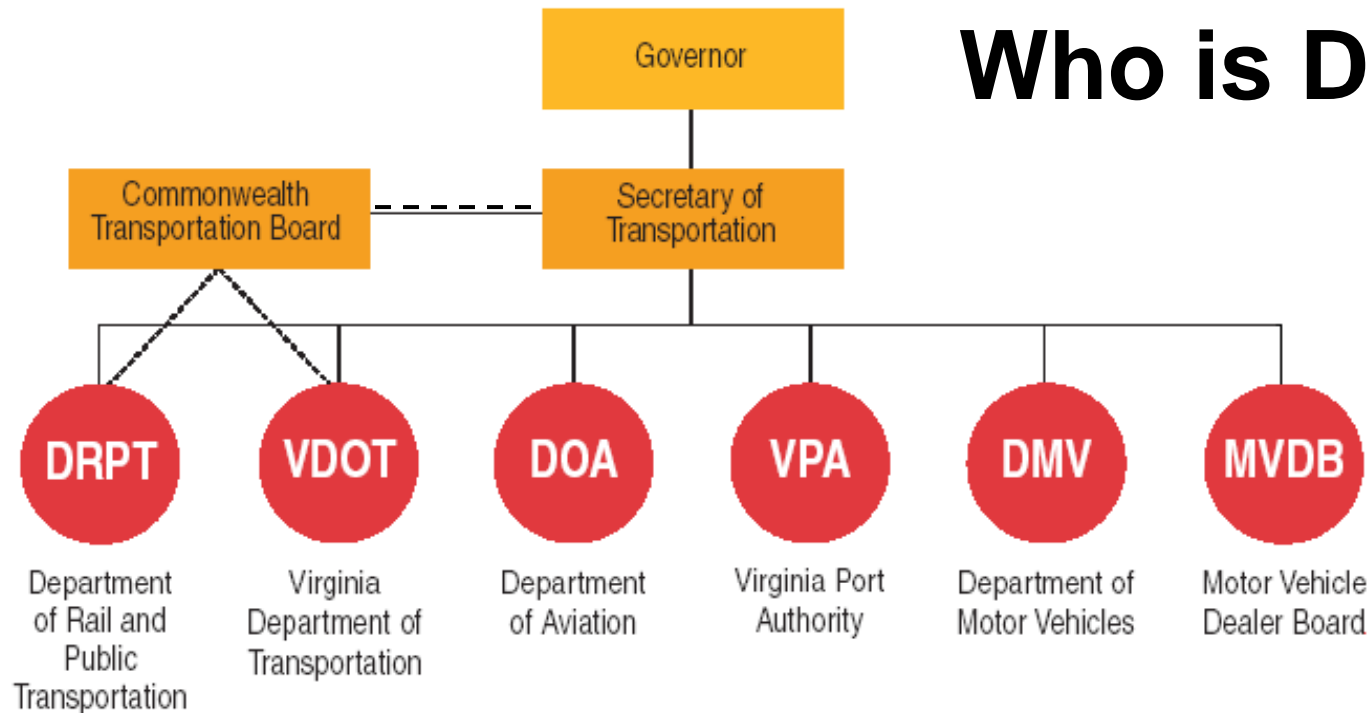


# Expanding Transportation Choices in Virginia

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# Who is DRPT?



- ❑ Created in 1992 as the state agency for rail, transit and commuter services. Annual budget of approximately \$450 million that supports a six-year program of more than \$2 billion.
- ❑ Works with over 280 public and private partners that directly account for approximately 20,000 jobs in Virginia.
- ❑ Supports more than 198 million transit trips and more than 178 million tons of freight rail shipments in Virginia each year.

