

**REPORT OF THE  
SECRETARY OF TRANSPORTATION**

**How Virginia Is Using Transit and  
Transportation Demand  
Management Programs to Address  
Highway Congestion and Single  
Occupant Vehicle (SOV) Travel**

**TO THE GOVERNOR AND  
THE GENERAL ASSEMBLY OF VIRGINIA**

**REPORT DOCUMENT NO.**

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## I. PREFACE

In 2010, the General Assembly directed the Secretary of Transportation (§ 33.2-106 of the Code of Virginia), in consultation and cooperation with the Commonwealth Transportation Commissioner and the Director of the Department of Rail and Public Transportation, to prepare an annual report detailing the most recent efforts undertaken in the Commonwealth to increase transit use and reduce highway congestion and use of single-occupant vehicles.

This report was prepared by the Department of Rail and Public Transportation and responds to that directive. It was developed in coordination with the Virginia Department of Transportation; transit, transportation demand management (TDM), and commuter services agencies; major public transportation stakeholders, including regional metropolitan planning organizations; regional planning district commissions; and other organizations.

The Southeastern Institute of Research, Inc. (SIR) and Kimley-Horn and Associates, Inc. assisted in the preparation of this report.

## II. EXECUTIVE SUMMARY

This document is the Secretary of Transportation's report to the Virginia General Assembly summarizing efforts undertaken in the Commonwealth of Virginia in the 2016 fiscal year (FY16) to leverage the state's investment in passenger rail, transit, and transportation demand management (TDM) programs to address highway congestion and single-occupant vehicle (SOV) travel. The report addresses the annual reporting requirement of Chapter 733 of the 2010 Acts of Assembly.

Prepared in consultation and cooperation with the Commonwealth Transportation Commissioner and the Director of the Department of Rail and Public Transportation (DRPT), this report details the growing impact the Commonwealth's transit, rail, and TDM programs are having in economic development and competitiveness, as well as the ways they are providing our citizens with access to jobs, education, and healthcare. This report also details how Virginia's passenger rail, transit, vanpooling, carpooling, and other TDM programs are expanding the Commonwealth's transit infrastructure in a holistic, efficient, multimodal, and increasingly seamless manner.

Examples of specific rail, transit, and TDM programs that are making an impact in FY16 are presented in this report.

### **Investments in Transit, Rail, and TDM Are Making an Impact**

This year's report provides evidence that these programs are making an impact in the Commonwealth. In FY16 DRPT compiled data from a statewide research study that surveyed nearly 10,000 Virginians in every region to learn about their mobility attitudes and behaviors. The study—the DRPT 2015 Statewide Mobility Study (or Mobility Study for short)—was fielded in the spring and summer of 2015. This comprehensive study's goal was to collect data on travel behavior and attitudes for trips related to work, errands, and pleasure.

The Mobility Study reveals key findings about the current state of travel in Virginia. Where possible, the new data is compared to the 2007 Virginia State of the Commute Study, to gain further insight on how mobility options in Virginia have changed.

The Mobility Study reveals that Virginia has become more multimodal. Statewide, the share of drive-alone work trips has decreased from 81.6% in 2007 to 76.6% in 2015. This five-percentage-point decrease in work trips equates to an overall decline of 6%. While impressive, what makes this decrease in SOV travel even more noteworthy is that it took place as Virginia's population grew from 7.7 million in 2007 to 8.3 million in 2015. So, while there was a 7.8% increase in Virginia's population during the study period, there was simultaneously a 6% decrease in drive-alone work trips.

This reduction in drive-alone work trips is because the use of transit and telework has increased dramatically. While carpooling and vanpooling are not increasing, the study results show an increase in transit use (train and bus), teleworking, and compressed work schedules. The increased use of transit represents a small but substantial shift. Train use (Metrorail, VRE, the TIDE, Amtrak) increased from 3.3% to 3.8% from 2007 to 2015, while bus use nearly doubled from 1.8% to 3.0% in the same period. Taken together, transit use rose from 5.1% in 2007 to 6.8% in 2015—a 33% increase. In 2007, 4.5% of commuters reported that they teleworked or had compressed work schedules, while in 2015 this proportion increased to 8.3%.

The DRPT 2015 Statewide Mobility Study (or Mobility Study for short) shows that commute mode plays a role in satisfaction with commute to work. The most satisfied are those who commute via bike/walk (93%), followed by those who commute via bus (73%) and train (70%). Additionally, those who commute by bus and train are more likely to be satisfied with the transportation system (58% and 51%, respectively). Considered together, these results show that:

- Those who are satisfied with the transportation system in their area are significantly more likely to view their quality of life favorably.
- Commuters who bike or walk to work are the group most satisfied with their trip to work; commute satisfaction is higher for buses and trains than for driving alone.
- Commute satisfaction is strongly related to commute length; the shorter the commute, the more satisfied commuters are with their trip.

The key takeaways from the Mobility Study are:

1. Virginia is becoming more multimodal, and the availability of transportation mode choices such as transit, vanpooling and carpooling, and cycling is making this possible. Where transportation mode choices are available, Virginians are getting out of their single-occupant vehicles and using other modes of travel to get around in the Commonwealth.
2. Investing in choices of transportation modes pays dividends with residents. Residents who are more satisfied with Virginia's transportation system rate their quality of life higher and there is a clear relationship between satisfaction levels with work commutes and satisfaction with Virginia's transportation system.
3. Getting more people to commute to work by bus or train (compared to other modes) is a smart investment. Virginians who rely on these commuting modes are much more satisfied with the transportation system. More people would use the bus or train if there were more service available.
4. Investment in transportation mode choices is widely supported. The vast majority of Virginians, including commuters in single-occupant vehicles, see the value of investing in alternatives to driving alone such as improved transit service.

### **Preparing for the Future – Key Initiatives**

A partial list of the ongoing and/or planned initiatives that DRPT is pursuing in 2017, and beyond, include:

- The Atlantic Gateway Project is a corridor approach to improving mobility across the Eastern Seaboard by unblocking the I-95 corridor from congestion. It will bring together \$1.4 billion in road and rail projects capped off by the awarding of a federal FASTLANE grant of \$165 million that will help to complete the project's financial plan. The Atlantic Gateway project improvements will increase the movement of passenger and commuter rail, freight trains, and highway vehicles through one of the most congested corridors on the East Coast. Components of the project include: Interstate 395 Express Lanes extension, including upgrades for transit and HOV access to the Pentagon, reinvestment of toll revenues throughout the corridor to support capital and operating needs of new transit service and transportation demand management (TDM) strategies, construction of a fourth track to the Long Bridge from Alexandria, construction of 8 miles of third track parallel to the 95 rail corridor from Springfield South, new capacity for additional Virginia Railway Express (VRE) trains, Interstate 95 Express Lanes extension from

Garrisonville to Fredericksburg, construction of a southbound collector-distributor bridge on I-95 from Route 17 to Route 3, and new commuter park-and-ride lots and pavement markings to help support autonomous vehicles;

- Continued collaboration with VDOT on the extension of the I-395 Express Lanes and developing and executing related transit, TDM, and congestion mitigation efforts that will complement the expansion of the Express Lanes. This project will extend the 395 Express Lanes for eight miles north from Turkeycock Run near Edsall Road to the vicinity of Eads Street in Arlington. The two existing HOV lanes (or High Occupancy Toll) lanes will be converted to express lanes and a third lane will be added, providing three reversible express lanes. The improvements primarily will be built within the existing footprint of the I-395 HOV lanes. There will be a dedicated annual payment by Transurban for transit services and multimodal strategies identified in a study led by Virginia's Department of Rail and Public Transportation. Construction is expected to begin in 2017, with the new extended lanes opening in 2019;
- Transform 66: Outside the Beltway - VDOT and DRPT, in cooperation with local, state, and federal stakeholders, evaluated improvement alternatives for the I-66 corridor from US-15 in Prince William County to I-495 in Fairfax County. Under the proposed multimodal project, I-66 would be improved to provide three regular lanes and two Express Lanes (free for HOV-3+ or dynamically tolled) in each direction, high-frequency bus service during extended peak periods, five new or expanded park-and-ride facilities with approximately 6,500 total spaces by 2040, TDM strategies to manage travel demand and promote alternative, shared ride travel options, and bicycle and pedestrian trail and improvements. Nonstop commuter bus service between Gainesville and the Pentagon will begin on December 12, 2016, funded through NVTC's Transform 66 Multimodal Project. It will serve up to 226 passengers during each morning and evening rush hour;
- Transform 66: Inside the Beltway - VDOT and DRPT, in cooperation with local, state, and federal stakeholders, are evaluating improvement alternatives for the I-66 corridor from I-495 in Fairfax County to US 29 in Arlington County. The multimodal project is focused on moving more people, improving connectivity in the corridor, and providing new travel options;
- The Washington, D.C.-to-Richmond (DC2RVA) segment of the Southeast High Speed Rail (SEHSR) project is part of a larger nationwide higher-speed intercity passenger rail plan identified by USDOT, Virginia, and North Carolina. The DC2RVA project is funded by three sources: the Federal Railroad Administration (FRA) High Speed Rail Grant, the Virginia Department of Rail and Public Transportation (DRPT), and CSX Transportation (CSXT).
- The Roanoke Amtrak Service extension - In 2017 DRPT will build on its partnership with Amtrak to provide passengers with convenient service to Washington and other Northeast Corridor destinations. Recognizing the demand for passenger rail service in Virginia, demonstrated by growth throughout the Commonwealth, DRPT will lead the expansion of Amtrak passenger rail service to Roanoke and develop a new State Rail Plan (SRP) in 2017.
- Vanpool!VA – A statewide vanpool program developed by DRPT to increase the number of vanpools and vanpool ridership in Virginia, particularly in congested corridors. Vanpool!VA was designed to help DRPT, VDOT and Virginia's transportation partners move more people through Virginia's roadways, particularly the congested corridors, and to provide commute options for

Virginians. This program consists of partnerships, promotion of vanpooling and financial assistance to start new vanpools, increase vanpool ridership and to sustain long-term operations of vanpools.

- A new State Rail Plan (SRP);
- A statewide vanpool inventory and impact study;
- The new Newport News multimodal station, and;
- Reconfiguring the Acca Yard for more efficient operation.

These initiatives are all described in greater detail in the *Preparing for the Future* section.

### III. INTRODUCTION

This report was prepared pursuant to § 33.1-223.2:24 of the Code of Virginia:

“The Secretary of Transportation, in consultation and cooperation with the Commonwealth Transportation Commissioner and the Director of the Department of Rail and Public Transportation, shall submit annually, not later than November 1, a report to the General Assembly on actions taken by the Commonwealth, local governments, and regional transportation authorities to: (i) increase transit use, and (ii) reduce highway congestion and use of single-occupant vehicles through programs and initiatives involving transportation demand management, transit use, telecommuting, carpooling, construction of commuter parking facilities, use of flexible work hours, and telecommunications technology.”

This document is DRPT’s seventh annual report. It builds on results documented in the 2015 report.

This report showcases how Virginia’s transit, rail, and transportation demand management (TDM) programs are focused on delivering results. Profiles of major initiatives are followed by specific examples of how Virginia’s statewide and regional transit and TDM programs are making an impact on Virginia travelers, residents, communities, and the environment.

This report was developed in coordination with transit, TDM/commuter services, and rail agencies; major public transportation stakeholders, including regional metropolitan planning organizations; regional planning district commissions; and other organizations. Additional information is available on the websites of both DRPT ([www.drpt.virginia.gov](http://www.drpt.virginia.gov)) and VDOT ([www.virginiadot.org](http://www.virginiadot.org)).

## IV. VIRGINIANS ARE MORE MULTIMODAL THAN EVER BEFORE

In FY16 DRPT compiled the results from a statewide research study that surveyed nearly 10,000 Virginians in every region to learn about their mobility attitudes and behaviors. The study—the DRPT 2015 Statewide Mobility Study (or Mobility Study for short)—was fielded in the spring and summer of 2015. This comprehensive study’s goal was to collect data on travel behavior and attitudes for trips related to work, errands, and pleasure.

The Mobility Study reveals key findings about the current state of travel in Virginia. Where possible, the new data is compared to the 2007 Virginia State of the Commute Study, allowing us to draw even richer conclusions about how mobility options in Virginia have shifted.

### DEMONSTRATING THE IMPACT OF TRANSIT AND TDM INVESTMENTS

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The Mobility Study revealed that Virginia has become more multimodal. Statewide, the share of drive-alone work trips has decreased from 81.6% in 2007 to 76.6% in 2015. This five-percentage-point decrease in work trips equates to an overall decline of 6%. While impressive, what makes this decrease in SOV travel even more noteworthy is that it took place as Virginia’s population grew from 7.7 million in 2007 to 8.3 million in 2015. While there was a 7.8% increase in Virginia’s population during the study period, there was simultaneously a 6% decrease in drive-alone work trips.

