Overview

• Current Economic Situation
• Recovery Act
• Transit/Rail Status
• PPTA/Northern Virginia Transit/Bus
• Highway Needs and Funding
• Future Priorities
Current Trends in Virginia

- TEUs at Port of Virginia down 22.1% in April 2009 compared to April 2008
- Diesel tax collections are down 14.5% in April 2009 compared to April 2008
- Motor vehicle sales tax collections are down 28.2% in April 2009 compared to April 2008
- Recordation tax revenue estimates for FY10 are down 47% from 2007 estimates
- Original vehicle registrations are down 11.4% in April 2009 compared to April 2008
- Virginia’s air carrier capacity is down more than 12%
- Latest Congressional Budget Office estimate predicts $13.5 billion reduction in federal funds – a 33% decline
### ARRA Transportation Projects in Virginia

- **Transit Projects**: $116.1 million
- **Enhancement**: $20.8 million
- **BRAC**: $96.0 million
- **Structurally Deficient Bridges**: $116.1 million
- **Deficient Pavements**: $114.6 million
- **Rail Projects**: $61.7 million
- **Additional Highway Projects**: $122.9 million
- **Urban MPO Projects**: $117.8 million
- **Unallocated Balance**: $44.6 million
- **TOTAL**: $810.6 million
Major ARRA Projects in Northern Virginia

- WMATA, VRE, PRTC transit capital
- Fairfax Parkway
  - Fair Lakes Interchange
  - BRAC segments 3 & 4
- Manassas Route 28 Rail Crossing
- Route 50/Courthouse Road Interchange
- Deficient Pavements
- Local Decisions
Three Year Comparison of Transit and Rail Six Year Program

<table>
<thead>
<tr>
<th></th>
<th>Revised FY 08 - 13</th>
<th>Revised FY 09 - 14</th>
<th>Revised FY 10 - 15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transit</td>
<td>$ 1,780</td>
<td>$ 1,833</td>
<td>$ 1,739</td>
</tr>
<tr>
<td>Rail</td>
<td>287</td>
<td>260</td>
<td>242</td>
</tr>
<tr>
<td>Dulles Metrorail</td>
<td>799</td>
<td>822</td>
<td>46</td>
</tr>
<tr>
<td>Total</td>
<td>$ 2,866</td>
<td>$ 2,915</td>
<td>$ 2,027</td>
</tr>
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</table>

(Figures in millions)
Investments in Public Transportation and Travel Demand Management

• Major transit projects in large urban areas that will improve mobility, generate jobs and promote economic development.
  – Dulles Corridor Metrorail
  – Richmond Bus Rapid Transit Alternatives Analysis
  – Norfolk Light Rail

• Start new transit service in Haymarket, VA

• New locomotives for VRE

• Metro Matters program ($50 million annually)

• 185 Buses for Transit and Human Service
  – 154 replacement vehicles that will reduce maintenance costs and improve reliability
  – 31 vehicles that will improve upon existing services or be used for new services
Rail Programs: Rail Enhancement Fund and Demonstration Projects

- Includes $217 million for 14 projects for freight and passenger rail needs over the six-year period
  - Capital improvement in the I-95/I-64 and I-81/Rte. 29 rail corridors
  - Crescent Corridor and National Gateway freight intermodal initiatives
  - Intercity Passenger Rail, Virginia Port Authority, VRE Commuter Rail, and High Speed Rail initiatives
- Pilot intercity passenger service for 3 years
  - Lynchburg to Washington, DC
  - Richmond to Washington, DC
  - $17.2 million in FY 10 – FY 12 for operational subsidy
Major Transit and Rail Initiatives
$9 billion in Public Private Partnerships

<table>
<thead>
<tr>
<th>Project</th>
<th>Construction complete</th>
<th>Phase Two underway</th>
<th>Reassigned from original private partner</th>
<th>Private Investment</th>
<th>Concession Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 28</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓ - tax district</td>
<td></td>
</tr>
<tr>
<td>APM/Maersk Private Port Terminal</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓ - equity and risk</td>
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<tr>
<td>Coalfields Expressway</td>
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<td>✓</td>
<td></td>
<td>✓ - equity and risk</td>
<td></td>
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<tr>
<td>Pocahontas Parkway</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓ - equity and risk</td>
<td>✓</td>
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<tr>
<td>Jamestown 2007</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 288</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓ - pavement risk</td>
<td></td>
</tr>
<tr>
<td>Route 58</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓ - risk</td>
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</table>
### $9 billion in Public Private Partnerships

