

2018-20 Strategic Plan

Department of Rail and Public Transportation [505]

Mission

The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable and cost-effective manner.

Vision

Every resident, visitor, and business in Virginia will have access to safe, convenient, and reliable transportation choices.

Values

DRPT is committed to conducting agency business with integrity, fairness, and respect and in a manner that promotes transparency and public trust.

Finance

Financial Overview

DRPT's funding comes from transportation trust funds (76%), federal funds (6%), and dedicated capital funds (18%). The majority of the transportation trust funds (\$328.5 million) come from the Mass Transit Trust Fund (MTTF).

Public Transportation - The state funding for Public Transportation is comprised of revenues from the Mass Transit Trust Fund (MTTF) and the Mass Transit Capital Fund (MTCF). Chapters 854 and 856 of the 2018 Acts of Assembly established a separate allocation for the Washington Metropolitan Area Transit Authority (WMATA) and set allocation percentages for our Operating, Capital, and Special programs in FY 2019 and beyond. It also streamlined the funding by making all state funding subject to new allocation percentages and mandated that all state funding, excluding CPR bonds, be deposited in the MTTF. The legislation consolidated the revenues that are deposited into the MTTF so that they no longer are earmarked to a specific program. Instead, all of the revenues deposited in the MTTF are now allocated using the newly calculated program percentages. The revenues deposited into the MTTF are as follows:

- \$.03 of the state recordation tax (§58.1-815.4)
- 3.7% of the motor vehicle fuel tax (§58.1-2289)
- 14.7% of the 1986 Special Session Revenues (formula allocation §33.2-1526)
- 60% of the 0.125% addition to the general sales and use tax passed by the 2013 General Assembly (formula allocation §58.1-638.3)

As is evident, the funding sources are derived from various economic sectors which serve to mitigate large swings in annual revenues. Beginning in FY 2019, these funds are distributed in accordance with the Code of Virginia and specific Appropriations Act language as follows:

- Up to 3.5% of the MTTF to support costs of project development, project administration, and project compliance per §33.2-1604
- \$1.2 million (current Appropriation Act language) of the MTTF for state safety oversight
- \$1.5 million (current Appropriations Act language) of the MTTF for paratransit capital projects and enhanced transportation services for the elderly and disabled

The remaining funds are allocated by statute (§33.2-1526.1) with a minimum of 31% for state operating assistance grants, 12.5% awarded as capital assistance grants, 53.5% for distribution to WMATA for capital purposes and operating assistance, and the balance of up to 3% awarded as special projects grants subject to CTB approval. For FY 2020, DRPT is able to allocate an additional \$3 million in operating assistance to transit agencies that were negatively impacted by the implementation of a new performance-based method of allocating transit operating assistance.

The majority of the federal percentages are attributable to DRPT's Federal Transit Administration (FTA) 5310 and FTA 5311 programs which fund Human Service and Rural Transit programs, respectively. Finally, DRPT administers some projects that are funded by the Federal Highway Administration through VDOT.

The Mass Transit Capital Fund (MTCF) is made up of the CPR (Capital Project Revenue) bonds authorized under Chapter 896 of the 2007 Acts of Assembly allocated to transit capital. The major revenue source for these bond authorizations is the tax on insurance premiums. In the Six Year Improvement Program (SYIP) for FY 2020, the CPR bonds represent approximately 43% of the state transit capital assistance. Beginning in FY 2019, these bond funds completed the 10 year period under the original bond authorization and the \$60 million annual amount available ended. By the close of FY 2021 when the WMATA state of good repair funding grant ends, the state transit capital assistance program will lose an additional \$50 million of annual bond funding.

Toll Revenues to Transit-The implementation of new travel choices in the Northern Virginia region in the form of High-Occupancy Toll (HOT) lanes and toll express lanes have provided transit agencies in that region with new funding to expand and increase services. While the I-395 Express Lanes, I-66 Inside the Beltway, and I-66 Outside the Beltway projects will result in major improvements through these corridors, these programs will ensure a steady stream of toll revenues to enhance transit and TDM services. These enhanced services will provide low-cost and reliable travel options to commuters, remove vehicles from congested roadways, and help to optimize the transportation network by moving more people. The

I-66 Inside the Beltway project will provide \$20 million annually for transit, TDM, bicycle, pedestrian, and roadway options to improve throughput while the I-66 Outside the Beltway provides \$500 million in an upfront funding from the concessionaire and \$800 million over the next 50 years to support enhanced transit and commuter rail service. Lastly, there will be an annual transit investment of \$15 million for 66 years to fund new and improved choices for I-395 Express Lanes.

Dedicated Funds - Chapters 854 and 856 of the 2018 Acts of Assembly also created the WMATA Capital Fund and provided dedicated funds from multiple funding sources including: 1/3 motor vehicle rental tax, \$20 million of NVTD local recordation tax, 2% NVTC regional fuel tax, \$27.1 million of NVTA local taxes, 2% NVTC occupancy tax, and \$.15 of \$100 NVTC grantor's tax. This Fund is estimated to provide an additional \$154 million in capital funds to WMATA annually. Chapter 837 of the 2019 Acts of Assembly allocated approximately \$20 million annually to the Northern Virginia Transportation Authority to restore funding diverted to WMATA in the previous year.

Rail Transportation - Chapter 766 of the 2013 Acts of Assembly (HB 2313) dedicated 40% of the 0.125% increase in the general sales and use tax to the Intercity Passenger Rail Operating and Capital (IPROC) fund which amounts to approximately \$56.9 million for FY 2020. An additional \$21.6 million represents the state portion of vehicle rental taxes collected in the Transportation Trust Fund that is used for the Rail Enhancement Fund, and \$4.0 million collected in the Rail Preservation Fund is funded through the Highway Construction Fund.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	590,493,113	0	590,493,113
Changes to Initial Appropriation	0	0	0	0

(Changes to Initial Appropriation will be 0 when the plan is created. They will change when the plan is updated mid-biennium.)

Customers

Anticipated Changes to Customer Base

Virginia's Population: The population is expected to grow by one third to approximately 10.9 million people by 2035, and almost 2 million of those residents will be 65 years of age or older. The resulting increase in travel needs will create much greater demand for public transportation services and human service transportation services in all areas of Virginia. Demographic changes in Virginia's population, such as the increasing proportion of elderly and disabled people as well as the influx of new residents and businesses in the state, will require greater awareness efforts to promote the use of public transportation, vanpooling, carpooling, telework, freight and passenger rail, and other transportation choices within the state.

Virginia Workforce: As more businesses are brought to Virginia, the workforce will grow. As more than 60 percent of transit trips are taken for work purposes, the growing workforce will look for more transportation choices. As evidenced by the decision to locate Amazon HQ2 at National Landing, major employers seek out locations with strong public transportation options.