This reduction in drive-alone work trips is because the use of transit and telework has increased dramatically. From 2007 to 2015, key transit and TDM impacts included:

- Passenger train use increased from 3.3% to 3.8%;
- Bus use nearly doubled from 1.8% to 3.0%;
- Taken together, transit (bus and train) use rose from 5.1% to 6.8% — a 33% increase;
- Teleworking, or the use of compressed work schedules, increased from 4.5% to 8.3% — an 84% increase;
- Intermittent teleworking increased from 12% to 19% — nearly one in five Virginia workers now telecommute at least occasionally;
- Employers offering formal teleworking programs rose from 12% to 20%;
- 16% of respondents who are not currently teleworking and are employed in jobs that allow telework are interested in teleworking — nearly 600,000 additional future teleworkers in Virginia;
- Satisfaction with work trips increased from 67% to 69%;
- Commute satisfaction has increased in just over half of Virginia’s markets with Northern Virginia, Hampton Roads, and Fredericksburg making the biggest strides in commute satisfaction, with increases of 13, 6, and 5 percentage points respectively, and;
- Those who bike or walk to work are most likely to be satisfied with their work trip, followed by those who use transit to commute.

The study also showed that awareness and use of Virginia’s rideshare support infrastructure has increased. From 2007 to 2015, key rideshare infrastructure findings included:

- Awareness of the location of park-and-ride lots increased from 28% to 34%;
- Use of the park-and-ride lots increased from 13% to 17%;

- Awareness of Guaranteed Ride Home and Emergency Ride Home programs is about the same statewide.

Most local commuter assistance programs and services enjoyed growth in both the awareness and use of their services from 2007 to 2015, including:

- Awareness of Middle Peninsula Rideshare and the Loudoun County Office of Transportation Services increased by 24 and 18 percentage points, respectively, and;
- Use of commuter assistance programs across the Commonwealth doubled, jumping from 7% to 14% among respondents aware of commuter assistance programs.

Mobility Study results show that commute mode plays a role in satisfaction with commute to work. The most satisfied are those who commute via bike/walk (93%), followed by those who commute via bus (73%) and train (70%). Additionally, those who commute by bus and train are more likely to be satisfied with the transportation system (58% and 51%, respectively).

Quality of life ratings were compared for these two groups, and results show that those who are satisfied with the transportation system in their area are more likely to rate the quality of life in their area favorably. The same holds true when the relationship between work trip satisfaction and quality of life is examined: those who are satisfied with their trip to work are more likely to hold a favorable view of the quality of life in the area where they live.

The study revealed that satisfaction with Virginia’s transportation system is related to the perceived quality of life of its residents. Statewide, seven in ten respondents rate the quality of life in the area where they live as favorable. Ratings of satisfaction with the transportation system were also collected, and results show that 34% of respondents are satisfied with the transportation system in the area where they live.

Key Takeaways:

**Those who are satisfied with the transportation system in their area are significantly more likely to view their quality of life favorably.**

**Commuters who bike or walk to work are the group most satisfied with their trip to work; commute satisfaction is higher for buses and trains than for driving alone.**

**Commute satisfaction is strongly related to commute length; the shorter the commute, the more satisfied commuters are with their trip.**

When presented with a list of societal benefits of ridesharing, four in five respondents recognized one or more benefits realized when traveling via carpool, vanpool, bus, or train. Respondents were asked questions regarding the importance of investing in transportation in the state, and overwhelmingly supported developing the transportation system. Respondents feel it is important to the Virginia economy to have transportation choices available (82%), to have options available for workers’ commutes (85%), to invest in making these options affordable for work commutes (83%), and to invest in the overall transportation system to maintain and grow the economy (86%). These are shared beliefs across the Commonwealth—the percentage of supporters across all regions of Virginia did not drop below 71% for any of the previous statements. Support was also high across generations and across commute modes. 81% of respondents who are drive-alone commuters and teleworkers agree with

these statements, and about two in five respondents are likely to use public transit more often if it is made available closer to their home or operates more frequently.

## **KEY TAKEAWAYS**

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The key takeaways are:

1. Virginia is becoming more multimodal, and many transportation mode choices, especially bus, passenger rail and teleworking, are making this possible. Virginians are ready to get out of their single-occupant vehicles and use other modes of travel to get around in the Commonwealth.
2. Investing in transit and TDM will pay dividends with residents. Satisfaction levels with Virginia's transportation system affect how residents assess their quality of life; those who are more satisfied with the system rate their quality of life higher. There is also a clear relationship between satisfaction levels with work commutes and satisfaction with Virginia's transportation system.
3. Efforts to get more people to commute to work by bus or train (versus all other modes) are smart investments. Virginians who rely on these commuting modes are much more satisfied with the transportation system. More people would use the bus or train if there were more service available.
4. Investment in transportation mode choices is widely supported. The vast majority of Virginians, including commuters in single-occupant vehicles, see the value of investing in transportation alternatives like improved transit service.

The lessons of the Mobility Study can be summed up in one sentence: Virginia should invest in creating transportation mode choices.

## V. HIGHLIGHTS FROM COMPLETED SURVEY RESPONSES

FY16 was a successful year for transit and TDM programs across the state. Transit programs contributed to the increased accessibility and economic vitality of their regions by implementing new or increased service, upgrading vehicles and transit stop amenities, improving rider, operator, and vehicular safety, and harnessing the power of technology, mobile applications, and social media. Transit agencies conducted community relations and marketing schemes this past year, receiving many awards and recognition for their work. TDM programs helped form new carpools and vanpools, thereby reducing reliance on single-occupant vehicle travel. TDM programs used technology to promote their message, conducted focused community engagement to gain ridership, advocated through employer initiatives, connected with youth, and collaborated with carshare programs.

### FY16 TRANSIT PROMOTIONS

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In addition to transit agencies and TDM programs participating in the statewide Try Transit Week initiative, transit providers encouraged new riders to try their services by offering free or reduced-fare rides, including:

- For the sixth year in a row, **Altavista Community Transit System** provided free fares from June through September thanks to the generous donation of an anonymous donor.
- The **Central Shenandoah Planning District Commission (CSPDC)** provided free rides for one day on all local transit routes including the Staunton Trolley, the 250 Connector, the Waynesboro Circulator, the Blue Ridge Community College Shuttle, and the Staunton On-Demand bus. The promotion resulted in 200 more passenger trips than on the same day the prior week.
- **Fairfax Connector** directly mailed 94,000 free ride coupon postcards to every home and business in Vienna within one-third mile of bus routes, as well as to Reston, Lorton, and Springfield.

### FY16 TRANSIT PROGRAM HIGHLIGHTS

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#### Infrastructure and Service Improvements

Nearly all surveyed transit providers reported making infrastructure and service improvements to modernize and repair their fleets and increase user safety, comfort, and convenience. Infrastructure improvements included new buses and rail cars, safety enhancements at bus stops, parking expansions, and new transit centers. Service improvements included adding new routes, extending hours of existing routes, and improving system efficiency.

- **Alexandria Transit Company (ATC)** made several improvements to bus stops, including the installation of a bus bulb (a curb extension that aligns the bus stop with the parking lane), 22 passenger-loading pads, and benches at 15 bus stops, as well as the removal of parking at 32 bus stops to allow the buses to gain access to the curb.
- **Blackstone Area Bus** acquired a replacement vehicle for Town and County Transit.

- **Fairfax Connector** engaged in multiple garage expansions, renovations, and new construction in 2016.
- **Greater Richmond Transit Company (GRTC)** mechanics conducted an air conditioning maintenance blitz in the spring that kept buses operating at maximum efficiency, resulting in a low rate of problems and repairs in the hot summer months.
- **Hampton Roads Transit (HRT)** opened a new downtown Norfolk center in January 2016 serving 17 bus routes and five cities. The facility averages 3,500 passengers a day. It is fully enclosed with public restrooms, customer service, and ticket sales. It replaces on-street operations. The center is a half-block walk to the Monticello Avenue light rail station. It is the largest transit center in the HRT system. HRT also purchased, rebuilt, or overhauled 109 buses.
- **Petersburg Area Transit** added the Emporia Express, which supports the connection between non-urbanized areas and the larger regional and national system of intercity bus service.
- **Virginia Railway Express** simultaneously opened a new end-of-line station in Spotsylvania County with 1,500 parking spaces, and added an additional AM and PM peak period train (two daily trains) to the Fredericksburg Line.

### **Safety**

Transit service providers made a special effort to improve the safety of drivers, riders, and the general public through training drivers, incentivizing safe driving, and installing security cameras in parking lots and on buses.

- **District Three Public Transit** expanded its safety incentives program to reward safe driving, and developed a new policy to remove less-safe drivers from the pool.
- **GRTC** expanded PSA listings based on operator and customer feedback. Now, more than 40 safety and informative messages rotate on all fixed route vehicles every 15 minutes.
- **Lake Area Bus (LAB)** hosted driver meetings, covering safety and wheelchair securement, with various agencies.
- **Pulaski Area Transit (PAT)** placed security cameras in parking lots.

### **Technology and Mobile Applications**

Transit operators invested in mobile applications and other technology upgrades.

- **Charlottesville Area Transit** invested in better technology, upgrading its CAD/AVL system and automatic fare collection system, and purchasing Remix transit planning software. The new technology will allow Charlottesville Area Transit to better serve their customers, plan new services, and analyze the efficiency of existing services, as well as assist in Title VI reporting and transit equity analyses.
- **Fredericksburg Regional Transit (FRED)** went live with a real-time bus locator application in March 2016, and plans to release a public version of the software when FRED receives its next upgrade.

- **Greene County Transit** implemented a GPS vehicle locator system.
- **Loudoun County Transit** installed GPS units on local transit buses, and launched a new local fixed route bus service application that displays all the local bus stops, routes, park-and-ride lots, planned Metro stations, sidewalks, and trails. Zooming in on the map provides details of buildings, roads, and other base map features collected by county staff and provided through Esri's Community Maps. Users can click on links to specific routes, bus route schedules, and bus stops, which are displayed on a user-friendly mapping interface.
- **RADAR** installed on-board tablets on buses in rural areas, enabling a transition from a manual to an electronic system which will support automated and reliable data collection.

### **Community Relations and Marketing**

Transit operators pursued marketing and community relations strategies to increase ridership, including connecting with riders through social media, participating in community festivals, collaborating with local organizations, gathering feedback at public meetings and focus groups, and launching targeted marketing campaigns.

- **Altavista Community Transit System** has partnered with a local school to provide transportation to special needs students in an effort to teach them independent living skills. The students are transported to the YCMA, library, and business locations. Passes were purchased through donations from the local Moose Lodge.
- **Blacksburg Transit** operates an orientation program targeting incoming Virginia Tech freshmen and their families with information about the benefits of transit via shuttles operating from off-site parking, targeted materials in orientation bags distributed on the bus, and an information booth on site during orientation. Blacksburg Transit uses Facebook and Twitter as the primary platforms for delivery of unplanned route and schedule information, a forum for customer feedback and response, and a tool for outreach. They generated 1,000 followers on Twitter and Facebook.
- **Central Shenandoah Planning District Commission (CSPDC)** completed and adopted the first Transit Development Plan for the Staunton-Augusta-Waynesboro area. The TDP involved local partners, funders, and transit riders in laying out the framework for the next six years of area transit.
- **Driving Alexandria Safely Home (DASH)** donated a retired bus to the Art on the Avenue festival in the Del Ray neighborhood of Alexandria to give the public an opportunity to leave their mark on a DASH bus. The Celebration DASH Bus will be seen traveling around Alexandria, at transit fairs, and offering transit education to local schools reminding them about the benefits of using transit and how to travel safely aboard the DASH bus.
- In addition to advertising on the local radio station and in the local newspaper, **Farmville Area Transit** made use of the town of Farmville's new Facebook page to communicate with passengers.
- **FRED** expanded their half-fare program for seniors, Medicare recipients, and the disabled from non-peak hours of operation to all hours of operation. FRED undertook efforts to increase ridership and serve a broader spectrum of community members. The agency provided persons

wearing a "Ride FRED Instead" t-shirt free rides each Friday during the month of September; hosted a rider appreciation day; and formed an advisory board subcommittee on services for the traditionally underserved community.

- **GRTC** launched the largest bus advertisement campaign in its history to educate riders and the public about the positive impacts of GRTC on the community.
- **Loudoun County Transit** launched the "Oh the Places You'll Go!" marketing campaign focused on the young adult and teenage demographic.

### **Awards and Recognition**

Transit providers were honored with many awards at the state and national levels.

