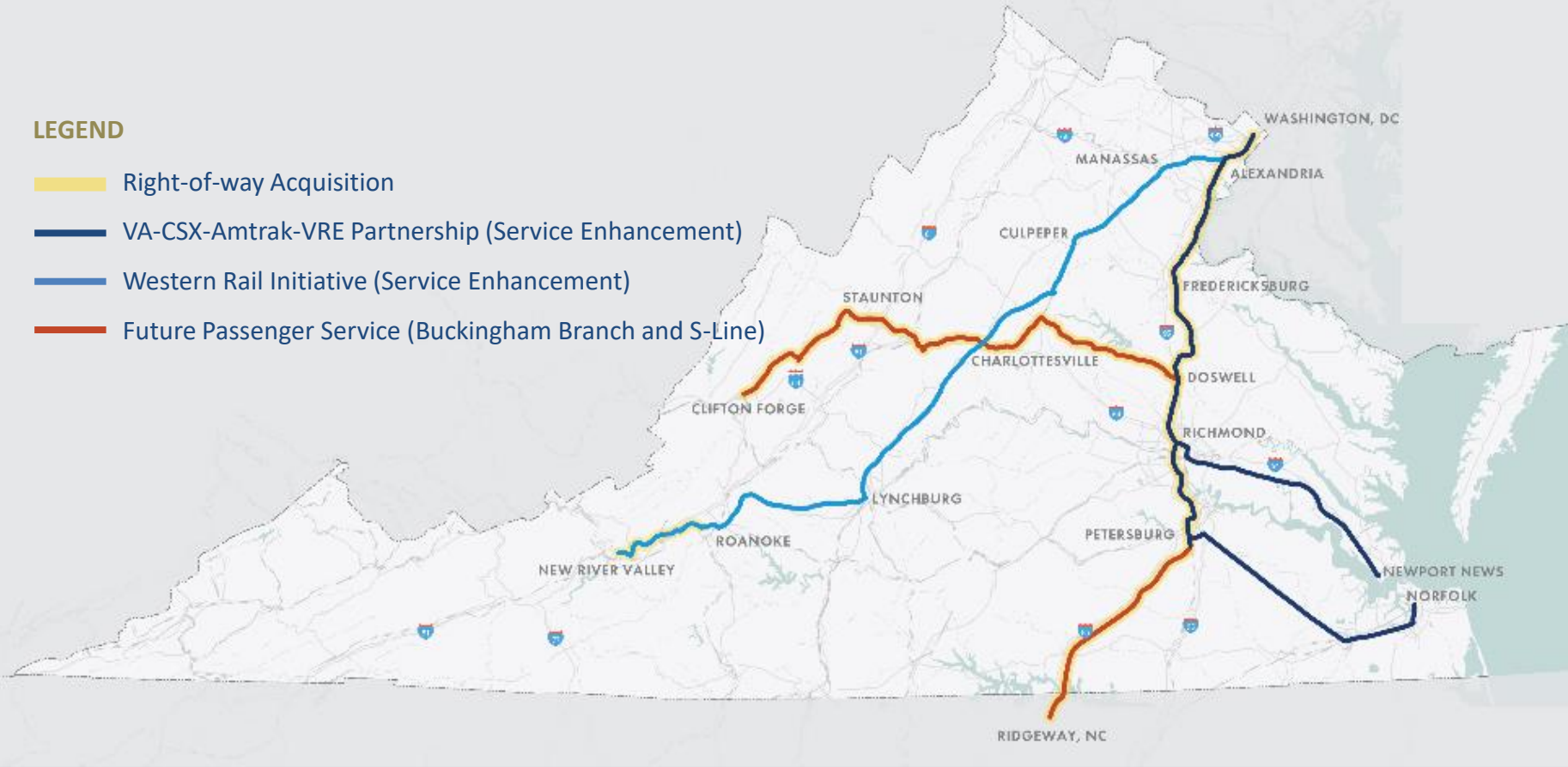
The implementation of integrated fare collection

- Contactless payment options for regional routes
- practices to decrease human bottlenecks at ticketing locations
- Accessible payment structures- cash, card, week passes

Transforming Rail in Virginia

LEGEND

- Right-of-way Acquisition
- VA-CSX-Amtrak-VRE Partnership (Service Enhancement)
- Western Rail Initiative (Service Enhancement)
- Future Passenger Service (Buckingham Branch and S-Line)



Long Bridge Project

- Current bridge and tracks are owned by CSX
- Project is a 1.5-mile corridor
- Includes new, 2-track bridge over the Potomac River and 4th track in DC into Union Station
- Includes 5 additional bridges over GW Parkway, I-395, 11th Street, Washington Channel and Ohio Drive
- Estimated project cost: \$2B
 - Virginia will own the new bridge and track
 - Dedicated to passenger rail