# Agency Vision and Mission

**Vision** – What does the future look like?

*Efficient and effective transportation choices available for the movement of all people and goods in Virginia.*

**Mission** - What do we do every day to realize the vision?

*Improve mobility and expand transportation choices in Virginia.*

# Why are transportation choices important?

1. Economic Vitality – choices attract and sustain economic activity
2. Safety and Security – choices providing safe and secure travel saves lives, reduces injuries and encourages mobility
3. Mobility, Connectivity and Accessibility – choices facilitate movement between regions and activity centers
4. Environmental Stewardship – choices reduce energy consumption, improve air quality and improve the quality of life for Virginians
5. Coordination of Transportation and Land Use – choices promote livable communities and reduce transportation costs

# Major Transit Initiatives

- ❑ Rail, streetcar and bus rapid transit projects underway in all urban areas of the state
- ❑ Statewide planning studies for transit improvements complete in January 2010. Several regional/corridor specific studies recently completed or underway.
- ❑ Initiating New Transit Service
  - Feasibility studies for several areas without transit service today
  - New service implementation in Martinsville and Altavista
  - New service anticipated in Radford, Fort Pickett, and Haymarket

# Key Issues- Transit

- ❑ Significant decline in state operating funds over the last two years. Beginning in FY11, new major transit services will dilute state operating funds further, affecting all operators.
- ❑ Transit assets need to be maintained in a state of good repair to ensure safe, effective and efficient delivery of services. DRPT has identified a \$450 million capital backlog that will continue to grow without additional funding.
- ❑ To address employment, economic development/sustainability and mobility goals, Virginia will need new rapid transit service in urban communities and new or expanded transit service in rural and small urban communities.
- ❑ Bottom Line – Revenues are declining, while demand for maintaining assets and expanding services is increasing.

# Transit Outlook

- ❑ Major rapid transit (rail, streetcar, bus rapid transit) initiatives increasing in urban areas of Virginia
- ❑ Expanding transit service in underserved areas - rural and suburban regions of Virginia
- ❑ Providing safe and cost efficient service by working off state of good repair backlog and replacing assets according to federal standards
- ❑ Continuing to develop statewide, regional and local transit plans and supporting the coordination of land use and transportation
- ❑ Providing technical support to evaluate and implement new transit choices
- ❑ Advancing carpooling, vanpooling and telework programs to deliver significant public benefits with limited funds
  - Virginia's telework participation rate is 50% higher than the national average.

# Major Rail Initiatives

- ❑ New Amtrak service operating, additional service planned
- ❑ Federal high speed rail applications submitted for Richmond-DC corridor
- ❑ Statewide Rail Plan and Rail Resource Allocation Plan
- ❑ High speed rail planning continuing for Richmond, Hampton Roads, Southeast
- ❑ Planning for VRE service improvements is underway
- ❑ Freight shipping improvements in key corridors and ports are being planned for or are underway



# Key Issues- Rail

- ❑ There is no source of dedicated funding for intercity passenger rail operations in Virginia.
  - Virginia has invested in Amtrak operations with limited state funds as part of a pilot program, but cannot continue the service without a dedicated funding source.
  - Virginia has also applied for federal stimulus funds for high speed rail, but these funds may not be used to operate the service.
  
- ❑ Multiple major passenger and freight rail initiatives are planned or underway in Virginia today, but there is insufficient capital funding available to support construction.
  - The Rail Enhancement Fund provides approximately \$23 million in annual funding for rail capital projects, however the needs for capital improvements statewide continue to far outpace the available state capital funding.

# Rail Outlook

- ❑ Expanding passenger rail service in key corridors
- ❑ Supporting the development of a federal funding program for rail
- ❑ Increasing freight rail shipping capacity at Virginia's ports and in key corridors to take more trucks off highways
- ❑ Providing access to freight shipping for Virginia businesses

# Challenges and Opportunities

- ❑ The demand for state rail/transit capital and operating funds will continue to increase as major new services are initiated
  - There is no dedicated funding source for intercity passenger rail operations
  - Transit operating funds will be severely depleted once major projects are implemented in FY11
  
- ❑ Virginians are making new transportation choices through rail, transit, ridesharing and telework programs.
  
- ❑ The availability of transportation choices provides many benefits:
  - Economic activity and job growth
  - Safe and secure travel for the public
  - Increased mobility, connectivity and accessibility for all Virginians
  - Reduced energy consumption, better air quality, better quality of life
  - Promote livable communities with affordable choices and lower personal transportation costs



Virginia Department of Rail and Public Transportation

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