- **Bay Transit** celebrated its 20th year of operation in FY16, **District Three Public Transit** celebrated its 30th year, and **Washington Metropolitan Area Transit Authority (WMATA)** and **RADAR** celebrated their 40th years.
- **DASH** was awarded the VTA Outstanding Program Award for the "Plan Ahead...Pay it Forward" campaign.
- **GRTC** won the 2016 VTA Outstanding Marketing Campaign Award for its "Choose the Pass That's Right for You" campaign.
- **Mountain Empire Older Citizens** was the national winner of the N4A Innovation Award for their work in establishing a safety program to train drivers in how to prevent falls in transportation. The award was presented at the national convention in San Diego.
- The **Fairfax Connector** received the American Public Transportation Association's Certificate of Merit for Safety for the installation and implementation of several innovative technology tools including wireless data communications, computer-aided dispatch, on-board surveillance, and automated vehicle announcements.
- **HRT** received two national bronze Telly Awards for their "Diverse" campaign in the promotional and branding category and in the transportation category. In the transportation category, HRT competed among the top airline, automotive, and transit companies throughout the country. Direction and production were all completed in-house, keeping the production budget close to 1% of the cost of outsourcing direction and production. HRT also received a Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association of the United States and Canada.
- Team members from **Blacksburg Transit**, **Fairfax Connector**, and the **City of Harrisonburg Department of Public Transportation (HDPT)** won awards in state and national Rodeo competitions testing knowledge and skill in transit vehicle operations.
- **HDPT Central Garage** was recognized by Government Fleet magazine as a Notable Fleet.

### **Alexandria Metroway**

Metroway's Potomac Yard Line is a transit service offering a faster trip along Route 1 between the Braddock Road Metrorail Station in Alexandria and the Crystal City Metrorail station in Arlington. Metroway service began on August 24, 2014, and is operated by WMATA. Metroway was enhanced in April 2016 via the opening of the Arlington segment on an exclusive busway in Crystal City. The Metroway service improves a previous Metrobus route by providing dedicated bus-only lanes (the first in the Washington metropolitan region), consolidated bus stops, more frequent service throughout the day, and service seven days a week. Bus frequency ranges between six minutes during rush hour and 20 minutes on weekends. Metroway's fare is the same as a Metrobus's and can be paid using SmarTrip or with cash. Metroway buses feature unique blue and white branding, making them easy to identify. Metroway platforms are similarly unique and easy to find, and feature real-time bus arrival screens that provide information about both Metroway and other Metrobus routes. All buses are accessible and riders can enter or exit from any door, cutting down on boarding time.

Metroway ridership was up 57% in August 2016 compared to a year earlier. Ridership is expected to grow as development occurs throughout the corridor. Metroway provided an important connection during the Safe Track surges in the corridor, providing a free ride between the Braddock Road and Crystal City Metrorail stations. Alexandria was recognized in January by the American Council of Engineering Companies of the Metropolitan Washington region (ACEC/MW) with an Honor Award at the Engineering Excellence Awards for its Crystal City-Potomac Yard Transitway project. The Honor Award recognizes projects that demonstrate a high degree of achievement, value, and ingenuity. Alexandria also received a National Recognition Award from ACEC.

### **Park-And-Ride Lot Infrastructure**

DRPT's 2015 Statewide Mobility Study shows that Virginians are aware of and using our growing park-and-ride lot infrastructure more than ever. Indeed, awareness of the location of park-and-ride lots has increased from 28% in 2007 to 34% in 2015, while use of park-and-ride lots has increased from 13% in 2007 to 17% in 2015.

These findings are supported by a comprehensive one-day park-and-ride lot utilization count that VDOT conducted across park-and-ride lots statewide earlier this year. According to Liz McAdory, VDOT's TDM/Park-and-Ride Lots Programs Manager, VDOT's FY16 utilization data shows increasing use of Virginia's park-and-ride lot infrastructure, with some park-and-ride lots—especially in the Fredericksburg area, Northern Virginia, and the Hampton Roads area—at or near capacity.

Fortunately, during FY16 nearly 4,000 new park-and-ride lot spaces were added across Virginia. The following lots, serving the Dulles Toll Road corridor (east-west movement), were opened:

- Dulles Town Center: 100 spaces (21021 Atlantic Boulevard, Sterling, VA)
- East Gate: 218 spaces (43664 Tall Cedars Parkway, Chantilly, VA)
- Loudoun Station: 300 spaces (43805 Central Station Drive, Ashburn, VA)
- Telos: 164 spaces (19886 Ashburn Rd, Ashburn, VA)

The following lots were expanded in Northern Virginia and the Fredericksburg area:

- The Stringfellow Road park-and-ride lot was expanded from 404 spaces to 713, an increase of 309 spaces.

- The PRTC Transit Center park-and-ride lot was expanded from 125 spaces to 346, an increase of 221 spaces.
- The Route 610 (Garrisonville) park-and-ride lot was expanded from 890 spaces to 1,848, an increase of 958 spaces.

The following lots serving Virginia Railway Express (VRE) stations were expanded:

- The Manassas VRE station's commuter parking was expanded from 645 spaces to 873, an increase of 228 spaces.
- The Brooke Road VRE station's commuter parking was expanded from 505 spaces to 727, an increase of 222 spaces.
- The Leeland Road VRE station's commuter parking was expanded from 825 spaces to 1,029, an increase of 204 spaces.
- The Fredericksburg VRE station's commuter parking was expanded from 631 spaces to 810, an increase of 179 spaces.

In Hampton Roads, the Huntington Park lot in Newport News added 45 new spaces. Hampton Roads Transit (HRT) is in talks with Tidewater Community College and other private owners and businesses for additional park-and-ride lots in Portsmouth and Chesapeake near I-264, I-664, and Route 337. HRT will improve existing bus transfer stations in Newport News and Hampton with commuter parking spaces. VDOT is in negotiations with the city of Newport News to make improvements to the Denbigh park-and-ride lot.

During FY16, DRPT funded the launch of several new commuter bus routes that originate from park-and-ride lots. These new routes included Potomac and Rappahannock Transportation Commission (PRTC) OmniRide express bus service from the Woodbridge area to the Mark Center in Alexandria, launched on February 1, 2016. Supported by VDOT's new HOV ramp from I-395 to Seminary Road, the new routes bring commuters from the Lakeridge and Dale City park-and-ride lots to the Mark Center traveling quickly along the Express and HOV lanes.

### **Greater Richmond Transit Company (GRTC)**

DRPT's 2015 Statewide Mobility Study shows that bus use in Virginia nearly doubled from 1.8% in 2007 to 3.0% in 2015. GRTC, which celebrated its 43rd anniversary in April, is helping to fuel this increase by growing ridership each of the last three years. In FY16, ridership rose to 9,044,757, which represents a 4.0% increase over the previous fiscal year. More than 28,000 riders use GRTC every weekday.

Part of GRTC's ridership growth has been fueled by their seasonal express service to Kings Dominion. The Kings Dominion express service began on May 28 and operated daily until September 5, 2016. From September 6 through October 30, GRTC will continue seasonal express service on Saturdays and Sundays. More than 50,000 riders—approximately half of which are park guests and half Kings Dominion employees—have taken advantage of the service during the 2016 season. Last season ended with approximately 42,000 riders using the service. The Kings Dominion seasonal express bus service has been so popular that a second bus was added to the route this year. In addition to serving the general public, this express bus service provides an important public transit option for students in the Mayor's Youth Academy (MYA) as well as for other young professionals who have summer employment at Kings

Dominion. GRTC has a vested interest in these young adults' lives; for seven years, the transit provider has welcomed MYA interns into the GRTC workforce.

A partnership with Centura College, located on Midlothian Turnpike in Richmond, is also helping boost GRTC's ridership and generate additional revenue. Centura asked GRTC to consider extending their #61–63 Midlothian fixed-route service so that Centura students and faculty would have access to the campus from downtown and northern Southside locations. The route is available to the public, not just Centura students or faculty. Because the route extension crossed the city of Richmond boundary into Chesterfield County, approval had to be obtained from the county. The initial annual contract started in July 2015, and Centura reimburses GRTC on a cost-per-mile basis.

### **Other GRTC Highlights**

GRTC began installing new bus stop signage on two pilot routes in the spring of 2016. This was the start of a three-year, five-phase schedule to modernize GRTC's on-street signage. Currently, GRTC is in the midst of a signage replacement campaign that will address all stops south of the James River. It has been nearly 20 years since these signs have been updated. The new signs are taller, more visible, and feature more information about routes servicing the stop. With the new signage, essential bus service information will be presented in a standardized format. The signs display the names of all routes that travel to and from a given stop. In preparing for this major sign improvement campaign, GRTC staff inventoried the existing bus stop locations and evaluated them for spacing, safety, and customer use.

GRTC is considering a plan to reposition, or even remove, many bus stops in the Southside area of Richmond to create more uniform spacing between stops and allow for improved bus stop amenities in the future. The proposed plan would speed up service, since buses would not have to stop as frequently along these routes.

GRTC recently launched their largest bus advertising campaign ever. The campaign is called "GRTC: Did You Know?" Each ad, displayed on the outside of GRTC buses, showcases one of nine key facts the community should know about GRTC's positive community impact. For example, GRTC used its growing compressed natural gas (CNG) fleet for messaging. GRTC is committed to transitioning retired vehicles to new CNG-powered buses and vans. Today, GRTC has the largest CNG-powered transit fleet in the Commonwealth, with 84 CNG vehicles in fixed route and paratransit service, accounting for nearly 40% of GRTC's entire fleet. In 2017, GRTC will expand the number of CNG vehicles in its fleet to more than 110, accounting for about half of the entire fleet.

Work continues on the development of a new mobile payment app and a rider incentive program. The mobile payment app will provide another way for customers to purchase bus fares using the enhanced electronic fareboxes. GRTC's rider incentive program will reward frequent riders with travel discounts and other incentives.

### **Van Dorn Beauregard BRT**

The City of Alexandria is proposing a bus rapid transit (BRT) system to provide high-capacity transit service using a combination of dedicated and shared lanes and high-quality stations with rider amenities. The West End Transitway will connect major transit facilities—Van Dorn Metro Station, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center—and several neighborhoods along the corridor—Van Dorn/Landmark, a redeveloped Landmark Mall, and Beauregard. The proposed Transitway will provide residents and visitors with a mode of travel that is fast, efficient, comfortable, and reliable.

The Transitway Corridors Feasibility Study, completed in the fall of 2012, analyzed multiple alignments, termini, transit modes (including bus and rail), cross-sections (side-, center-, and median-running), operational components (dedicated and shared lane), and service options for the West End Transitway (then referred to as Corridor C). On November 17, 2012, the Alexandria City Council approved the Planning Commission's recommendation to approve the alternative of BRT in dedicated lanes from the Van Dorn Street Metrorail Station to the Pentagon. This decision established a locally preferred alternative (LPA) as part of the Federal Transit Administration (FTA) project development process. This enables the metropolitan planning organization to adopt the LPA as part of the long-range transportation plan.

In FY16, in accordance with the National Environmental Policy Act of 1969, as amended, the city of Alexandria completed an Alternatives Analysis (AA) and Environmental Documentation for the West End Transitway. The AA/Environmental Documentation effort provided a detailed analysis of three alternatives—No Build, Transportation Systems Management, and Build—and an environmental analysis of each proposed alternative as required for the project to be eligible to receive federal funding. The West End Transitway Build Alternative represents a refined version of the Planning Commission's recommendation developed in coordination with the public and local stakeholders. The AA process effectively concluded on March 29, 2016, when the city council unanimously approved (Appendix E) a re-concurrence of the LPA identified by the city council in 2012.

The Build alternative scored the highest among the studied alternatives. It performed best in each of the categories as compared to the two other alternatives, and generally reflects the following:

- A better transit experience for people and a more efficient operation for the service
- Additional multimodal (pedestrian, bicycle, and safety) improvements along the transit corridor
- Greater consistency with adopted plans and higher potential to catalyze growth and create real estate value

The Build alternative also offers the city considerable environmental benefits. The increase in opportunity for long-term tree canopy coverage is increased through streetscape enhancements in the Build alternative. Additionally, the Build alternative's contribution to storm water quality and quantity management is significant and includes long sections of Van Dorn Street and Beauregard Street.

The city of Alexandria's West End Transitway was granted entry into the Project Development (PD) phase under the FTA's Small Starts program in June 2016. Entry into PD formally establishes the city's intent to further develop a transit project in the city and pursue partial federal funds for its implementation. Next steps in the process of bringing a high-capacity transit investment to the city of Alexandria's West End include:

- Completion of National Environmental Policy Act documentation (anticipated FY16)
- Completion of engineering and project delivery actions

Continued public engagement and coordination with individual stakeholders

### **Virginia Railway Express (VRE)**

DRPT's 2015 Statewide Mobility Study shows that passenger train use in Virginia increased from 3.3% in 2007 to 3.8% in 2015. VRE provides commuter rail service along the I-66 and I-95 corridors from the Northern Virginia suburbs to Alexandria, Crystal City, and downtown Washington, D.C. VRE operates 32 trains from 19 stations and carries about 19,000 passengers per day.

The VRE Operations Board adopted the VRE System Plan 2040 in January 2014, providing a framework for VRE system investments and outlining which actions the organization should pursue to best meet regional travel needs through 2040. The plan's recommended investments and expansion will enable VRE to carry over 50,000 weekday trips by 2040, more than doubling the daily trips it carries today. Capital and operational investments in the plan include additional rail cars and locomotives, expanded platforms to accommodate longer trains, additional train storage, and service extensions.