Virginia Counties and Cities: In order to reach Virginians who do not have access to public transportation services, the number of counties and cities that operate or sponsor public transportation and commuter assistance services will have to grow to meet the increasing mobility needs of the public. Localities must pass a resolution in support of projects before they may apply for Rail Industrial Access grant funds. As shortlines are created, cities and counties must begin a new relationship with the shortline operators.

Virginia Public Transportation Systems: The number of public transportation systems will continue to increase as the demand for and interest in transit service increases. The state must increase its share of investment in public transportation if services are to grow and if Virginia's residents are to receive additional mobility options.

Human Service Transportation Agencies: As Virginia's population ages, services such as human service transportation are in higher demand. As such, the number of organizations providing these services must increase as well as the coordination among operators to share best practices and create a seamless network of services. The number of agencies that coordinate transportation services and take advantage of DRPT programs is increasing with the implementation of local coordination plans currently in development by DRPT.

Virginia Commuter Assistance Programs: Additional or expansion of service areas of existing commuter assistance programs, and an increase in the intensity of services provided in areas currently served by commuter assistance programs will be required to respond to the increase in demand for commuter assistance services throughout Virginia. As Virginia experiences growth in population and jobs, so will the need for more services from commuter assistance programs to help residents, employers and employees with commute options information and ridematching. Commuter assistance programs are needed to help manage the ever-increasing strain on Virginia's transportation system.

Virginia Metropolitan Planning Organizations (MPOs): Based on the 2010 census, the Staunton-Augusta-Waynesboro area became a new metropolitan planning organization by meeting the population threshold for urbanized areas. The Danville urbanized area fell below the population threshold but has continued to conduct regional planning activities and is anticipated to regain MPO status with the 2020 census. The Roanoke urbanized area reached the population threshold for a large urbanized area and is now an MPO designated as a Transportation Management Area (TMA). The planning responsibilities of MPO are expanded with the enactment of the federal surface transportation program reauthorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). Additional emphasis will be placed on the interface of land use and transportation, climate change, pedestrian and transit oriented development, the coordination and improvement of human service agency transportation programs, and performance measurement. In 2015, Congress enacted the FAST (Fixing America's Surface Transportation) Act. This legislation modified federal requirements and funding programs for both transit and passenger rail which will impact DRPT as well as MPOs in terms of planning and funding requirements

Business and Industry Using Rail Service: Business and industry in the Commonwealth will continue to expand or locate their services to meet the increasing demand for industrial and commercial development. The Rail Industrial Access Fund provides incentives for businesses and industries to prioritize rail shipments over trucks. In the initial phases of project development, this fund can also serve as an incentive for businesses and industries to locate in Virginia when sites outside of the Commonwealth are under consideration. This program strengthens the ability of the Commonwealth to compete for new jobs.

Virginia Railroads: Currently, there are two class I railroads and nine shortline railroads operating in Virginia. Class I and Shortline Railroads are familiar with DRPT's programs and form partnerships with potential industrial or commercial clients and DRPT to utilize the Rail Industrial Access, Rail Preservation, and Rail Enhancement funds, and to strengthen the railroads' customer base. The increased demand of the stockholders of the larger railroad companies may lead to an increase of shortline spin-offs and abandonment.

Passenger Rail Operators: Projects currently under construction will increase the capacity and reliability of the Washington, DC, to Richmond corridor (part of one of eleven federally designated high-speed rail corridors). Additional trains will be needed to meet increasing passenger demand.

DRPT Employees: The requirements of employees will increase as DRPT expands its program of projects with new activities that will require administrative, financial, procurement, human resources, and communications support. Further, DRPT has developed programs which require staff with specialized, technical skill sets in planning, project development, and program administration. DRPT anticipates significant employment needs moving forward.

Current Customer List

Predefined Group	User Defined Group	Number Served Annually	Potential Number of Annual Customers	Projected Customer Trend
Public transportation user	Virginia General Public	7,662,952	8,260,405	Increase
Public transportation user	Virginia Workforce	3,882,178	4,337,000	Increase
Local or Regional Government Authorities	Virginia Counties	79	95	Increase
Local or Regional Government Authorities	Virginia Cities	33	38	Increase
Transportation	Virginia Metropolitan Planning Organizations	14	14	Stable
Transportation	Transportation Management Associations and Commuter Assistance Agencies	18	18	Stable
Transportation	Virginia Public Transportation Systems	54	54	Stable
Transportation	Human Service Transportation Agencies	55	65	Increase
Transportation	Virginia Railroads	11	13	Increase
Transportation	Passenger Rail Operators	2	2	Stable
State Agency(s),	Virginia Port Authority	1	1	Stable
State Government Employee	DRPT employees	58	64	Increase

Partners

Name	Description
Metropolitan Planning Organizations (MPO) and Planning District Commissions (PDC)	DRPT works with the MPOs and PDCs to ensure transit and demand management strategies and projects are included in the regional transportation plans.
Virginia Public Transportation Systems	DRPT works with transit agencies across the Commonwealth by providing capital and operating funds to assist these agencies in providing effective service to Virginia citizens.
Regional and Local Economic Development Agencies	Projects are developed in consultation with Regional and Local Economic Development Agencies
County and City Governments and Transportation Management Associations	DRPT works with and in many cases provides funding to these agencies to implement commuter assistance/congestion management programs. DRPT provides significant grants-in-aid to public transit agencies across the Commonwealth, both in terms of direct state assistance as well as pass-through federal assistance
Private sector businesses	DRPT works with private sector businesses to implement telework programs and increase the number of teleworkers, encourage their employees to utilize transit, carpool, vanpool and passenger rail services, and utilize freight rail as a viable shipping option..

Virginia Department of Transportation (VDOT)	DRPT works with the Virginia Department of Transportation on HOV and Express Lanes marketing, general congestion management promotion, grant programs and the development and implementation of transportation management plans for large construction projects. Beginning in 2016, portions of toll revenues from VDOT operated facilities will be directed to DRPT and local transit providers for transit projects that directly benefit those commuters.
Virginia Department of Business Assistance (VDBA)	Projects are developed in consultation with VDBA
Virginia Economic Development Partnership (VEDP)	Projects are developed in consultation with VEDP
Office of Intermodal Planning and Investment	DRPT works with OIPI to develop and implement the state's long-range transportation plan (VTrans) as well as the state's transportation funding prioritization process (SMART SCALE). DRPT provides OIPI with technical expertise and policy recommendations for both initiatives.
Various state agencies	DRPT works with the Virginia Department of Transportation, Department of Human Resource Management, the Office of the Attorney General, and Department of Accounts to provide various financial and human resource support services.

Agency Goals

- **Provide statewide leadership to improve mobility options.**

- Summary and Alignment

- Associated State Goal

Transportation: Ensure that Virginia has a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.