<table>
<thead>
<tr>
<th></th>
<th>Construction complete</th>
<th>Next Phase underway</th>
<th>Reassigned from original private partner</th>
<th>Private Investment</th>
<th>Concession Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heartland Corridor</td>
<td></td>
<td></td>
<td></td>
<td>✓ - equity and risk</td>
<td></td>
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<tr>
<td>Dulles Rail</td>
<td></td>
<td>✓ - tax district and risk</td>
<td></td>
<td></td>
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<tr>
<td>I-495 HOT Lanes</td>
<td>✓ - equity and risk</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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</table>

**Three projects are under active P3 procurement - $4 billion in construction**

- I-395/I-95 HOT Lanes – studies indicate that tolls can support; environmental review complete
- Downtown/Midtown Tunnels/Martin Luther King Freeway Extension – Independent Review Panel appointed
- Route 460 – Detailed proposals sent to private sector December 2008
Study Corridor Map
Station Location Studies
Preliminary Forecast Overview Corridor Station Activity Summary - AM Peak

Where are commuters coming from?

Where are they going?

Persons

Fredericksburg
Warren Road
US 17
VA 610
PW Parkway
Lorton Road
Seminary Road
Independence Avenue
12th Street, SW
7th Street, SW
H Street, NE
10th Street, NW

Access
Egress
Fiscally-Constrained Alternative Recommendation

$137 million (Capital) / $161 million (Operating – 20 yrs)

• Service Modifications
  – Bus frequency increases
  – Bus service extensions
  – Increase VRE train length on 3 trains to eight cars, and four trains to six cars.

• New Services
  – Shirlington to Rosslyn
  – Central Prince William to Downtown Alexandria
  – Kingstowne to Shirlington to Pentagon
  – Woodbridge to Lorton/Tyson’s to Merrifield
  – Lake Ridge to Seminary Road Area
  – Fredericksburg to Pentagon/Crystal City
  – Fredericksburg to Washington, DC
  – Massaponax to Washington, DC
  – Lorton VRE Station to EPG/Ft. Belvoir (new shuttle)
Fiscally-Constrained Alternative Recommendation

- **Facility Improvements**
  - **New and Improved Transit Centers:**
    - Pentagon Metrorail station
    - Franconia-Springfield Metrorail station
    - Massaponax Transit Center
  - Four in-line BRT stations along HOT lane corridor
  - VRE Fredericksburg Line platform extensions - 4 stations
  - Increased overnight parking for VRE trains in Fredericksburg
  - Additional 3,750 park-and-ride spaces

- **Enhanced and New TDM Programs**
  - Capital assistance for vanpools
  - Enhanced Guaranteed Ride Home program
  - Financial incentives for vanpools and carpools
  - Rideshare program operational support
  - TDM program marketing support
  - Telework program assistance
$1 Billion in immediate needs

<table>
<thead>
<tr>
<th>PAVEMENT CONDITION</th>
<th>CCI RATING</th>
<th>COLOR SCHEME</th>
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<tbody>
<tr>
<td>EXCELLENT</td>
<td>90 - 100</td>
<td></td>
</tr>
<tr>
<td>GOOD</td>
<td>70 - 89</td>
<td></td>
</tr>
<tr>
<td>FAIR</td>
<td>60 - 69</td>
<td></td>
</tr>
<tr>
<td>POOR</td>
<td>50 - 59</td>
<td></td>
</tr>
<tr>
<td>VERY POOR</td>
<td>0 - 49</td>
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</tr>
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</table>

Note: Data was collected between December 2007 and March 2008

Office of the Secretary of Transportation
Commonwealth Priorities: Deficient Bridges

$3.7 Billion to replace all deficient bridge structures
Transit: State of Good Repair

- DRPT in process of implementing asset management system to determine transit capital replacement needs
  - Identifies vehicle and other asset replacement needs
  - Help improve fleet dependability and safety
  - Will consider capital backlog and annual needs

- WMATA estimates its state of good repair needs to be $7.1 billion in the next ten years
### Total Draft Revised Six-Year Improvement Program

<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Highway Construction</td>
<td>$8.6 billion</td>
<td>$7.9 billion</td>
<td>$6.0 billion</td>
<td>$5.5 billion</td>
</tr>
<tr>
<td>Rail &amp; Public Transportation</td>
<td>$2.9 billion</td>
<td>$2.7 billion</td>
<td>$2.9 billion</td>
<td>$2.0 billion</td>
</tr>
<tr>
<td>Total</td>
<td>$11.5 billion</td>
<td>$10.6 billion</td>
<td>$8.9 billion</td>
<td>$7.4 billion</td>
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</table>
## Highway Program