The VRE System Plan 2040 provides for the logical, incremental expansion of VRE infrastructure and service. This plan includes an initial set of recommendations linked to VRE's six-year Capital Improvement Program to address short-term growth needs. It also identifies a set of longer-term capacity improvements that offer wide-ranging VRE, intercity passenger rail, and freight benefits, including expansion of the Long Bridge over the Potomac River, expansion of the Alexandria-to-L'Enfant railroad corridor, and triple-tracking of CSXT's Fredericksburg Line. VRE is supplementing these major efforts with investments in stations, rolling stock, storage yards, and maintenance facilities, and with extension of service into the Gainesville-Haymarket area.

### **Long Bridge Feasibility and Environmental Studies**

The Long Bridge across the Potomac River is a railroad bottleneck for the Eastern Seaboard and the primary constraint limiting VRE's ability to operate more trains. The purpose of this project is to provide additional railroad capacity across the Potomac.

VRE is collaborating with the District Department of Transportation, DRPT, FRA, and CSXT (the bridge owner) to expand the crossing, doubling the number of tracks from two to four. The team is conducting engineering and environmental analyses under a U.S. Department of Transportation American Recovery and Reinvestment Act grant. The work involves analyzing bridge replacement and expansion options aimed at improving railroad capacity at the only railroad crossing of the Potomac River between the District of Columbia and Virginia.

The Environmental Impact Statement (EIS), required under the National Environmental Policy Act, will document and disclose potential impacts and benefits of expanding and/or replacing the Long Bridge; this will begin in November 2016. VRE continues to support tasks related to environmental and engineering assessments along with service planning scenarios to create a strong foundation for the upcoming EIS effort.

### **Spotsylvania Station**

VRE opened a new Northern Virginia station in mid-November 2015, marking the first major service expansion in the system's 23-year history and a key piece of VRE's long-term plans to meet the region's growing transit needs. The new terminal in Spotsylvania County extends service south of Fredericksburg, drawing several hundred new riders from a part of Northern Virginia geared up for growth and development.

The \$3.4 million station is the first of several major projects VRE is pursuing as part of its goal to double ridership by 2040. The new Spotsylvania Station is now the southern terminus for VRE operations on its

Fredericksburg Line. The new station consists of a 1,500-space parking lot, a head house with restrooms, and a 700-foot ADA-accessible platform with a covered canopy for riders.

The new station benefits Spotsylvania county riders who previously traveled to Fredericksburg to catch trains to the Washington, D.C., area. The new station is also attracting new riders, helping to ease congestion on I-95.

### **Purchase of Sumitomo Railcars**

VRE purchased seven new gallery-style railcars from Nippon Sharyo to replace older, 1950s-era gallery-style railcars. Five of these railcars went into service in March 2016, while the remaining two went into service in April.

An order for 14 additional new railcars will replace all legacy gallery railcars and lengthen current trainsets. Five will be delivered in 2017 for replacement, and the remaining nine in 2018.

These new railcars feature:

- Cars with 132 seats and a restroom
- Bike/wheelchair space with additional seating
- In-cabin hand holds
- Luggage racks
- Armrests and cup holders
- Coat hangers
- Automated announcement communication system

### **Crossroads to Hamilton (Spotsylvania Third Track)**

VRE is constructing approximately 2.5 miles of third track on the CSXT right-of-way from the VRE Crossroads Yard to Hamilton. The project includes the construction of a longer yard lead to accommodate the VRE Spotsylvania Station.

CSXT track workers completed the Phase 2 cut-in of new switches and signals at Crossroad Interlocking as well as the rehabilitation of the Mine Road grade crossing. The Phase 3 cut-in was completed in April 2016, and the entire CSXT project was finished on May 10th, 2016.

### **L'Enfant Station Storage Tracks**

Due to capacity constraints at the Ivy City midday storage facility, VRE is working on innovative ways to increase its ability to store additional trains in the district. Two projects near L'Enfant Station are converting currently or soon-to-be unused tracks into storage tracks.

VRE is converting a stub-end track just north of the VRE L'Enfant Station for use as midday storage for one train. The current project entails CSXT installing powered switches and signaling at both ends of the track while VRE constructs the appliances needed to supply power to a VRE train laying over on the track during the midday.

A major milestone was met in June 2016 with the installation of the power pedestal for the wayside power appliances. In July, the electrical and construction contractor completed the majority of the installation work, and Pepco began making the electrical connections needed to energize the track.

After the testing and inspection of Pepco's work, CSXT will install signal and switch reconfigurations in October. The L'Enfant (North) Storage Track is expected to be available for service in early 2017.

South of L'Enfant, as part of the CSXT freight rail project, CSXT installed a temporary track to provide an extra track for operations during construction. With that freight project nearing completion, CSXT and VRE have agreed to leave the temporary track in place and convert it into 1,350 feet of additional midday storage for VRE trains.

VRE has contracted with an engineering firm for the design of wayside power appliances for up to two trains during layover. CSXT will turn the track over to VRE for use, and power will be provided after the first of the new year.

### **Potomac Shores Station Construction**

While state and local officials ceremoniously broke ground on the new VRE station for Potomac Shores in south Woodbridge in July 2014, design and engineering work is currently underway by the developer for the new station.

### **Alexandria Pedestrian Tunnel Project**

A pedestrian connection between Alexandria Union Station and WMATA's King Street–Old Town Metrorail Station and bus transit center is currently in the design phase. The new tunnel will provide ADA-compliant access between the east and west platforms at Alexandria Union Station, negating the need for the current at-grade pedestrian crossing between the two platforms, as well as providing a direct connection to Metro. In addition, the plan calls for the widening and extension of the existing east platform that will open passenger access to the easternmost track, allowing for increased operational flexibility and efficiency in the corridor.

Coordination with Virginia Department of Historic Resources, the city of Alexandria, CSXT, and other stakeholders is ongoing. Overall project design completion is anticipated in spring 2017.

### **Lifecycle Overhaul and Upgrade Facility**

VRE has moved to a lifecycle maintenance approach to more efficiently and effectively keep rolling stock in a state of good repair and extend the useful life of the equipment. A new facility is necessary to engage in these lifecycle maintenance activities.

Design work continues for the new maintenance facility at the VRE Crossroads Yard in Spotsylvania County. The two indoor tracks will allow for maintenance under the locomotives and rail cars by using a drop table and a wheel truing machine. The new equipment will allow in-house heavy maintenance activities instead of sending vehicles off-site, allowing for greater efficiency. Two replacement storage tracks will be built on adjacent property, along with an upgraded access road to the south end of the property for construction and emergency. Construction is expected to begin in 2017.

## Midday Storage Facility

Currently, VRE stores its trains during the day in Amtrak's Ivy City facility just north of Union Station in the District of Columbia. In the coming years, Amtrak will need more of that facility to store their expanding fleet, requiring VRE to find alternative midday storage options. The purpose of this project is to acquire property, conduct the necessary environmental clearance activities, and design and construct a permanent midday storage facility for VRE equipment.

VRE has contracted with a firm to provide environmental and design services for a new midday storage facility, and a site has been selected for review. Notice to Proceed and project kickoff occurred in early August 2016. Initial project startup activities include project management tasks, stakeholder engagement, and real estate acquisition strategies to support project development. Key stakeholders include Amtrak, Conrail, and various District of Columbia government offices.

Source: [vre.org](http://vre.org)

## **FY16 TDM AGENCY HIGHLIGHTS**

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### Using Technology to Promote the Message

Many TDM agencies implemented new web or mobile applications to reduce the uncertainty of using transit or other transportation mode choices.

- **CSPDC** created a new web application that maps the region's park-and-ride lots (including aerial and street views for those unfamiliar with the location) and indicates the real-time parking availability in the lot
- **Loudoun County Commuter Services (LCCS)** launched an interactive mobile application that displays local bus stops, routes, park-and-ride lots, planned Metro stations, sidewalks, and trails. Users can click on a route for the alignment, schedule, and nearby stops. The creation of the app/map was a team effort between DTCL staff and staff from the County Office of Mapping and Geographic Information (OMAGI).
- **RideFinders** improved their mobile application, making the interface easier to use for riders and administration. The organization created a new website, [carpoolworld.com](http://carpoolworld.com), to reach out to people looking to carpool and vanpool. To relay these improvements and promotions like Try Transit Week, RideFinders used communications methods including social and printed media.

### Focused Community Engagement

- **Farmville Area Bus (FAB)** used radio and newspaper ads, a yearly ad on [WelcometoFarmville.com](http://WelcometoFarmville.com), and Facebook posts to advertise and communicate with riders. Free marketing materials on buses and presentations to local civic organizations, clubs, and church groups help promote their services.
- **Dulles Area Transportation Association (DATA)** continued to address the commuting needs of underserved citizens in residential communities through a Federal Job Access Reverse Commute (JARC) grant. DATA continued to work through community and faith-based organizations to assist underserved lower-income citizens. Onsite Rideshare Coordinators attended events at the Loudoun Workforce Resource Center, Crossroads United Methodist Church, Reston Seventh Day

Adventist Church, Riverside Church, Clearview Elementary School, and Manassas Seventh Day Adventist Church.

- To catch the attention of busy commuters, **GWRideConnect** had three advertising campaigns. Each campaign was tailored to the season, such as the "fall into a carpool" campaign that ran in October and November. Each campaign utilized print, radio, and social media.
- **Middle Peninsula Rideshare** encouraged the Association for Commuter Transportation (ACT) Telework Council to take over the National Telework Week Program. ACT and Middle Peninsula Rideshare board members met to discuss needs for the international conference.

### **Employer Initiatives**

- The **Fairfax County Department of Transportation's** SmartBenefits Plus50 Incentive Program finished the year with 24 employers. Most of these employers added new programs, and the returning employers increased program participation through robust promotion. Since the program kickoff in 2014, there have been 700+ participants registered.
- **Thomas Jefferson Planning District Commission (TJPDC)** attended multiple job fairs to get the word out about their services. They attended the Quadruplicity Conference in February, the Eco-Fair in April, and the Charlottesville Job Fair in May, among other events.

### **Connecting with Youth**

- **NeckRide** advertised in the Northern Neck Artisan Trail map and brochure, and distributed marketing materials at Hull Spring Farm and at Longwood University's "Hokule'a" event in May 2016. To increase their presence with youth, NeckRide advertised in Richmond County's high school yearbook.
- **Rappahannock-Rapidan Regional Commission (RRRC Commuter Services)** attended and participated in driver's education classes at Orange County High School to teach students about TDM and transit.

### **Collaborating with Carsharing Programs**

- **RideSolution's** Guaranteed Ride Home program continues to thrive. There were 434 new registrations in FY16. Guaranteed Ride Home is currently considering whether services like Uber and Lyft can be incorporated to increase participation even more in the coming years.
- **Arlington County Commuter Services (ACCS)** implemented the first point-to-point carsharing demonstration in Virginia this past year. In partnership with car2go, this carsharing model allows members to pick up a car in one location and drop it off in another. As of May, the program even allowed cross-jurisdictional access between Arlington County of the District of Columbia. Arlington residents and workers are currently trying out this new transportation option that has the potential to reduce rates of private vehicle ownership and vehicle miles traveled. A final evaluation of the program will take place at the end of 2016.

## VI. FY16 DRPT PROJECTS, STUDIES, INITIATIVES, AND COLLABORATIONS

### GREATER RVA TRANSIT VISION PLAN

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DRPT, in collaboration with the Richmond Regional Transportation Planning Organization (RRTPO) and the Greater Richmond Transit Company (GRTC), is developing the Greater RVA Transit Vision Plan to address the long-term vision for transit in the greater Richmond area. The study team is using current transit and demographic data, land use data and plans, transit and population forecasts, public opinion surveys, and stakeholder input to present a regional transit vision plan that will guide transit development in the region through 2040. The vision calls for the system to “connect the Richmond region through an efficient, reliable, seamless, and sustainably funded system that benefits everyone by enabling economic growth, promoting livable and walkable transit-oriented development, expanding access to jobs and services, and strengthening multimodal access within and beyond our region.” The vision plan will illustrate what the expanded transit network and services should look like to help the region improve accessibility, sustainability, and growth, so that the Richmond region can move in the direction of its peers to be a vibrant and successful 21st-century metropolis. Milestones accomplished this year include:

- In August 2015, the Greater RVA Transit Forum was formed. The Greater RVA Transit Forum is an advisory committee that is the first large-scale regional group to discuss Richmond transit as an organized entity.
- In October 2016, a kickoff meeting for the Greater RVA Transit Forum was held, which included a review of existing plans and analysis of transit trends. Additional meetings were held in December 2015, February 2016, and May 2016 to develop and refine alternatives for regional transit plans and 2040 visioning statements. The final meeting of FY16 took place in July 2016, with a focus on the final draft of the vision plan and supportive policies for land use and TDM.
- Several public meetings were held in November 2015, March 2016, and June 2016 to offer citizens an opportunity to learn details about the transit vision planning project, identify and consider options for future regional transit services, and provide feedback to the project team.
- From February to April 2016, the Greater RVA Transit Vision Plan Survey was conducted, garnering over 300 responses. The survey results revealed that respondents want accessible, connected, efficient, and reliable transit in the greater Richmond area, as well as more service available near their homes and destinations. All participants’ responses and comments were taken into consideration in the development of the vision plan.