- Associated Societal Indicator

Traffic Congestion

- Objectives

- » **To become a trusted leader partnering with stakeholders to meet their needs.**

- Description

[Nothing Entered]

- Objective Strategies

- Targeted outreach sessions to meet stakeholder's needs
 - Provide necessary subject-matter expertise to support stakeholders
 - Regular leadership sessions continued to leverage broader strategic thinking

- Measures

- ◆ DRPT staff is recognized as subject matter experts through external speaking engagements and leadership at regional planning organization meetings
 - ◆ Priorities defined in Rail and Transit plans are achieved through each SYIP.
 - ◆ Survey of stakeholders to assess both support of needs met and active leadership provided by DRPT

- » **Establish state-wide vision and criteria to focus activity and allocate funds to achieve maximum benefit.**

- Description

[Nothing Entered]

- Objective Strategies

- Develop statewide rail plan
 - Complete prioritized plan developed working with the Transit Service Delivery Advisory Committee

- Measures

- ◆ DRPT staff is recognized as subject matter experts through external speaking engagements and leadership at regional planning organization meetings
 - ◆ Priorities defined in Rail and Transit plans are achieved through each SYIP.

- ◆ Survey of stakeholders to assess both support of needs met and active leadership provided by DRPT

» **Actively engage and influence regional and transit planning organizations.**

Description

[Nothing Entered]

Objective Strategies

- Actively participate with local and regional decision-making to achieve strategic impact – Identify and engage key local and regional entities.
- Play a leadership role in advancing rail and transit projects of statewide significance (i.e., Long Bridge, I66, etc.).
- DRPT always has a seat at the table for transportation needs.
- Strengthen relationships with key stakeholders and increase public visibility of agency via outreach to enhance political support.

Measures

- ◆ DRPT staff is recognized as subject matter experts through external speaking engagements and leadership at regional planning organization meetings
- ◆ Priorities defined in Rail and Transit plans are achieved through each SYIP.
- ◆ Survey of stakeholders to assess both support of needs met and active leadership provided by DRPT

• **Create stable and reliable funding environment for transit, commuter assistance, and rail providers to meet current and future needs.**

Summary and Alignment

Associated State Goal

Transportation: Ensure that Virginia has a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.

Associated Societal Indicator

Traffic Congestion

Objectives

» **Secure adequate funding for transit commuter assistance and rail needs in the state. Sustain existing sources and grow additional sources of funding to meet rail and transit needs.**

Description

[Nothing Entered]

Objective Strategies

- Implementation of Transit funding reports.
- Define demand through state rail plan and identify gaps to work with key stakeholders.
- Develop plans for growing and creating rail and transit program using toll revenues.
- Strengthen relationships with key stakeholders and increase public visibility of agency via outreach to enhance political support.
- Implement asset management system for transit.

Measures

- ◆ • Funding needs defined by normal operating and capital programs (excludes extraordinary capital needs). Measure should reflect growing percentage of needs funded over time.
- ◆ Dollar volume of funds going to transit and rail projects in Virginia from all sources.

• **Identify new multi-modal transportation opportunities and assist agencies and partners in developing these successfully.**

Summary and Alignment

Associated State Goal

Transportation: Ensure that Virginia has a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.

Associated Societal Indicator

Traffic Congestion

Objectives

- » **Proactively look at emerging technologies and emerging transportation options and how they can be used to benefit transportation.**

Description

[Nothing Entered]

Objective Strategies

[Nothing Entered]

Measures

- ◆ Increase in rail and transit capacity (freight and passenger)
 - ◆ Number of households with multi-modal opportunities.
 - ◆ Number of people taking non-SOV trips.
 - ◆ Operational measures as benchmarked against national trends are achieved consistently regarding ridership (rail & transit), capacity (rail & transit), and on-time performance (rail only).
 - ◆ Proximity of rail and transit options to citizens
- » **Strengthen relationships with key stakeholders and increase public visibility of agency via outreach to enhance political support by hosting transit and rail workshops, making presentations to legislative committees and meeting with individual legislators, and hosting public webinars.**

Description

[Nothing Entered]

Objective Strategies

[Nothing Entered]

Measures

- ◆ Increase in rail and transit capacity (freight and passenger)
 - ◆ Number of households with multi-modal opportunities.
 - ◆ Number of people taking non-SOV trips.
 - ◆ Operational measures as benchmarked against national trends are achieved consistently regarding ridership (rail & transit), capacity (rail & transit) and on-time performance (rail only)
 - ◆ Proximity of rail and transit options to citizens
- » **Develop the proactive capability to address both economic development opportunities and changes in economic conditions on a regional and state basis.**

Description

[Nothing Entered]

Objective Strategies

[Nothing Entered]

Measures

- ◆ Increase in rail and transit capacity (freight and passenger)
- ◆ Number of households with multi-modal opportunities.
- ◆ Number of people taking non-SOV trips.
- ◆ Operational measures as benchmarked against national trends are achieved consistently regarding ridership (rail & transit), capacity (rail & transit) and on-time performance (rail only)
- ◆ Proximity of rail and transit options to citizens

» **Integrate transit, rail, and TDM into all transportation policy and projects.**

Description

[Nothing Entered]

Objective Strategies

- Develop integrated mobility plans.
- Conduct a Virginia Breeze operational analysis and expansion plans.
- Coordinate with the Director of Innovation on demo project opportunities and ITTF funds.
- Identify and develop multimodal projects for Interstate 66/95/395 corridors.
- Coordinate with OIPI on SMART SCALE and VTRANS.
- Continue support of the Transit Technology Roundtable.

Measures

- ◆ Increase in rail and transit capacity (freight and passenger)
- ◆ Number of households with multi-modal opportunities.
- ◆ Number of people taking non-SOV trips.
- ◆ Operational measures as benchmarked against national trends are achieved consistently regarding ridership (rail & transit), capacity (rail & transit) and on-time performance (rail only)
- ◆ Proximity of rail and transit options to citizens

• **Successful delivery of projects and programs.**

Summary and Alignment

Associated State Goal

Transportation: Ensure that Virginia has a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.

Associated Societal Indicator

Traffic Congestion

Objectives

» **Focus on building capacity and capability within the agency**

Description

[Nothing Entered]

Objective Strategies

- Build/increase internal resiliency and technical capability through Skills development in areas of technology, mega project management, etc.
- Acquire new resources to support the agency's growing role (HR, Legal, project leaders, etc.),
- Prioritization planning approach and capability; data collection, etc.
- Invest in technology.
- Increase quality of candidate pool and modify job responsibilities to address evolving department needs.
- Leverage business process improvement to enhance agency outcomes.