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>$2.1 billion</td>
<td>$2.1 billion</td>
<td>$1.4 billion</td>
<td>$1.3 billion</td>
</tr>
<tr>
<td>Primary</td>
<td>$2.0 billion</td>
<td>$1.6 billion</td>
<td>$1.3 billion</td>
<td>$1.0 billion</td>
</tr>
<tr>
<td>Secondary</td>
<td>$1.3 billion</td>
<td>$1.0 billion</td>
<td>$0.6 billion</td>
<td>$0.5 billion</td>
</tr>
<tr>
<td>Urban</td>
<td>$1.1 billion</td>
<td>$0.8 billion</td>
<td>$0.5 billion</td>
<td>$0.4 billion</td>
</tr>
<tr>
<td>Federal Maintenance</td>
<td>$0.9 billion</td>
<td>$1.0 billion</td>
<td>$1.2 billion</td>
<td>$1.2 billion</td>
</tr>
<tr>
<td>MPO</td>
<td>$0.6 billion</td>
<td>$0.6 billion</td>
<td>$0.5 billion</td>
<td>$0.6 billion</td>
</tr>
<tr>
<td>Safety, Enh, Rail, Other</td>
<td>$0.6 billion</td>
<td>$0.8 billion</td>
<td>$0.5 billion</td>
<td>$0.5 billion</td>
</tr>
<tr>
<td>Total</td>
<td>$8.6 billion</td>
<td>$7.9 billion</td>
<td>$6.0 billion</td>
<td>$5.5 billion</td>
</tr>
</tbody>
</table>
Six Year Program Funds Transferred to Highway Maintenance

* Estimate based on preliminary financial plan with 3% growth rate – growth rate has been 4% in recent years
Transportation Revenues – HB3202 Bonds

• $3 billion authorization over 10 years
• The current financial model projects $2.2 billion over the next 10 years; first sale would not be until calendar year 2010
• Bonds may not be sufficient to fund all purposes envisioned by HB 3202; priority order in HB3202 is as follows:
  – 1) transit and rail capital
  – 2) federal match
  – 3) revenue sharing program
  – 4) priority projects
• Long term sustainability of bond program is an emerging issue
Blueprint: 3-Pronged Approach

• Construction
  – Reductions over 6 years of $2 billion – 72%
  – Refocused on Safety, Pavements, and Bridges
  – Elimination of state formula distributions

• Organization and Staffing
  – Reductions over 6 years of $391 million – 15%
  – Implementation of organizational and staffing changes- 30% fewer facilities
  – Changes in the way VDOT uses the private sector
  – 1,000 classified and 450 wage layoffs

• Services
  – Reductions over 6 years of $348 million – 13%
  – Reduced annual maintenance growth from 4% to 3% for FY 2010 – 2014
  – The average annual growth in maintenance payments to cities and counties will also be reduced from 4% to 3%
  – Mowing, rest areas, ferry service, safety patrol, etc.
VDOT’s Blueprint for the Future

- **3 Parts to Blueprint**
  - Six-Year Program
  - Organization/Staffing
  - Services/Programs

![Reductions by Program Over 6 years]

- **Construction Program**: 72%
- **Admin & Support Program**: 15%
- **Maintenance Program**: 13%
## Ability to Meet Future Priorities

<table>
<thead>
<tr>
<th></th>
<th>Today</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance of highways and transit</td>
<td>✓</td>
<td>?</td>
</tr>
<tr>
<td>Match all federal funds</td>
<td>✓</td>
<td>X</td>
</tr>
<tr>
<td>Economic Development</td>
<td>↔</td>
<td>X</td>
</tr>
<tr>
<td>Transit/Rail/Congestion Relief</td>
<td>↔</td>
<td>X</td>
</tr>
<tr>
<td>Bridge Repair, Replacement and Closure</td>
<td>↔</td>
<td>↔</td>
</tr>
<tr>
<td>PPTA/Congestion Relief</td>
<td>✓</td>
<td>X</td>
</tr>
<tr>
<td>Multimodal Improvements</td>
<td>↔</td>
<td>X</td>
</tr>
<tr>
<td>Land Use/Transportation</td>
<td>X</td>
<td>?</td>
</tr>
</tbody>
</table>
Risk Factors Moving Forward

- Uncertain and rapidly declining federal transportation revenue situation
- Federal re-authorization
- Sustainability of HB3202 bonds
- Declining state revenues and ability to match federal funds
- Implementation of VDOT Blueprint reorganization