It is anticipated that the final results of the Greater RVA Transit Vision Plan will be presented in Winter 2017.

### RICHMOND TRANSIT NETWORK PLAN

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Virginia’s Office of Intermodal Planning and Investment (OIPI) initiated the Richmond Transit Network Plan, a yearlong planning study to analyze the current GRTC Transit System bus network in the city and reconsider the design of the bus routes in the context of a changing city and the new Pulse BRT. The City of Richmond is leading this effort with support from DRPT. The plan will consider how to connect local routes to BRT to ensure Richmond has a connected transit network. The plan seeks public and

stakeholder input on key choices and trade-offs to understand how the City should best meet the needs and preferences of the community to develop a blueprint for the City's transit system.

Eight public meetings were held in July and August 2016 to review the three transit network concepts that had been developed to date. The next planned public meetings will be in January 2017, which will review the recommended transit network. Additional information regarding this project can be found at the project website, [richmondtransitnetwork.com](http://richmondtransitnetwork.com).

## **VTRANS2040**

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OIPI is also leading VTrans2040, the long-range, a statewide multimodal policy plan that provides the overarching vision and goals for transportation in the Commonwealth of Virginia. It identifies transportation conditions, trends, and anticipated growth patterns, and explores the demographic, economic, environmental, and technological trends anticipated over the coming years and their potential influence on transportation.

VTrans2040 will be the first statewide transportation plan developed under new requirements added to the Code of Virginia in 2009 by House Bill 2019. It will also be the first statewide plan to fully incorporate the performance-based planning and programming approach described in recent federal legislation (MAP-21, adopted in 2012) and state regulations (HB 2, now known as Smart SCALE, adopted in 2014). By providing a common framework for decision-makers at all levels of government, VTrans2040 seeks to guide transportation decisions and investments that will enhance our economy, support our communities, and safeguard our environment for the benefit of all.

VTrans2040 will include two components. The first component is the VTrans2040 Vision Plan, which includes an updated vision, goals, objectives, and guiding principles that reflect the priorities and concerns of stakeholders across the Commonwealth. A trends analysis has contributed to the plan's focus on changing socioeconomic dynamics and future issues such as emerging technologies.

The second component is the VTrans2040 Multimodal Transportation Plan (VMTP). The VMTP will fulfill the legislative requirements of both the Statewide Multimodal Transportation Plan and the Needs Assessment referenced in Smart SCALE. The VMTP will address the vision for an integrated, multimodal plan that identifies transportation needs for 2025 and 2040, including assessment of a range of potential outcomes that may occur in 2040 as a result of trends in technology, economics, society/demographics, and the environment.

It is anticipated VTrans2040 will be completed in FY17 through several activities that will culminate in the full vision and VMTP deliverables, including:

- VTrans Vision Plan and Trends Analyses, with supporting research (completed)
- The VMTP2025 Needs Assessment (completed)
- The VMTP2025 Recommendations (underway)
- The VTrans2040 Scenario Analysis (FY17)
- The VTrans2040 Freight Element (FY17)
- VTrans2040 Implementation Plan

The development of the remaining components of VTrans2040 will be supported by outreach efforts involving advisory committees, key stakeholder groups, and the general public.

Source: [vtrans.org/vtrans2040](http://vtrans.org/vtrans2040)

## **SOUTHEAST HIGH-SPEED RAIL CORRIDOR STUDY**

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DRPT has been working with North Carolina, South Carolina, and Georgia to advance high-speed rail in the southeast. The corridor will connect Washington, D.C., Richmond, Raleigh, Charlotte, and Atlanta, with a spur from Richmond to Hampton Roads.

### **Washington, D.C., to Richmond**

In October 2010, Virginia received \$44.3 million in federal high-speed rail funds to complete the Tier II Environmental Impact Statement (EIS) for the portion of the corridor between Washington, D.C., and Richmond, known as DC2RVA. The project team is working on the Alternative Technical Report and draft EIS, due for completion by late fall 2016.

Field work continues to be conducted along the DC2RVA corridor to effectively assess alternatives to increase capacity for both freight and passenger rail.

### **Richmond to Raleigh**

In conjunction with the Federal Railroad Administration and the North Carolina Department of Transportation, DRPT completed the Southeast High Speed Rail Tier II EIS in September 2015, which examines the Richmond-to-Raleigh route.

On September 18, 2015, the finalized Tier II EIS was submitted to the Federal Railroad Administration for a Record of Decision, which is anticipated in late 2016.

Sources: [drpt.virginia.gov/rail/major-rail-initiatives/southeast-high-speed-rail-corridor](http://drpt.virginia.gov/rail/major-rail-initiatives/southeast-high-speed-rail-corridor)  
[sehsr.org](http://sehsr.org)  
[dc2rvarail.com](http://dc2rvarail.com)

## **WASHINGTON, D.C.-TO-RICHMOND HIGH-SPEED RAIL PROJECT**

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The Washington, D.C.-to-Richmond (DC2RVA) segment of the Southeast High Speed Rail (SEHSR) project is part of a larger nationwide higher-speed intercity passenger rail plan identified by USDOT, Virginia, and North Carolina. The DC2RVA project is funded by three sources: the Federal Railroad Administration (FRA) High Speed Rail Grant, the Virginia Department of Rail and Public Transportation (DRPT), and CSX Transportation (CSXT).

The DC2RVA segment is one of a handful of studies designed to evaluate specific improvements within the SEHSR corridor. Because the SEHSR corridor is roughly 500 miles long, and is being developed by several states with different development schedules, the FRA determined that it was necessary to conduct analysis of the corridor in two tiers. The proposed SEHSR project involved the development, implementation, and operation of high-speed rail service in the approximately 500-mile travel corridor from Washington, D.C., through Richmond, Virginia, and Raleigh, North Carolina, to Charlotte, North Carolina. The environmental study of this project resulted in the SEHSR Tier I Environmental Impact Statement (EIS) in 2002. The Tier I SEHSR EIS evaluated and decided the major corridor-wide or big picture questions, such as adopting an incremental approach, using conventionally powered locomotives, and utilizing existing rail corridors. Several Tier II studies, including the DC2RVA Tier II EIS project, are in various stages of development.

The implementation option that was selected as part of the Tier I SEHSR EIS and that guides the DC2RVA project is an incremental approach that includes upgrading and utilizing existing railroad to the greatest extent possible to allow intercity passenger trains to achieve speeds up to 110 mph where safe and practical. As is true in the DC2RVA corridor, most of the existing railroad is owned by freight railroad companies and has active freight traffic, which would coexist with the passenger service. DRPT and FRA determined that because of the level of freight, commuter rail, and intercity passenger rail in the DC2RVA corridor, this section would be designed for a maximum authorized speed of 90 mph.

The DC2RVA project is in the beginning stages of decision and construction, with project segments slated for completion throughout 2018. The vision of the project was presented in a “Purpose and Need Statement” published in January 2016.

In December 2015, the FRA and DRPT held public meetings for DC2RVA and presented the most feasible improvements for review and comment. 211 people attended the three in-person meetings, and 1,654 participated in the single online meeting, which yielded 410 comments. These comments and additional consideration of alternatives will be published in the draft EIS in late 2016 for public comment.

Concurrently, DRPT is continuing the improvement of an approximately 14-mile expanse of the 123-mile corridor by adding 11.4 miles of mainline track adjacent to the existing CSXT freight rail track between Arkendale and Powells Creek. This mainline track, to be completed in 2017, should improve passenger rail travel and mitigate freight rail interference.

Sources: [dc2rvarail.com/newsroom/newsletter](http://dc2rvarail.com/newsroom/newsletter)  
[dc2rvarail.com/newsroom/newsletter/june-2016-newsletter/eis-process](http://dc2rvarail.com/newsroom/newsletter/june-2016-newsletter/eis-process)

## **RICHMOND BUS RAPID TRANSIT (BRT)**

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In preparation to begin operations in the fall of 2017, work continues on the Pulse, the bus rapid transit (BRT) system that is a collaboration between GRTC, DRPT, the City of Richmond, Henrico County, and the U.S. Department of Transportation. Along its 7.6-mile-long route, the Pulse will improve transit service, increase quality of life, revitalize commercial properties, encourage multimodal options, improve safety and efficiency, improve environmental sustainability, and stimulate economic development throughout the greater Richmond region. Final design work is nearly completed, and construction activities began in August 2016. GRTC anticipates 3,000 daily boardings, with 500 new daily riders when the Pulse begins operating.

## **TRY TRANSIT WEEK**

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DRPT held its seventh annual statewide Try Transit Week during the week of September 21 – 25, 2015. DRPT uses Try Transit Week to promote ridership on all of Virginia’s transit services, promote the benefits of transit, and coordinates promotional efforts with the transit and TDM service providers. DRPT issued a press release to announce Try Transit Week and used Facebook and online, radio and print advertisements to promote transit and Try Transit Week and encourage the public to avoid driving alone and to give bus, rail, ferry and vanpooling a try. The public was directed to DRPT’s [trytransitweek.org](http://trytransitweek.org) website to learn more about the available transit services, the benefits of using transit and to enter DRPT’s contest for free transit for a year. Everyone who went to the Try Transit Week website and pledged to try transit were automatically entered for a chance to win a year of free transit service from the Virginia transit operator of their choosing along with a pair of round-trip tickets aboard Amtrak’s Northeast Regional train service. Nearly 20% of all pledges were new transit riders.

Other prizes were donated by transit providers across the state, including monthly bus passes from Alexandria Transit Company (DASH), Arlington Transit, Bay Transit, Fairfax Connector, Four County Transit, Greater Lynchburg Transit Company, Hampton Roads Transit, Loudoun County Transit, Potomac and Rappahannock Transit Commission, Radford Transit, RR Commute and Williamsburg Area Transit Authority.

DRPT created a Try Transit Week toolkit for transit and TDM/commuter assistance service providers to use in their local promotions of transit and Try Transit Week. The Toolkit contained logos, graphics, a fact sheet and sample advertisements. DRPT worked with transit operators and TDM/commuter assistance providers across the state to spread the word about the myriad of benefits associated with using transit in lieu of driving single-occupant vehicles. Examples of promotions by transit and TDM/commuter assistance agencies included:

- Fairfax Connector promoted Try Transit Week in news releases, social media, a web page, subscriber alerts, and email blasts. The county hosted a Transportation Expo in the Fairfax County Government Center on World Car-Free Day, September 22nd, that included representatives from Metro, Virginia Railway Express (VRE), CUE bus, and other transportation providers. Fairfax Connector had a prominent display at the Transportation Expo. Throughout the week, a display in the lobby of the Government Center celebrated Connector's anniversary and encouraged transit and ridesharing.
- The City of Alexandria held a contest where participants submitted a one minute video explaining why they take transit.
- Loudoun County advertised Try Transit Week and Loudoun County transit services in their local newspaper.
- Potomac and Rappahannock Transportation Commission (PRTC) participated in Try Transit Week by donating SmartTrip cards to three area winners, as well as by social media promotion, bus posters, email and text message notifications, and a news release.
- The Central Shenandoah Planning District Commission issued a press release and provided free rides for one day on all local transit routes including the Staunton Trolley, the 250 Connector, the Waynesboro Circulator, the Blue Ridge Community College Shuttle, and the Staunton On-Demand bus. The promotion resulted in 200 more passenger trips than on the same day the prior week.
- Fairfax Connector directly mailed 94,000 free ride coupon postcards to every home and business in Vienna within one-third mile of bus routes, as well as to Reston, Lorton, and Springfield.

## **TRANSFORM 66**

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### **Transform 66: Outside the Beltway**

#### **Project Overview**

VDOT and DRPT, in cooperation with local, state, and federal stakeholders, evaluated improvement alternatives for the I-66 corridor from US-15 in Prince William County to I-495 in Fairfax County. Under the proposed multimodal project, I-66 would be improved to provide:

- Three regular lanes and two Express Lanes (free for HOV-3+ or dynamically tolled) in each direction

- High-frequency, fast, and reliable bus service during extended peak periods
- Five new or expanded park-and-ride facilities with approximately 6,500 total spaces by 2040
- TDM strategies to manage travel demand and promote alternative, shared ride travel options
- Bicycle and pedestrian trail and improvements

A Tier 2 Final Environmental Assessment (EA) was carried out between July 2014 and June 2016 that studied the environmental consequences associated with multimodal transportation improvements for I-66 outside the Beltway. In late June 2016, the environmental study process was completed when the Commonwealth received a “Finding of No Significant Impact” (FONSI) from the Federal Highway Administration (FHWA) for the Transform 66 Outside the Beltway improvements, clearing the way for the project to move forward with design and construction. Construction is anticipated to begin in 2017.

#### Transit Services to Major Activity Centers

The preferred transit service plan consists of a combination of existing local and new or expanded corridor-focused transit services. Existing commuter bus service in the corridor will be expanded to provide one-seat rides with reliable travel times on routes serving major activity centers in Northern Virginia and Washington, D.C. Services would primarily use the Express Lanes through direct or nearly direct connections with project park-and-ride facilities in Prince William and Fairfax counties. By 2025, the plan recommends 13 commuter bus routes with up to approximately 10,000 forecasted daily riders. By 2040, 20 routes are forecasted to carry up to approximately 13,400 riders per day.