Measures

- ◆ Implement stronger project readiness measures.
- ◆ Operational measures as benchmarked against national trends are achieved consistently regarding ridership (rail & transit), capacity (rail & transit) and on-time performance (rail only)

- ◆ Projects are delivered on schedule and on budget.

» **Focus on on-time/on-budget project performance and high quality program delivery.**

Description

[Nothing Entered]

Objective Strategies

- Develop contracts, contingencies, and employ engineering in a way that minimizes risk.
- Employ effective project management and oversight for the life of each project.
- Develop collaborative partnerships with key stakeholders and increase public visibility of agency via outreach to enhance political support.

Measures

- ◆ Implement stronger project readiness measures.
- ◆ Operational measures as benchmarked against national trends are achieved consistently regarding ridership (rail & transit), capacity (rail & transit) and on-time performance (rail only)
- ◆ Projects are delivered on schedule and on budget.

Major Products and Services

DRPT's mission critical products and services include project management and oversight of the financial assistance provided for rail and public transportation projects; statewide planning using a multimodal approach; safety, security, and emergency preparedness; technical assistance, and coordination of multi-jurisdictional transportation services.

DRPT provides project management and oversight of over \$700 million annually. Federal and state funding is provided for certain capital project costs of freight rail, passenger rail, and public transportation. DRPT supports many regional initiatives as diverse as the DC2RVA Tier II Environmental Impact Statement, the Dulles Corridor Metrorail project, the Arkendale to Powell's Creek Third Track project, and the I-95, I-66, and I-81 rail corridor programs. Additionally, funding is provided for the operating and maintenance costs in support of public transportation services across the Commonwealth. This funding supplement revenues collected from fares and local funds provided in support of public transportation. DRPT's oversight includes the review of engineering and construction documents of DRPT funded projects and ensures completion is on time and on budget.

Currently, DRPT supports six regional intercity passenger trains which operate in the Northeast Corridor and originate from Newport News (2), Norfolk (2), Richmond (1), and Roanoke (1). DRPT's planning services are in high demand with the advancement of the VTrans2040 multimodal planning effort, DRPT's statewide plans for rail, transit and congestion management, in addition to numerous local and regional studies underway in transportation corridors across the Commonwealth. Finally, DRPT provides oversight of Hampton Roads Transit's The Tide, the fixed guideway transit system in Virginia, to ensure the safety of the traveling public.

Performance Highlights

The DRPT budget has increased significantly since FY 2008 as transportation funding has been shifted in an effort to bolster a multimodal approach to transportation issues in the Commonwealth. The DRPT budget increased again in FY 2017 mainly due to timing, both in terms of the lifecycle of capital projects as well as scheduled drawdown of grant funds. The nature of the large-scale projects that DRPT now manages is highly diverse in their scope and service, changing dramatically over the last 15 years. Examples of these projects include: DC2RVA Tier II Environmental Impact Statement (EIS), Richmond Bus Rapid Transit (BRT), Dulles Corridor Metrorail, Arkendale to Powell's Creek Third Track, Virginia Beach Light Rail extension, and I-95 and I-81 rail corridor programs. As the funding has increased, new programs like IPROC were created, and demands for accountability were increased like performance based transit operating allocations and HB2 prioritization. For example, the adoption of HB 2313 in FY 2013 increased the amount of annual funding dedicated to transit while mandating performance based transit operating allocations and prioritization within transit capital allocations. DRPT has steadily transitioned to a business model that enables the agency to better serve as stewards of Commonwealth funding and as advocates of our programs. This new approach will also help to ensure that transit and rail projects deliver a substantial return on investment of state funds. Essentially, DRPT functions in an investor role in the rail and transit systems across the Commonwealth. Project and program management services are provided for all of the DRPT service areas. DRPT manages its investment in projects and programs through 22 state and federal grant programs.

Ridership on transit systems in Virginia totaled 203,094,049 for FY 2015. Additionally, there were 1,827,190 passenger trips in FY 2015 provided for transit dependent Virginians to ensure access to basic human services such as employment, medical care, shopping, and social activities.

DRPT introduced two new intercity passenger rail services in Virginia through the Amtrak Virginia partnership. Service from Lynchburg into the

Northeast Corridor began in October 2009 and service from Richmond into the Northeast Corridor in July 2010. Ridership on state-sponsored passenger rail service totaled 894,065 in FY 2015. Additionally, service was extended to Norfolk in December of 2012. Enhanced freight rail service contributes to the reduction of vehicles on the highway and will support the continued expansion of Virginia's economy. DRPT's Passenger and Freight Rail Program were responsible for 2,744,184 truckload equivalents being removed from Virginia's highways in FY 2015.

Staffing

Authorized Maximum Employment Level (MEL)	64
Salaried Employees	52
Wage Employees	2
Contracted Employees	0

Key Risk Factors

Economic and Land Use Patterns that Impact Transit and Rail Ridership: Public transportation services are critical to address the issues of growing traffic congestion and increased demand for mobility in Virginia. In order to mitigate increasing the current levels of congestion in the Washington, D.C., Hampton Roads, and Richmond metropolitan areas, more people will need to take public transportation or rideshare each day. Additional transit ridership is dependent upon service levels and reliability. However, other external factors such as gas prices, housing prices, and local land use decisions and business cycles have a significant impact on transit ridership across the Commonwealth.

Mitigating Strategies:

1. Work with transit and TDM agencies to establish goals and strategies to improve transit choices and options.
2. Advance funding to localities and regions for the construction of new and expanded transit services, such as the Richmond Broad Street Bus Rapid Transit and the Virginia Beach Tide extension.
3. Promote use of multimodal system design guidelines in multimodal planning that leads to streamlined implementation in regions.

Aging Infrastructure and Fleets: In order to provide reliable, frequent service, transit systems must maintain their vehicles and facilities in a state of good repair. Transit agencies must fund rehabilitation and replacement of their existing fleets out of the same resources as capacity expansion. Additionally increasing fuel and maintenance costs further strain transit agencies' ability to invest in capital replacement. The deferral of capital needs must be addressed before the costs are out of reach and systems are forced to reduce services.

Mitigating Factors:

1. Continued implementation of the Transit Service Development Advisory Committee tiered capitalization allocation process for funding rolling stock with emphasis on state of good repair vehicle replacements.
2. Continue to monitor asset management process that tracks fleet asset lives and assists transit operators in improved capital asset management.
3. Continue to track transit capital needs and available resources and communicate identified gaps in funding, including the ending of CPR transit transportation bonds. This will inform proposal(s) from the Transit Capital Project Revenue Advisory Board to replace transit capital revenues and prioritize transit capital projects
4. Decreases and/or changes to existing revenue streams dedicated to transit and rail capital and operating programs

Transit Capital: At the close of FY 2019, the Capital Projects Revenue (CPR) bond fund allocations will have completed the 10 year funding period of the original bond authorization. By the close of FY 2020 when the WMATA state of good repair funding grant ends, the state transit capital assistance program will no longer have the bond funding that provided an average of \$110 million annually. As a result of HB 1887 of the 2015 General Assembly session, approximately \$40 million annually of funding was authorized to be shifted from several other modes of transportation to the transit capital program starting in FY 2017. Even with this new funding, the current level of transit capital participation by the Commonwealth is not sustainable once the CPR bonds are exhausted in FY 2019.