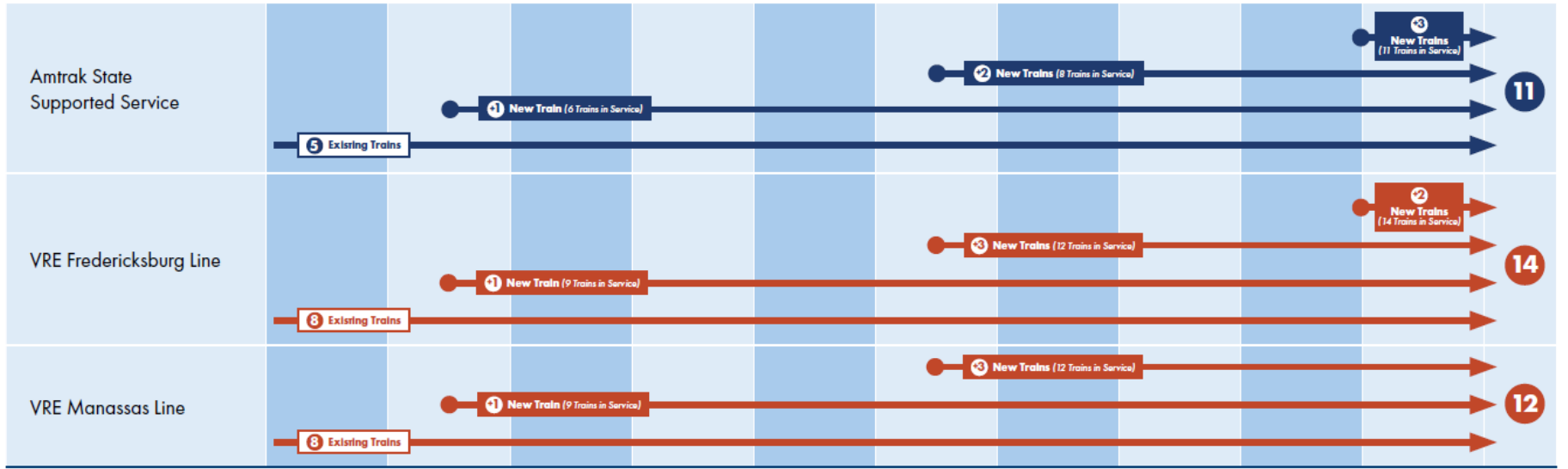


Future Service

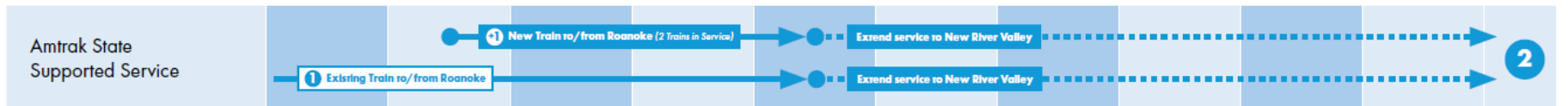
Transforming Rail in Virginia: Passenger Rail Service Expansion

Planned Service Enhancements	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond	Total Trains
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VA-Amtrak-CSX-VRE Initiative



Western Rail Initiative



Planning for the Future

- **I-66 Transit/TDM Plan**
 - Update services to be funded with annual revenues from I-66 Outside the Beltway
 - Recommend to fund additional VRE commuter rail
- **I-495/American Legion Bridge Transit & TDM Study**
 - Identify current and future multimodal solutions
 - Partner with Maryland Department of Transportation Maryland Transit Administration
- **Springfield-Quantico Enhanced Public Transportation Study**
 - Define needs within area, developing and testing transit alternatives, and documenting alternatives
 - Assess planned land use in the corridor to identify potential station areas and development opportunities



Planning for the Future



- **Interstate Operations Enhancement Program**
 - DRPT, VDOT and OIPI initiated data-driven studies to identify key problem areas and develop multimodal solutions along the I-95 and I-64 corridors
 - Study development process identified solutions from existing local and regional studies
 - Ten transit projects were identified for funding (total value of \$49M)
 - 6 for the I-64 corridor
 - 4 for the I-95 Corridor
 - Funding includes both capital and operating (3 years)
 - Funding scenario includes a number of park & ride enhancements

COVID-19 Research Demonstration Grant

- DRPT received FTA funding to support the creation of a comprehensive COVID relief toolkit
 - **\$2M for transit recovery marketing**
 - DRPT will receive proposals for mid-cycle applications
 - **Statewide marketing campaign to be released in Fall 2021**
 - Provides a unified message to most appropriately attract riders back
 - Reiterates the presence of new safety measures
 - Provides explanation on why public transportation is a safe and viable option
 - **Strategies Handbook to be released in Fall 2021**
 - Will provide necessary information for transit agencies on tactics to mitigate risk
 - Tailoring options
 - Limiting vehicle capacities
 - Heightening sanitation efforts



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