#### TDM Strategies

TDM strategies developed specifically for the I-66 corridor will supplement ongoing TDM efforts in the region, including those in Fairfax County and Prince William County, and will promote both the new I-66 transit services and park-and-ride facilities as well as ridesharing opportunities with the opening of the I-66 Express Lanes. Project TDM strategies include:

- I-66 corridor marketing and outreach
- Limited-time fare discounts for new transit users
- Financial incentives and assistance with the formation of carpools and vanpools
- Support of bicycle and pedestrian travel within the corridor
- HOV-2 to HOV-3 conversion awareness
- Expanded employer outreach
- Innovative first-/last-mile solutions

#### Expected Outcomes

Some of the expected benefits of the implementation of the Express Lanes and multimodal improvements include:

- Moving more people through the I-66 corridor with fewer vehicles
- More one-seat transit rides to existing and new destinations around the northern Virginia region
- Reliable transit travel time due to the use of the Express Lanes

- Expanded and new park-and-ride facilities with multimodal access and connections
- Expanded transportation choices
- Support and incentives for non-single-occupant vehicle travel

## **Transform 66: Inside the Beltway**

### Project Overview

VDOT and DRPT, in cooperation with local, state, and federal stakeholders, are evaluating improvement alternatives for the I-66 corridor from I-495 in Fairfax County to US 29 in Arlington County. The multimodal project is focused on moving more people, improving connectivity in the corridor, and providing new travel options. The project is evaluating the following improvements:

- Enhanced bus service
- Bicycle and pedestrian access and connections
- TDM strategies to manage travel demand and promote choices for travel options
- Integrated corridor management involving operational and safety enhancements
- Tolling in both directions during peak periods only, with HOV-3+ vehicles riding for free
- Consideration of future widening

### 2017 Solutions

The solutions that are being considered resulted from recommendations from VDOT and DRPT's final report of the I-66 Multimodal Study Inside the Beltway, completed in June 2012, as well as refinements in the August 2013 supplemental report. The proposed I-66 Inside the Beltway program will:

- Make I-66 Inside the Beltway available to everyone by removing the current ban on single-occupant vehicles during restricted periods and charging them a demand- and distance-based toll.
- Relieve congestion before and after HOV periods by allowing single-occupant vehicles access and lengthening restricted periods:
  - Eastbound 5:30 a.m. to 9:30 a.m.
  - Westbound 3:00 p.m. to 7:00 p.m.
- Help reduce violators by requiring all vehicles to have an E-ZPass or E-ZPass Flex transponder during the restricted periods.
- Allocate toll revenue to fund additional and improved travel choices that could include roadway, bus, Metro access, bicycle, and pedestrian options. Through a framework agreement with the Commonwealth, the Northern Virginia Transportation Commission (NVTC) will administer this function and will choose projects that benefit those who use the I-66 Inside the Beltway corridor. In FY17, NVTC developed an initial program of \$9.8 million in funding for 10 multimodal components under the Transform 66 Multimodal Project. The components include new and enhanced bus service, bus stop improvements, transit information and incentive

programs, and a transit access project that are anticipated to be operational by summer 2017, when tolling on I-66 Inside the Beltway begins. The selected components will encompass five jurisdictions and provide a variety of benefits:

- Move an additional 1,800 people daily through the corridor in the morning peak period within the first year of operation
- Save approximately 370,000 hours of travel delay per year
- Connect 20 activity centers across Northern Virginia and Washington, D.C.
- Allow the corridor to operate more efficiently by providing traveler information and TDM services.

The Commonwealth Transportation Board unanimously affirmed funding for the 10 projects.

### **TELEWORK!VA AND TELEWORK WEEK**

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As identified in the key findings from the 2015 Statewide Mobility Study, teleworking is one of the big success stories. Indeed, teleworking, or the use of compressed work schedules, increased from 4.5% in 2007 to 8.3% in 2015 — an 84% increase. Today nearly one in five Virginia workers telecommutes at least occasionally compared to just 12% in 2007. Employers are also embracing teleworking with workplaces that offer formal teleworking programs increasing from 12% in 2007 to 20% in 2015.

DRPT's Telework!VA program is contributing to the success of teleworking in the Commonwealth by promoting the benefits of telework and supporting businesses that wish to offer telework options. DRPT's Telework!VA program reduces the number of vehicles on Virginia's roadways. DRPT's [teleworkva.org](http://teleworkva.org) website is a one-stop resource for businesses and individuals interested in starting a telework program or just learning more about benefits of teleworking.

DRPT partners with VDOT to use funding from VDOT's Northern Virginia District Office to promote telework and provide technical assistance to businesses in Northern Virginia to start or expand telework programs. Promotions and technical assistance is provided through the Telework!VA program to help companies attract and retain productive employees, reduce employee absenteeism, and lower operational and recruitment expenses—all through teleworking. Regardless of the size of the business, teleworking can benefit business owners, employees, and the environment.

This area is expected to continue growing, as Mobility Study results indicate that 16% of respondents who are not currently teleworking are employed in jobs that allow telework, and that these respondents are interested in teleworking. This figure represents a potential pool of nearly 600,000 additional future teleworkers in Virginia.

### **UCI WORLD CHAMPIONSHIPS TRAFFIC MITIGATION**

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Richmond 2015, the organizers of the 2015 UCI Road World Championships, had quite a test last fall. Their challenge was to hold a world-class cycling event, taking place over a ten-day period, while minimizing the bike race's impact on the daily lives of Richmonders who live or work in the parts of the city of Richmond that were on the race course. Adding to this challenge were the approximately 645,000 spectators who attended at least one day of the event, about 56% of whom were from outside the

greater Richmond region. About 31% of the spectators and participants came from other states, 13% came from other Virginia locations, and 12% came from other countries. Based on a survey of spectators during the event, the race attracted visitors from 34 U.S. states and 29 countries.

DRPT, GRTC, RideFinders, VCU, Greyhound, Amtrak, Megabus, local taxi operators, and other stakeholders began working with Richmond 2015 in advance of the cycling championships on traffic mitigation strategies that would limit disruptions to commuters while providing alternatives to driving alone for race spectators. Planned adjustments to the services of many transportation providers to accommodate the 2015 World Cycling Championships were made, and these service accommodations and modifications were actively promoted. Changes to services during UCI included special pricing or passes, additional capacity and accommodations for cyclists, alternative routes, relocated stops or pick-up and drop-off locations, altered schedules or timetables, alternative access to facilities, and relocated daily or long-term parking. Impacted services included local GRTC and VCU RamRide buses, Greyhound, Megabus, Amtrak, Thruway regional buses, taxicabs, and others.

A “Navigate the Worlds” transit guide was prepared to provide information about the nature and timing of impacts on these transportation service providers as well as general information for travelers about what to expect during the 2015 Worlds. As the cycling championships drew nearer, Richmond 2015 launched an online resource that enabled citizens—whether they were planning to attend any of the 12 world championship races or not—and cycling fans to prepare for the world championships. [Navigate.Richmond2015.com](http://Navigate.Richmond2015.com) featured interactive mapping tools and answers to questions about navigating the World Championships. Users found information about where to watch, parking, traffic, and transportation options.

To help spectators access the 2015 Worlds without driving their personal vehicles, GRTC offered a Special Event Pass with unlimited ride privileges (any route, any time) from September 18–September 28. These specially priced \$35 passes were sold through the GRTC online store, RideFinders, in local area hotels, during the 2015 Worlds at the Richmond 2015 FanFest, and at the 9th Street Transfer Plaza. GRTC also established and operated temporary bus stops along their detour routes and had staff and drivers available to assist riders on buses and at their Downtown Transfer Plaza throughout the race.

## VII. PREPARING FOR THE FUTURE – EXPANDING TRANSIT AND TDM OPTIONS

DRPT is continually planning and implementing new projects, exploring opportunities to expand existing projects, and helping operators to maintain the state of good repair for transit, rail, and TDM services to better serve the Commonwealth. Much of this planning and implementation is conducted in partnership with other transportation agencies, such as VDOT, transit agencies, TDM agencies, railroad companies, and regional and local planning organizations.

### ATLANTIC GATEWAY

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In 2017 DRPT will begin work on the most comprehensive transportation package in Virginia history. In July of this year, Virginia Governor Terry McAuliffe announced details about the Atlantic Gateway project. The project, a corridor approach to improving mobility across the Eastern Seaboard, will bring together \$1.4 billion in road and rail projects capped off by a federal grant of \$165 million that will help to complete the project's financial plan.

Virginia is one of 18 recipients of infrastructure project grants across the country. The Commonwealth will receive federal funding through the new Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program. The grants, which total nearly \$800 million, will be combined with funding from federal, state, local, and private sources to support \$3.6 billion in infrastructure investment in 15 states and the District of Columbia. Virginia had already done some of the critical project planning, and as a result, Virginia wound up with just over 20% of the FASTLANE grant money available nationwide through the program.

Virginia's FASTLANE grant will be combined with \$565 million in private investment by Transurban and CSXT, as well as \$710 million in state transportation funds, to carry out some of the most important projects on the state's transportation wish list. The Atlantic Gateway project improvements will increase passenger rail, freight trains, and highway vehicles through one of the most congested corridors on the East Coast. These improvements will include:

- Constructing a new I-95 bridge crossing of the Rappahannock River
- Extending the I-395 express lanes about 7 miles north to the Potomac River
- Extending the I-95 express lanes about 10 miles south toward Fredericksburg
- Constructing 14 miles of new track along the CSXT rail corridor crossing the Potomac River
- Deeding to the state approximately 60 miles of abandoned railroad track from Petersburg to North Carolina for high-speed passenger rail service
- Expanding mass transit options along I-95 and I-395 in Northern Virginia, including adding 1,000 new park-and-ride lot spaces for commuters
- Expanding bus and Virginia Railway Express (VRE) service
- Constructing pavement to eventually allow for the use of driverless cars
- Improving technology to respond to traffic incidents and provide travel information to drivers

VRE's CEO, Doug Allen, said improvements in the next few years will give the two-line commuter rail service more flexibility. These improvements include the construction of about six miles of a fourth mainline track from the south side of the Potomac River by the Long Bridge to Alexandria, as well as the construction of a third track along about eight miles of the main line between the Franconia-Springfield VRE station and the Occoquan River.

The biggest planned improvement for rail commuters, though only partially covered by the Atlantic Gateway financing, is rebuilding the Long Bridge, which is key to unlocking the rail corridor south of the District of Columbia. The Atlantic Gateway project adds to the tracks on the south side of the bridge and finances engineering work that will eventually lead to rebuilding the bridge and uncorking the bottleneck for freight, commuter, and long-distance passenger rail service.

The Atlantic Gateway project includes the northbound extension of the 95 Express Lanes for about eight miles north on Interstate 395 and the plan to convert today's HOV lanes into high-occupancy toll lanes is already in place.

The plan for the south side of the 95 Express Lanes is more recent and will be refined further. Many Virginia commuters and long-distance travelers experience a bottleneck at the southern terminus, where the express lanes and the regular lanes merge near Garrisonville Road in Stafford County. The state already planned to extend the express lanes two miles farther south to ease this congestion. The new plan under Atlantic Gateway calls for extending the lanes 10 miles south to Fredericksburg.

The Atlantic Gateway project will build on a major agreement reached in the General Assembly this year to relieve congestion on I-66 within the Capital Beltway while expanding the heavily traveled commuter road by 22 miles outside of I-495 in Northern Virginia.

The Atlantic Gateway will positively impact the Port of Virginia, where the state has committed \$350 million to increase capacity at Norfolk International Terminal by expanding rail service in Virginia at Long Bridge on the Potomac and accommodating trains double-stacked with shipping containers on CSXT routes in and out of D.C. In support of future Southeast high-speed rail service, the project will help expand Amtrak and commuter rail service across the Potomac and give Virginia control of the former CSXT S-Line abandoned more than 30 years ago from Petersburg through Southside to the North Carolina line.

Sources: <http://atlanticgateway.net/>; Robert Thomson, *Washington Post*; Michael Martz, *Richmond Times-Dispatch*

## **I-395 EXPRESS LANES EXTENSION**

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This project will extend the I-395 Express Lanes for eight miles north from Turkeycock Run near Edsall Road to the vicinity of Eads Street in Arlington. The two existing HOV lanes will also be converted to express lanes (or High Occupancy Toll), and a third lane will be added, providing three reversible express lanes. The improvements will be built primarily within the existing footprint of the I-395 HOV lanes.

In November 2015, the Commonwealth signed a Framework Agreement, establishing that the 395 Express Lanes extension will be done by Transurban under the current 95 Express Lanes Comprehensive Agreement with VDOT. There will be a dedicated annual payment by Transurban for transit services and multimodal strategies identified in a study that was initiated by DRPT earlier this year. As with the existing express lane system, "dynamic tolling" will allow vehicles with three or more people to use the express lanes for free with E-ZPass Flex, while vehicles with fewer than three people can choose to pay a

variable toll to use the express lanes. Construction is expected to begin in the spring of 2017, with the new extended lanes scheduled to open in 2019.