The inability of the Commonwealth to participate in funding transit capital projects near current levels after FY 2019 will greatly diminish transit providers' ability to maintain a state of good repair for their current assets and to provide expanded transportation alternatives in the future. A lower state funding match will require localities to make up the deficit, which may result in higher fares and/or cuts to service. Also, because federal participation in transit capital projects requires matching commitments, transit providers will find it difficult to leverage these federal funds, thus exacerbating the issue.

The 2016 General Assembly enacted HB 1359, which created the Transit Capital Project Revenue Advisory Board (TCPBAB) and directed it to study the statewide impact to transit services due to the loss of this revenue sources, recommendations for replacing it, and a project-based prioritization program for the full transit capital program, examined for six measure areas similar to SMART Scale. This proposal is due to the General Assembly by August 1, 2017.

Mitigating Factors:

1. Educate transit stakeholders about the issue and seek their support.
2. Continued implementation of the Transit Service Development Advisory Committee tiered capitalization allocation process for funding rolling stock with emphasis on state of good repair.
3. Develop a better a process to identify transit capital needs and map available resources against the needs to effectively communicate

the gaps in funding, including the ending of CPR transit transportation bonds.

4. Seek authorization from the General Assembly for additional capital funding or financing tools, such as allowing the CPR bond authorization level to be revolving dependent upon excess insurance premiums tax revenues in the Priority Transportation Fund.
5. Encourage local and regional agencies to continue to invest local funds into transit.

Management Discussion

General Information About Ongoing Status of Agency

DRPT will continue to carry out the agency's mission to improve mobility and expand transportation choices in the Commonwealth. The agency will also work to improve its performance in the critical roles outlined in DRPT's Strategic Assessment. The agency budget has more than doubled since 2006 as funding has been shifted in an effort to bolster a multimodal approach to address the transportation issues in the Commonwealth. As the funding has increased, DRPT has steadily transitioned to a business model that enables us to better serve as stewards of Commonwealth funding and as advocates of our programs. This approach allows us to ensure that transit and rail projects deliver a substantial return on investment of state funds.

To improve accountability and increase the efficiency of DRPT's programs, DRPT will continue to improve the grants management process through better reporting, tracking and monitoring. This will help to manage the agency's growing customer base and help DRPT to achieve the maximum benefits from limited funds for rail, transit and congestion management projects. DRPT will continue to work toward the improvement and expansion of rail, transit and congestion management services in Virginia, as part of the broader transportation infrastructure, through funding, project and program management, multimodal planning (through VTrans 2040), technical assistance and advocacy.

Information Technology

The number of rail and transit projects managed by or otherwise requiring DRPT involvement has increased steadily over the years. Improved IT systems are necessary for program managers to more effectively carry out their oversight. DRPT currently uses several agency-specific applications, all of which were developed internally. DRPT depends on this body of software to support and enable virtually all of its day-to-day operations. For the most part, these systems have been able to grow and expand to accommodate the needs of the agency.

- ICAPS – An internally developed financial management system that interfaces with Cardinal; the application allows for detailed project accounting and budgeting for DRPT's numerous grants and managed projects. Additionally, the system provides real-time financial information that is essential to our grant management process.
- PROCURE – An internally developed procurement application that interfaces with ICAPS to provide procurement based budgeting and internal automated requisitioning. This application does not currently interface with eVA.
- Symphony – An internally developed grants management application which allows DRPT staff – primarily program managers – to work with our transit grantees to administer the grants made to these entities.
- OLGA4 – An internally developed application which is the primary tool used by external transit agencies to manage their accounts with DRPT and supply the required administrative data all in a single, unified, easy-to-use application. Grantees have the ability to apply for their grants, sign contracts, request extensions to projects, draw down funds, and review payment history. OLGA (Online Grants Administration) also contains related modules to collect Performance, Financial Planning, and Asset Inventory data.

The primary limiting factor for IT is the deficient desktop and network administration services provided by VITA to DRPT. DRPT is forced to use VITA by state mandate.

Estimate of Technology Funding Needs

Workforce Development

In FY17, DRPT's authorized FTE level increases from 53 to 60 employees with the bulk of these new positions being added to the transit and rail divisions. DRPT has offices in Richmond and Fairfax, Virginia. The majority of DRPT's employees are in the Richmond headquarters' office with two of DRPT's Richmond-based employees located in a project office in the downtown area. Seven positions are based in the Fairfax, Virginia office and one DRPT position based in Herndon, Virginia provides Dulles Corridor oversight. DRPT's recently expanded employee presence in Northern Virginia provides better oversight and support services to this critical transportation project area.

DRPT is focused on developing and maintaining a high level of employee engagement and is working to provide relevant professional growth and opportunities for its employees. DRPT has offices in Richmond and Fairfax, Virginia. The majority of DRPT's employees are in the Richmond headquarters' office. The Richmond office building is owned by the State and DRPT pays rent.

Physical Plant

DRPT has offices in Richmond and Fairfax, Virginia. The majority of DRPT's employees are in the Richmond headquarters' office. The Richmond office building is owned by the State and DRPT pays rent.

Supporting Documents

Title	File Type
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Rail and Public Transportation Planning, Regulation, and Safety [60203]

Description of this Program / Service Area

This service area implements several programs related to rail and public transportation planning, regulation, and safety in the Commonwealth.

Mission Alignment

This area directly aligns with the Department of Rail and Public Transportation’s mission of improving the mobility of people and goods while expanding transportation choices in the Commonwealth by supporting planning, regulatory, and safety activities necessary to achieve this mission.

Products and Services

Description of Major Products and Services

Safety

- Preparing and updating DRPT’s Continuity of Operations Plan (COOP Plan) to provide for relocation and re-institution of DRPT services in the event of a disaster at any DRPT office site.
- The development and implementation of rail safety oversight programs for Hampton Roads Transit (HRT) light rail program under the oversight of DRPT’s State Safety Oversight (SSO) program in accordance with the regulations of FTA.
- Provide on-going support to the Metrorail Safety Commission, in accordance with FTA requirements.
- Development of Public Transportation Agency Safety Plans for urban transit agencies in accordance with FTA requirements.
- DPRT has provided a task to Safety Plans for all Small Urban FTA Section 5307 recipients required to be submitted to FTA by July 2020.