There will be a dedicated annual payment by Transurban for transit services and multimodal strategies identified in a study led by Virginia's Department of Rail and Public Transportation. Construction is expected to begin in 2017, with the new extended lanes opening in 2019.

### **I-95/I-395 TRANSIT/TDM STUDY**

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By 2021, a planned two-mile southern extension of the I-95 Express Lanes and a northern extension of the I-495 Express Lanes are expected to be in place. The Commonwealth's goal for the project corridors is to maximize person-throughput, in which transit and TDM play an important role. The Commonwealth's toll revenues from the Express Lanes corridors will provide guaranteed funding for multimodal solutions that benefit toll payers in the I-95/I-395 corridor.

In April, DRPT, in coordination with the cities of Alexandria and Fredericksburg; the counties of Arlington, Fairfax, Prince William, Spotsylvania, and Stafford; and the Northern Virginia Transportation Commission (NVTC), PRTC, and VRE, is preparing a transit and TDM study that outlines potential improvements for the corridor that can be funded by the toll revenues. Projects eligible for funding include new bus and rail service, park-and-ride lots, and TDM program enhancements within the length of the I-95/I-395 Express Lanes network and in parallel commuting corridors, routes, and modes of transportation. The study is expected to be completed by December 2016, and a future process will determine projects to be funded.

With a project study area that extends from the current southern terminus of the I-95 Express Lanes (at Garrisonville Road) to the Potomac River, DRPT is examining transit and TDM services, programs, and infrastructural support facilities (such as park-and-ride lots) that will increase person throughput or provide access to other transit services in the corridor. Additional goals for the project are to better serve work destinations and activity centers and to expand travel choices throughout the study area. The Commonwealth is pledging that at least \$15 million annually will be provided from toll revenues for these transit and TDM initiatives. Eligible projects that increase mobility and throughput across the corridor include:

- Enhanced and/or expanded transit service along existing routes
- New local and commuter express bus services
- Transit capital for bus and rail projects
- New and/or expanded park-and-ride lots
- TDM program enhancements to promote transit services, create new vanpools and increase carpooling
- Technological enhancements that support transit and TDM

Currently during the morning peak travel period there are about 65,000 people carried in 40,000 vehicles heading northbound on I-395. While transit vehicles make up less than one percent of the vehicular traffic traveling northbound on I-395 each morning, they carry about 12% of the travelers. Additionally, the HOV lanes are used in 54% of the person trips, so transit and TDM services such as carpools and vanpools are already making a significant impact. Existing transit and TDM services are

already available to travelers throughout the region. These include Metrorail and Metrobus service from WMATA, Alexandria’s DASH bus service, Arlington’s ART, the Fairfax Connector, PRTC’s OmniRide, Metro Direct and OmniLink bus services, FRED bus service in Fredericksburg and Stafford County, VRE, Amtrak, carpool and vanpool ridematching services, private commuter bus, and vanpooling services.

The I-95/395 project expands the existing HOV lanes on I-95/395 from two to three lanes. Two HOV/Bus/HOT lanes have been added in each direction between the Springfield Interchange and just north of the Dulles Toll Road as part of the Capital Beltway/I-495 project. All of these lanes have become HOV/Bus/HOT lanes – meaning buses and carpools with three or more people can continue to use the lanes for free, while non-HOV motorists can choose to pay a toll and access the lanes as well. The new I-95/395 lanes are reversible, meaning traffic operations personnel will use them to move traffic into the region during peak in-bound commute times, and out of the region during out-bound peak periods, like traditional HOV lanes. The Capital Beltway HOV/Bus/HOT lanes are not reversible.

More than half (58%) of the respondents said they are very likely (23%) or likely (35%) to use transit, or use it more often, if their suggested improvements were available. Survey respondents indicated a greater willingness to carpool, or carpool more often, if TDM services such ridematching, emergency ride home programs, and free parking for carpools were available. As many of these TDM services are already in place across the region, these survey responses underscored the importance of ongoing awareness-raising efforts to raise and/or maintain the visibility of TDM programs and services in Virginia.

Source: [http://www.virginiadot.org/projects/northernvirginia/395\\_express.asp](http://www.virginiadot.org/projects/northernvirginia/395_express.asp)

## **I-66 OUTSIDE THE BELTWAY**

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VDOT recently completed I-66 widening that resulted in adding one HOV and one regular lane in each direction from Route 29 in Gainesville to Route 15 in Haymarket, improving traffic flow to and from Haymarket, western Prince William and eastern Fauquier counties. Drivers now have three regular lanes and one HOV lane in each direction for 25 miles, from I-495 to Route 15. One of the requirements of the project was for the design-builder to develop a Transportation Management Plan (TMP) that was implemented during project construction to minimize impacts during construction. The TMP addressed maintenance of traffic (MOT) and sequencing of construction, incident management, frequent communication to stakeholders, advising of detours, construction milestones, etc. TDM and transit initiatives to help mitigate construction induced traffic congestion were also required along with ongoing coordination with the Town of Haymarket and Prince William County points-of-contact.

DRPT, in coordination with local jurisdictions and partnering agencies, conducted a transit and transportation demand management (TDM) study for the I-66 Corridor from Washington, D.C. to Haymarket, Virginia. The study included a review of potential short- and medium-term transit and TDM improvements for the I-66 Corridor that will increase mobility along the corridor. DRPT managed the study in coordination with a Technical Advisory Committee comprised of local, state, regional and federal/jurisdictional/agency staff.

The goals and objectives of the I-66 transit and TDM study included:

- Identify more transportation choices through transit and TDM enhancements that will increase mobility in the I-66 corridor;

- Recommend a plan for short- and medium-term transit and TDM service improvements in the I-66 Corridor.

The study's recommendations included:

- Priority Bus Stations and Ramps - direct access ramps in several locations
- Runningway Improvements - signing and marking improvements;
- Recommended Transit Services - includes many elements of BRT that will improve the quality and dependability of transit service provided in the corridor;
- Park and Ride Lots - the addition of 3,000 spaces through capacity expansions at three existing lots and the construction of four new lots in the western end of the corridor, and;
- 15 TDM strategies recommended to reduce vehicle trips, provide a range of travel options, and raise awareness of transit services.

Under the proposed multimodal project, I-66 would be improved to provide three regular lanes and two Express Lanes (free for HOV-3+ or dynamically tolled) in each direction, high-frequency bus service during extended peak periods, five new or expanded park-and-ride facilities with approximately 6,500 total spaces by 2040, TDM strategies to manage travel demand and promote alternative, shared ride travel options, and bicycle and pedestrian trail and improvements. Nonstop commuter bus service between Gainesville and the Pentagon will begin on December 12, 2016, funded through NVTC's Transform 66 Multimodal Project. It will serve up to 226 passengers during each morning and evening rush hour.

The TDM strategies included focusing on transit alternatives including VRE, express bus service, carpooling, vanpooling, guaranteed ride home programs, shared-ride benefits and support programs as well as the expansion of existing, and construction of new, park-and-ride facilities.

### **I-66 INSIDE THE BELTWAY**

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To move more people more efficiently and reliably and reduce roadway congestion through the I-66 corridor inside the Beltway, NVTC is managing the Transform 66 Multimodal Project. Through this effort, a range of multimodal improvements will be funded that benefit those who use and pay tolls on this vital thoroughfare.

In June, NVTC recommended a total of \$9.8 million in funding for 10 multimodal components under the Transform 66 Multimodal Project. The components – which include new and enhanced bus service, bus stop improvements, transit information and incentives programs, and a transit access project – will be operational by summer 2017, when tolling on I-66 inside the Beltway begins, and benefit those who use the portion of the Interstate between I-495 and U.S. Route 29 in the Rosslyn area of Arlington County. The Commonwealth Transportation Board approved the allocations at their July 2016 meeting.

TDM projects now funded through this project include:

- Bus stop consolidation and accessibility improvements consolidating underutilized and closely spaced bus stops along seven Metrobus and ART routes this project reduces travel times and increases new bus riders by 15 percent.

- New commuter bus service between Gainesville and the Pentagon operated by PRTC.
- Expanded TDM outreach targeting commuters bound for locations along the I-66 corridor inside the Beltway or Washington, D.C. by Arlington County Commuter Services.
- Loudoun County Stone Ridge enhanced transit - This project includes the construction of a 250-space park-and-ride lot and two years of operation for new commuter bus transit service from the new lot in Aldie (one of the fastest growing parts of Loudoun County) to Washington DC via I-66.

## STATEWIDE VANPOOL PROGRAM – VANPOOL!VA

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After working with the transit agencies, TDM/commuter assistance agencies and vanpool companies, DRPT developed a new statewide vanpool program, *Vanpool!VA*, that will increase the number of vanpools and vanpool riders above and beyond the current vanpool efforts. Through the development of *Vanpool!VA*, DRPT met with vanpool operators, transit agencies and TDM/commuter assistance agencies to obtain their input and feedback on what these groups think would help increase vanpooling throughout Virginia. The goals of the *Vanpool!VA* are to increase the number of people we move through Virginia's roadways and to provide vanpooling as a commute option throughout Virginia. To achieve these goals, the *Vanpool!VA* program is dedicated to increasing the number of vanpools operating in Virginia and increasing the overall ridership of vanpools throughout Virginia. Expanding vanpooling will help address highway congestion by moving more people through Virginia's congested corridors, improve air quality, and provide mobility options for commuters.

The *Vanpool!VA* program will promote the benefits and use of vanpooling and provide financial assistance for the following projects:

- Start new vanpools (VanStart)
- Keep vanpools operating when more than one vanpool rider leaves the vanpool (VanSave)
- Sustain vanpools
- Increase vanpool ridership

Another goal of *Vanpool!VA* is to collect vanpool data for the purpose of submitting the data in the National Transit Database (NTD) for the purpose of receiving more FTA 5307 transit funding to be used to sustain the vanpools. In urban areas, vanpool data can be entered into the NTD. This database is used, in part, to determine a portion of the funding amounts the U.S. Department of Transportation provides to states—the more data entered, the more funds come to the state. Currently programs in Northern Virginia, Hampton Roads, and Richmond collect vanpool data for NTD. However, the small urban areas are not currently reporting vanpool data in NTD. *Vanpool!VA* will increase the number of vanpools in the large and small urban areas and capture more vanpool data which, when reported in NTD will lead to more federal dollars coming to Virginia to be used to sustain vanpool funding.

Vanpools exemplify a successful public-private partnership that does not require continuous subsidies from state or local governments. The vehicles are owned, maintained, and insured by private individuals or companies, and passenger fares typically cover 100% of the operating costs.

DRPT is also working on an inventory of vanpools in Virginia. Through the work of the TDM/commuter assistance agencies, DRPT can estimate the number of vanpools and the impact of those vanpools on our transportation system and environment. The inventory project will provide a complete and more accurate accounting of vanpools, vanpool ridership and program impact.

The estimated impacts of Virginia's vanpools are:

- Approximately 1,000 vanpools are in operation throughout Virginia, primarily in Northern Virginia, Fredericksburg, Richmond, and the Hampton Roads area.
- The typical commuter vanpool transports about ten people to and from work every day, with vanpool vehicles ranging in size from seven- to fifteen-passenger vehicles.
- Approximately 10,000 people in Virginia commute to and from work every day in vanpools, removing about 9,000 vehicles from our roads daily.
- On average, a typical vanpool travels nearly 80 miles per day round-trip.
- With about 1,000 vanpools traveling approximately 80 daily round-trip miles each working day, and 252 working days in a year, Virginia's vanpools are traveling about 20,160,000 miles per year.
- With about 9,000 vehicles removed from Virginia's roadways daily, each of which would have covered 80 daily round-trip miles in mostly single-occupant vehicles, the state is eliminating 720,000 miles of vehicle travel per day. What's more, Virginia's vanpools, most of which are operating 252 working days each year, are eliminating about 181,440,000 miles of vehicle travel each year.
- Vanpooling complements transit, helping to extend a transit program's reach by serving routes without the critical mass to cost-effectively support traditional bus service.
- Vanpooling is considered "qualified transit" by the Federal Transit Administration (FTA). Transit programs in Virginia that partner with vanpool operators—including GRTC, HRT, and PRTC—collect and remit their operating data to the NTD for additional FTA funding consideration.
- A typical vanpool traveling about 80 daily round-trip miles generates about \$12,000 per year in additional 5307 funding allocation.
- While the vast majority of vanpools in Virginia are privately operated and cost the state little or nothing, hundreds of vanpool groups are currently participating in NTD reporting relationships with GRTC, HRT, and PRTC, generating additional 5307 funding allocation.

## **ROANOKE AMTRAK SERVICE EXTENSION**

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In 2017 DRPT will build on its partnership with Amtrak to provide passengers with convenient service to Washington and other Northeast Corridor destinations. Recognizing the demand for passenger rail service in Virginia, demonstrated by growth throughout the Commonwealth, DRPT will lead the expansion of Amtrak passenger rail service to Roanoke and develop a new State Rail Plan (SRP) in 2017.

Amtrak service to Roanoke—an extension of the Lynchburg passenger train service—is scheduled to begin in 2017. DRPT has partnered with Amtrak, Norfolk Southern, and the city of Roanoke to bring intercity passenger rail service back to the Star City. The new service will provide a same-seat trip from Roanoke to Lynchburg, D.C., Baltimore, Philadelphia, and cities as far north as Boston.

Roanoke demonstrates how Virginia can successfully add new intercity passenger rail service in major rail corridors to balance freight and economic development needs with additional intercity passenger rail options. The construction includes track additions and realignments, signal and communication upgrades along the route, and a platform and train-servicing facility in downtown Roanoke. During the construction phase, a “bus bridge” has connected Roanoke to the Kemper Street Amtrak Station in Lynchburg. The popularity of this service reinforced that demand existed for a stop in Roanoke.

Crews will build downtown Roanoke’s Amtrak platform this fall, one year before the expected start of passenger train service. According to current plans, the \$9.9 million platform will parallel the tracks for more than 800 feet near Norfolk Avenue, with 600 feet of the waiting area covered by a canopy. The platform will sit level with the train car’s floor to permit level boarding, a convenience found at no other Virginia Amtrak station. In addition to the new Roanoke boarding platform, crews will build a facility for servicing the train between trips.

### **NEWPORT NEWS MULTIMODAL STATION**

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In 2018, a Newport News multimodal station is set to open on the Peninsula. The city of Newport News, in collaboration with Amtrak, CSXT, and the HRTPO, decided to relocate the Newport News train station to a larger city-owned site with greater visibility and potential for future growth and development. The new station will be multimodal in nature, providing seamless connections to transit providers and the Newport News/Williamsburg International Airport.

Transportation officials have acquired property near the airport for the new \$43 million multimodal transit station that will serve Amtrak, Hampton Roads Transit, and Greyhound. The 8,000-square-foot station at 500 Bland Boulevard will have a modern design with a glass facade. Half of the station will belong to Amtrak, which could bring up to four trains a day. The station will have seven bus bays, a pedestrian plaza, a three-level, 222-space parking garage, and even room for an eventual light rail connection. The station is scheduled to come out of the ground in June 2017, and all work is scheduled to be completed by August 2018. The old Amtrak station at 9304 Warwick Boulevard will close when service begins in the fall of 2018.

Sources: <http://www.hrtpo.org/news/index/view/id/37/>; Jordan Pascale, *The Virginian-Pilot*, [http://pilotonline.com/news/local/transportation/hrva-transportation-news-multi-modal-transit-station-coming-to-newport/article\\_316805a3-f4ed-5708-ba43-68026694a2e4.html](http://pilotonline.com/news/local/transportation/hrva-transportation-news-multi-modal-transit-station-coming-to-newport/article_316805a3-f4ed-5708-ba43-68026694a2e4.html)

### **NEW STATE RAIL PLAN IN 2017**

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As requested by the Commonwealth Transportation Board and required by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), DRPT will also develop a new State Rail Plan (SRP) for Virginia in 2017. SRPs establish policy, priorities, and implementation strategies for freight and passenger rail transportation within state boundaries; enhance rail service in the public interest; and serve as the basis for federal and state rail investments within each state. PRIIA requires that SRPs be submitted to the Federal Railroad Administration (FRA) for review and approval and be consistent with transportation planning efforts at the state level.

The SRP will include both a short-term and long-term planning horizon—typically 4 years and 20 years, respectively, in accordance with FRA guidance. The SRP document will conform to the FRA requirements for state rail plans and also serve as a unifying vision for advancing passenger and freight rail initiatives

in the Commonwealth. The plan will highlight the advantages of investing in the rail network with an emphasis on return on investment.

## **Rail**

In 2017 and beyond, DRPT's Rail Division will support both freight and passenger rail initiatives in Virginia through funding and advocacy for railroad network improvements. Improvements are implemented through four grant programs, with funds from other sources, such as the federal government, leveraged whenever possible. The Rail Division has three general areas of focus: passenger rail, freight rail, and special projects. Passenger rail funding includes the operation of intercity passenger rail services and capital improvements to the railroad network and passenger rail equipment. The Rail Division coordinates with Amtrak, Virginia Railway Express, other states, local metropolitan planning organizations, and agencies on passenger rail operations, planning, and development.

### **Acca Yard Bypass**

DRPT and CSXT are working together to complete several rail capacity projects that will improve passenger rail service and freight traffic in and around the Richmond area. Once completed, these new features will ease train traffic congestion and keep trains moving more fluidly. Currently, the roughly eight-mile trip between Staples Mill and Main Street Station often takes about 25 minutes because trains have to slow down as they enter CSX's Acca switching yard, the railroad company's biggest yard in Virginia.

The Acca Yard, which runs about two miles from Dumbarton Road to Westwood Avenue and is wedged between I-195 and I-64, has been regarded as an East Coast rail bottleneck for decades. About 18 passenger trains and 50 freight trains pass through the complex tangle of tracks in the Acca Yard every day. A \$132 million reconfiguration of the yard, which started in November 2015 and is scheduled to be finished in the spring of 2018, will remedy this bottleneck.

DRPT and CSXT are working to relocate mainline tracks from the center to the west side of the Acca Yard as double mainline bypass tracks for a smoother passing of freight and passenger trains through Richmond. Between the north end of the yard and Staples Mill Road Station, an additional mainline track will be laid to create bidirectional tracks for rail movement between the west bypass track and Staples Mill Road Station and two tracks for freight entering and exiting Acca Yard from the north. To the north of Staples Mill Road Station, a passing track will be built to regulate flow of passenger trains. The north and south crossovers of Acca Yard will be reconfigured for efficient operation.

In late 2015, crews began shifting tracks within Acca Yard to make room for two new tracks along the western edge of the yard. These bypass tracks will allow passenger and freight trains to pass around the yard, rather than slowing down to pass directly through the center of the yard in its current configuration. This will reduce delays experienced when interacting with freight yard operations.

Sources: <http://www.drpt.virginia.gov/rail/service-alerts/richmond-rail-improvement-projects/>; Robert Zullo, *Richmond Times-Dispatch*, [http://www.richmond.com/news/local/article\\_f092ae2b-27e5-5a3c-8bba-4dda9299e78c.html](http://www.richmond.com/news/local/article_f092ae2b-27e5-5a3c-8bba-4dda9299e78c.html)

### **Transit Development Plans**

All transit agencies in Virginia are required to create a Transit Development Plan (TDP) which outlines each agency's goals, objectives and service recommendations. It provides capital and operating funding needs and addresses long-term unfunded needs. In FY16, TDPs were finalized for Arlington County, Bay

Transit, Blackstone Area Bus System, Bristol Transit, Farmville Area Bus, Loudoun County, and Williamsburg Transit. TDPs were initiated or advanced for Fairfax County, Four County Transit, FRED, Harrisonburg Transit, RADAR, and Valley Metro.

### **Transportation Demand Management Plans**

All TDM/commuter assistance agencies in Virginia that receive funding for their TDM program from DRPT are required to create a Transportation Demand Management Plan (TDMP) that outlines each agency's goals, objectives, service needs and recommendations. TDMPs help transportation demand management program operators improve their efficiency and effectiveness by identifying the needs and required resources for maintaining, modifying and enhancing services provided to the general public. Services include outreach to employers, ridematching services, carpool and vanpool formation, guaranteed/emergency ride home services, information on transit, commute/travel planning, promotions of transit, vanpool, carpool and biking, and other commute/travel options. These plans also provide a solid foundation for funding requests and feed directly into the programming process. Completed TDMPs can be found on DRPT's website. In FY16, TDMPs were finalized for City of Alexandria, Fairfax County, GRTC-RideFinders, Loudoun County and Middle Peninsula Planning District Commission.

### **Transit Feasibility Studies**

Greensville County finished a transit feasibility study for service in both the County and the City of Emporia in FY16. Transit service will begin in those jurisdictions in 2017. The transit feasibility study for the Southern Virginia Higher Education Center also continued. This study will look at the potential for fixed route service across 12 counties in southern Virginia.

### **Transit Performance Data Collection and Reporting Study**

Currently DRPT is working with the 16 largest agencies across the state to document how these agencies collect and report their transit ridership data. This effort is the second phase of the project which is an effort to provide more concrete recommendations and/or requirements for collection and reporting efforts. The first phase was finished in the spring of 2016.

It is anticipated that there will be an initial set of recommendations at the end of 2016. These will be vetted and there will be a follow-up workshop with the transit agencies in the survey. In the spring of 2017, DRPT will take those draft recommendations to the Transit Service Delivery Advisory Committee (TSDAC) for their input and direction.

### **Transit Service Delivery Advisory Committee (TSDAC)**

During the 2013 General Assembly Session, the Transit Service Delivery Advisory Committee (TSDAC) was established by SB1140 to advise DRPT in the development of a distribution process for transit capital and operating funds. TSDAC consists of two members appointed by the Virginia Transit Association, one member appointed by the Community Transportation Association of Virginia, one member appointed by the Virginia Municipal League, one member appointed by the Virginia Association of Counties, and three members appointed by the Director of DRPT. TSDAC is charged with advising DRPT in developing a distribution process for the funds allocated based on performance and tiering, as well as how the transit systems can incorporate these metrics in their transit development plans. TSDAC meets at least annually, consults with interested stakeholders, and holds at least one public hearing and reports its findings to the Director of DRPT. Prior to the Commonwealth Transportation Board (CTB)

approving the service delivery factors, the Director of DRPT along with the Chair of TSDAC brief the Senate Committee on Finance, the House Appropriations Committee, and the Senate and House Committees on Transportation on TSDAC's findings DRPT's recommendations. Before redefining any component of the service delivery factors, the CTB consults with the Director of DRPT, TSDAC, and interested stakeholders and provides for a 45-day public comment period. Prior to approval of any amendment to the service delivery measures, the CTB notifies these committees of the pending amendment to the service delivery factors and its content. TSDAC held their most recent meeting on October 26<sup>th</sup> at the VDOT Fredericksburg offices conducting a review of the prioritization process and measures, providing an update of the transit resource allocation plan and refining the communications that will help make the business case for continued transit investment.

### **Transit Capital Project Revenue Advisory Board (TCPRAB)**

During the 2016 General Assembly Session, the Transit Capital Project Revenue Advisory Board (TCPRAB) was established by HB 1359 within DRPT to examine the effects of the loss of state transit capital funds, identify additional sources of revenue, and develop proposals for prioritization of transit capital funds. The committee consists of representatives from the Virginia Transit Association (VTA), Community Transportation Association of Virginia (CTAV), Virginia Municipal League (VML), Virginia Association of Counties (VACO), and DRPT.

The TCPRAB's principle directives are to:

- Examine the impacts of the loss of state transit capital funds;
- Identify additional sources of revenue to recover the capital losses;
- Develop a proposal for a statewide prioritization process for the use of additional sources of revenues identified by the TCPRAB, the allocation of proceeds of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds, and funds allocated to the Commonwealth Mass Transit Fund established pursuant to the disposition of state sales and use tax revenue. This prioritization process will be used for the development of a Six-Year Improvement Program for transit capital expenditures to be included in the Program adopted annually by the Commonwealth Transportation Board (CTB). Transit capital used for new transit projects or expansion of existing transit projects will be evaluated using a prioritization process based on an objective and quantifiable analysis. This "SmartScale"-like prioritization process will consider, at a minimum, the following factors relative to the cost of the project or strategy: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use;
- Develop a proposal to foster project-specific prioritization within the asset tiers of the tiered approach established by the CTB for capital purposes based on asset need and anticipated state participation level and revenues, for which funding for the transit state of good repair program will be allocated and distributed.

HB 1359 authorized the Secretary of Transportation to appoint seven members to the TCPRAB. The TCPRAB consists of two members nominated by the Virginia Transit Association, one member nominated by the Community Transportation Association of Virginia, one member nominated by the Virginia Municipal League, one member nominated by the Virginia Association of Counties, and two members nominated by the Director of the DRPT. The TCPRAB is tasked with examining the impacts of the revenue reduction caused by the expiration of the 2007 Capital Project Revenue bonds that will leave transit systems in the Commonwealth without necessary funding for capital improvements.

TCPRAB is also responsible for identifying possible sources of replacement revenue, and developing methodologies for further prioritization of transit capital funds.

The TCPRAB relies on the existing members of the Transit Service Delivery Advisory Committee (TSDAC) to act as a technical advisory committee. DRPT provides administrative support to the TCPRAB. The TCPRAB will submit an interim report containing an executive summary of its activity and work to the Governor and the General Assembly no later than January 1, 2017. A final report containing an executive summary of the activity and recommendations of the TCPRAB will be submitted to the Governor and the General Assembly no later than August 1, 2017. The reports will be submitted for publication and will be posted on the General Assembly's website.

## VIII. APPENDIX

Reports on FY16 initiatives from transit and TDM agencies across Virginia that were provided as input to this report are available on DRPT's website, [www.drpt.virginia.gov](http://www.drpt.virginia.gov).