Planning

- Production of the public transportation and rail components of regional transportation plans prepared by Metropolitan Planning Organizations (MPO) that are supported by appropriate land use plans and financial plans. These plans must meet the requirements set out in federal transportation planning regulations.
- Production of statewide rail, public transportation, and congestion management plans prepared by DRPT as directed by the Governor, Commonwealth Transportation Board, and General Assembly.
- Collaboration with the Office of Intermodal Planning and Investment (OIPI), VDOT and other state transportation agencies on VTrans, the Commonwealth’s multimodal transportation plan.
- Completion of a statewide Coordinated Human Services Mobility (CHSM) plan that sets out programs in each of Virginia’s planning districts.
- Production of Transit Development Plans or Transit Strategic Plans will be conducted in collaboration with the transit agencies to design routes and services and to improve the efficiency and effectiveness of transit operations.
- Production of plans conducted by DRPT in collaboration with the specific rail and public transportation projects to include network improvement studies, environmental studies, site development plans, plans for the construction or renovation of rail and public transportation facilities, and congestion management plans at major transportation project constructions sites and at choke points in transportation systems.
- Preparation of studies by DRPT on topics such as economic impacts of transportation investments, needs analyses, cost/benefit analysis of proposed projects, the feasibility of new rail, public transportation and congestion management services, coordination of transportation services, the needs of rail, public transportation, congestion management and human service transportation industries, emerging technologies, best industry practices, and safety and security issues for rail and public transportation industries.
- Presentation of rail, public transportation, and congestion management needs, plans, and programs to the general public and solicitation of public input for the planning and programming process.
- Production of feasibility studies; corridor, regional, and statewide planning studies; and environmental studies as required to comply with the National Environmental Policy Act of 1969 for major new rail and public transportation services in the Commonwealth.
- Collaboration with VDOT on corridor plans and studies.
- Production of Transportation Demand Management (TDM) Strategic Plans, in collaboration with agencies that offer commuter assistance programs, to improve services, efficiency and results.
- Periodically conduct studies and research to collect data to determine the number and usage of vanpools and carpools, and mode split.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Responsibilities of the Department of Rail and Public Transportation	Code of Virginia §33.2-285				

Anticipated Changes

Safety oversight responsibility for the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system was transferred from the Virginia SSO program at DRPT to the new Washington Metrorail Safety Commission (WMSC) when it received certification from the FTA in March 2019. Following the certification of the MSC, the only RTA that falls under the SSO program at DRPT is the Tide light rail system that is operated by Hampton Roads Transit.

DRPT will develop and evaluate Public Transportation Agency Safety Plans as required for transit bus fleets by new FTA regulations. These plans must be certified and implemented by July 20, 2020.

DRPT will work with existing public transportation operators to conduct a review of Transit Development Plans (TDP) or Transit Strategic Plans (TSP) every year, with a full scale update every five years, to ensure that transit operators in Virginia are evaluating existing services and planning for market needs. DRPT will also work with commuter assistance agencies to ensure that every agency has a strategic plan to assess existing markets and services and to plan for the future.

DRPT will develop a Transit Resource Allocation Plan that will tie existing state revenue with anticipated capital and operating cost projections, as identified in the Statewide Transit and Transportation Demand Management (TDM) Plan. Likewise, DRPT will study the capital requirements to advance the major capital projects that are currently in the planning and project development stage of implementation. DRPT will continue to work with the transit agencies to implement the performance measures that are used to allocate the DRPT operating assistance funding. DRPT will examine new technologies for rail, public transportation, and congestion management and will recommend their implementation among Virginia's programs.

DRPT will provide assistance to existing public transportation operators to study safety, security and other issues that pertain to their operations. DRPT also will assist these operators with the planning and design of new facilities and services.

DRPT will work with human service agencies to plan coordinated services and to train managers and operators in efficient and effective service delivery. DRPT has recently completed a statewide effort to update the Coordinated Human Services Mobility Plan, in coordination with other state agencies, planning organizations, and human service transportation providers.

DRPT will work to identify innovative approaches to meeting personal mobility needs, including the identification and deployment of pilot projects with transit agencies. DRPT recently completed an Integrated Mobility Tactical Plan focused on the identification and prioritization of items for agency policy, project, and program focus over the next two years.

DRPT will evaluate the operations of the Virginia Breeze, a state-supported intercity bus service, and recommend potential areas for expansion.

DRPT will provide training for managers, drivers, and mechanics under a variety of topics to ensure safe and effective public transportation services in compliance with state and federal rules and regulations.

The majority of planning funds in DRPT's base budget is distributed by formula to Metropolitan Planning Organizations (MPOs) and is not available to DRPT. DRPT uses federal funds and agency administration funds to accomplish most planning efforts.

DRPT will provide transit, rail, and TDM planning technical assistance to the Office of Intermodal Planning and Investment (OIPI), which is under the Secretary of Transportation's purview. DRPT will continue to be involved in the development of the Commonwealth's VTrans multimodal plan that provides multimodal transportation recommendations. DRPT will continue to assist in the development and implementation of SMART SCALE, which is the project prioritization process utilized by the Commonwealth of Virginia to rank and fund transportation projects.

DRPT will continue to advance planning for the enhancement of passenger and freight rail services between Richmond and Washington, DC, through both federally funded DC2RVA Tier II Environmental Impact Statement and the Atlantic Gateway Program. Atlantic Gateway includes construction of multiple third and fourth track segments in Northern Virginia as well as a new "Long Bridge" to complement the existing Long Bridge over the Potomac River.

DRPT will continue to lead the Richmond Area to Potomac Segment of the Southeast High Speed Rail Final Environmental Impact Study, known as DC2RVA in collaboration with stakeholders such as the MPOs, Virginia Railway Express, CSX Transportation, localities, and other interested organizations throughout the 115-mile corridor study area. DRPT will continue to participate in the Richmond to Raleigh, NC segment of the Southeast High Speed Rail Tier II Final Environmental Impact Study.

DRPT is the recipient of FTA Section 5305 program grant funding, which provides Section 5303 Metropolitan Planning Funds to the MPOs and Section 5304 Statewide Transit Planning Activities. DRPT is actively engaged with the 14 MPO Policy and Technical Advisory Committees, manages the Section 5303 grant funding to the MPOs, manages the Section 5304 Statewide Planning Program, and ensures that MPOs and transit agencies remain in compliance with federal regulations, such as Title VI.

DRPT will continue to work with localities, OIPI, and VDOT on an update of the Multimodal System Design Guidelines in 2019/2020.

Factors Impacting

There are a few internal factors primarily influencing State Safety Oversight (SSO), including funding, staffing, and contracting. With respect to funding, the SSO program activities are, in part, affected by the annual budget, which includes contract services, training, travel, and office equipment. With respect to staffing, DRPT currently employs one full-time Transit Rail Safety Administrator. As future rail transit systems come online, it may be necessary to increase the level of SSO staffing. As DRPT staff changes, it becomes necessary to train new employees who may become part of the SSO program. For contracts, the SSO program utilizes subject matter experts in the field of rail safety. The extent to which these subject matter experts are available is dependent on the General Planning Consultants (GPC) that DRPT utilizes.

There are several external factors influencing the SSO program, including the requirements of MAP-21, the FAST Act, the establishment of the Washington Metrorail Safety Commission (WMSC) to oversee safety for the WMATA Metrorail system, system expansions and modifications, National Transportation Safety Board (NTSB) FTA safety advisories, industry best practices, accidents and incidents, transit agency staffing levels, and audits. MAP-21 brought new regulations that increased SSO program activities and enforcement authority. The FAST Act provided the authority for FTA to temporarily take over an SSO program deemed inadequate or incapable of carrying out its state safety oversight authority. NTSB/FTA Safety Advisories and special reviews are factors which periodically are based on accident investigation findings. The NTSB and FTA will issue safety advisories and special reviews that impact all SSO Programs. For implementation of Industry Best Practices, the NTSB, FTA, and the American Public Transportation Association (APTA) all identify industry best practices and distribute this information to SSO agencies for possible implementation. Accidents, incidents, hazard management, and audits all can potentially affect SSO programs and are adjusted on an as needed basis. Items that are identified through these four occurrences often require corrective actions be taken by the Rail Transit Agency (RTA). Occasionally, the severity of these items will lead to changes in the SSO program. RTA staffing changes at systems that fall under the SSO umbrella may require SSO program changes. For FTA Audits of SSO programs, any findings and recommendations garnered through the SSO program audit performed by the FTA may result in SSO program changes.

The DRPT Rail Division project activities are collaboration among host railroads, Amtrak, Virginia Railway Express, the Federal Railroad Administration, and others. The availability and interest of these outside organizations can have an unpredictable effect on DRPT Rail Division deliverables. DRPT manages this by maintaining close working relationships with partners and identifying opportunities of mutual benefit within the framework of our programs.

Financial Overview

This service area is supported by federal and state transportation funds. The federal funds are provided by the FTA and are apportioned annually to DRPT. The state funds are provided from the Commonwealth Mass Transit Fund.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	3,347,198	0	3,347,198
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title	File Type
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Distribution of Washington Metropolitan Area Transit Authority Capital Fund Revenues [60708]

Description of this Program / Service Area

Under this service area, the Commonwealth of Virginia through the Department of Rail and Public Transportation provides \$154.5 million, its share of the additional \$500 million in needs to fund the capital expenditures for the Washington Metropolitan Area Transit Authority (WMATA). Maryland and the District of Columbia subsequently funded its share of the needs in 2018. WMATA is the third most heavily-used rail transit system in the United States with more than 600,000 average weekday passenger trips; and this funding will improve the efficiency and effectiveness of the service to the Virginians who use it daily for commuting and other purposes.

Mission Alignment

This area directly aligns with the Department of Rail and Public Transportation’s mission of improving the mobility of people and goods while expanding transportation choices in the Commonwealth by providing direct financial assistance to WMATA, the third largest heavy rail authority in the United States.

Products and Services

Description of Major Products and Services

Washington Metropolitan Area Transit Authority Capital Fund: Chapters 854 and 856 of the 2018 General Assembly made significant changes to the allocation of funding to the Washington Metropolitan Area Transit Authority (WMATA). It created the WMATA Capital Fund and provided dedicated funds from multiple funding sources including: 1/3 motor vehicle rental tax, \$20 million of NVTD local recordation tax, 2% NVTC regional fuel tax, \$27.1 million in FY 2019 of NVTA local taxes, 2% NVTC occupancy tax, and \$.15 of \$100 NVTC grantor’s tax. This Fund is estimated to provide an additional \$154 million in capital funds to WMATA annually.

Commonwealth Transportation Board Oversight: Chapters 854 and 856 of the 2018 Acts of Assembly directs the Commonwealth Transportation to provide oversight to WMATA and, in certain instances, withhold funding. Specifically, the seventh enactment requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.

The eighth enactment requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.

The first enactment requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year’s approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

Northern Virginia Transportation Commission Oversight: Chapter 854 and 856 of the Acts of Assembly requires the Northern Virginia Transportation to report yearly on November 1st on the performance and condition of WMATA.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Washington Metropolitan Area Transit Authority Capital Fund	Code of Virginia §33.2-3401		Required	0	151,700,000

Anticipated Changes

Currently, WMATA Capital Fund revenues are collected by the Virginia Department of Transportation and subsequently transferred to DRPT, who pays the funds directly to WMATA. DRPT anticipates that in the upcoming biennial budget to be prepared by the Governor in advance of the 2020 legislative session that a technical change will be made to house these revenues under DRPT.

Additionally, Virginia, Maryland, and the District of Columbia contribute \$50 million annually to match the federal government’s \$150 million PRIIA contribution. The PRIIA contribution is set to expire in federal fiscal year 2019. Senator Warner and Congressman Connolly have introduced legislation in the United States Congress to reauthorize PRIIA for another ten years, and the Commonwealth of Virginia may have to explore

options to continue its \$50 million annual contribution as required by the legislation.

Factors Impacting

Several factors could possibly impact DRPT's distribution of dollars through the WMATA Capital Fund:

- **Northern Virginia Transportation Commission reporting requirements:** NVTC is required to report yearly by November 1st on WMATA's performance and condition;
- **Commonwealth Transportation Board reporting requirements:** WMATA is required to report by July 1st to the Commonwealth Transportation on the use of WMATA Board alternates, strategic and capital improvement plans, and Virginia's annual operating subsidy to WMATA.
- **Maryland and the District of Columbia continuing to fulfill their share of the \$500 million in capital needs**

Financial Overview

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	127,400,000	0	128,200,000
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**

Public Transportation Programs [60901]

Description of this Program / Service Area

Under this service area, DRPT will improve the mobility and transportation choices for all Virginians and work to reduce traffic congestion in our urban areas. There are 41 public transportation operators in Virginia. Services include bus transit, commuter rail (Virginia Railway Express), heavy rail (WMATA Metrorail), light rail (The Tide), and passenger ferry services. Virginia’s public transportation service providers range from some of the largest and fastest growing in the country, which are essential to mobility and clean air in urban areas, to very small systems that are often the only mode of transportation available to some residents in rural areas. Public transportation services are operated by local governments, regional transportation authorities, and private nonprofit agencies that serve as agents of DRPT to provide improved mobility and transportation choices for Virginians.

These services are reaching areas of Virginia where people do not have alternatives to the private automobile and often find themselves without mobility options. Major new initiatives are also underway to expand services in our major metropolitan areas where transit services already play a critical role in addressing growing traffic congestion and must continue to do so. These new initiatives include Metrorail expansion, bus rapid transit services, and new commuter assistance services – all designed to promote multimodal transportation options for Virginia’s traveling public.

Mission Alignment

This area aligns with DRPT’s mission by providing financial, technical assistance, and advocacy services to support public transportation service providers. Through this service area, providers are able to maintain and expand services that improve mobility and provide more transportation choices to the general public.

Products and Services

Description of Major Products and Services

Public Transportation Operating Grants: Financial assistance to support the operations of public transportation services across the Commonwealth. Federal and state aid is provided to supplement revenues collected from fares, local funds, and other sources (i.e. advertising) provided in support of public transportation operations.

Public Transportation Capital Grants: Financial assistance to support the procurement of vehicles and equipment operated in public transportation service including replacement vehicles and equipment. Financial assistance to support the construction and equipping of facilities for system administration and vehicle maintenance and storage including facility repairs, expansions, and new facilities. Financial assistance to support construction of facilities for passengers such as transfer centers, multimodal facilities, transit stations, and shelters. Financial assistance to support the procurement of new technology for the improvement of passenger services and system performance, such as Intelligent Transportation System equipment.

Public Transportation Special Projects Grants: Financial assistance to support demonstration projects for new public transportation services or techniques in service delivery. Financial assistance to provide technical assistance for studies, plans, research, and implementation of new services or tools to assist with service delivery. Financial assistance to support training for drivers, mechanics, and professionals working for Virginia’s public transportation systems. Financial assistance to assist public transportation with the hiring of interns to grow Virginia’s future transit workforce.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Use of the Commonwealth Mass Transit Fund	Code of Virginia §33.2-1526.1		Required	0	313,900,000
Washington Metropolitan Area Transit Authority Capital Fund	Code of Virginia §33.2-3401		Required	0	151,700,000

Anticipated Changes

DRPT is committed to ensuring that public transportation will maintain or expand its current market share of travel trips in Virginia. To achieve this, transit service levels will need to increase to keep pace with other travel modes. Public transportation services cannot be increased without additional investment.

In 2018, the General Assembly enacted HB 1539, which restructured the Commonwealth Mass Transit Fund (CMTF) and required the Commonwealth Transportation Board (CTB) to implement reforms to DRPT’s state transit and capital operating programs. The specific reforms include the development of a new prioritization process for the award of state transit capital funding, requiring state transit operating funding to be allocated solely on the basis of service delivery factors and requiring larger urban bus transit agencies to develop new strategic plans in accordance with specified guidelines. The legislation required DRPT to work with the Transit Service Delivery Advisory Committee (TSDAC) to develop a process for the distribution of state transit capital and operating funding to include input from the public. In addition to the reforms to

the state transit and capital operating programs, the legislation also created a new dedicated revenue source for the Washington Metropolitan Area Transit Authority (WMATA), removed funding for WMATA from the allocation of state capital and transit operating funding from the CMTF and required other funding and governance reforms by WMATA as a condition of receiving funding from the CMTF.

The Commonwealth began providing new dedicated capital funding to WMATA in FY 2019, on July 1, 2018. Reforms to the state transit capital and operating funding programs will become effective beginning in FY 2020, or on July 1, 2019. In FY 2020, the General Assembly directed DRPT to provide transition assistance to transit agencies who are negatively impacted by the implementation of a new operating formula. Seven agencies will receive this funding at an approximate cost of \$3 million.

The consequences of not maintaining market share for public transportation include worsening congestion, decreased mobility, lower quality of life, negative impacts on the environment, and the loss of economic opportunities and access to healthcare for millions of Virginians.

Factors Impacting

Increasing Traffic Congestion: Public transportation services are critical in helping address the issues of growing traffic congestion and increased demand for mobility in Virginia. Virginia's population is expected to grow by one third to 10.9 million by 2035, and congestion will increase with the population. New and expanded public transportation and commuter assistance programs and services are some of Virginia's most effective tools for mitigating the growth and effects of highway congestion; however, without increased state investment, such programs will likely play a declining role in the state transportation network at a time when they are most needed.

Inadequate Funding for State of Good Repair Needs: Insufficient funding to repair and replace aging infrastructure and transit vehicles negatively impacts public transportation service providers as they often have to defer capital expenditures on state of good repair needs due to rising operating costs. Funding needs for long-deferred capital expenditures must be addressed to bring and/or maintain Virginia's transit systems in a state of good repair, which assists with service reliability and cost efficiency.

Coordination of Land Use and Transportation: As Virginia's population continues to increase so do traffic congestion and urban sprawl. Effective coordination of land use and transportation decisions by local governments can assist with mitigating both of these negative impacts of population growth. DRPT is both a resource and partner to local governments during the development of local and regional transportation plans and advocates for the inclusion of multimodal transportation options in those plans.

Financial Overview

This service area is supported by federal and state transportation funds and local matching funds. The federal funds are provided by FTA and are apportioned annually to DRPT. The state funds are provided from the restructured Mass Transit Trust Fund (MTTF), the Mass Transit Capital Fund, and the highway portion of the Transportation Trust Fund. Local funds are provided by the local government or entity that serves as the grantee for the federal and/or state funds.

Legislation approved during the 2018 General Assembly session (HB 1539) significantly transformed the way the Commonwealth funds public transportation. Chapter 854 of the 2018 Acts of Assembly restructured the MTTF and now directs funding to the following state transit programs each year at the levels specified:

- Statewide transit operating assistance – 31%
- Transit Capital program – 12.5%
- Washington Metropolitan Area Transit Authority (WMATA) – 53.5%
- Special Projects (TDM programs, technical assistance, demonstration projects, Interns, etc.) – 3%

Chapters 854 and 856 of the 2018 Acts of Assembly require DRPT to apply performance-based funding for state transit operating assistance for 100% of revenues generated by the MTTF beginning in FY 2020 and continuing thereafter. In FY 2020, a transition methodology is being used where the sizing metrics to determine transit operating assistance will be operating costs (60%), ridership (20%), revenue vehicle hours (10%), and revenue vehicle miles (10%). Due to the unique circumstances of operating commuter rail, there will be a separate commuter rail sizing metric. In FY 2021, the sizing metrics will adjust to operating costs (50%), ridership (30%), revenue vehicle hours (10%) and revenue vehicle miles (10%).

With regard to the state transit capital program, Chapter 854 of the 2018 Acts of Assembly requires DRPT to develop a prioritization process for the award of state funds, with separate prioritization processes for state of good repair projects and major expansion projects, beginning in FY 2020. The prioritization process for state of good repair projects shall be based upon transit asset management principles, including federal requirements. The prioritization process for major expansion projects shall be based on an objective and quantifiable analysis that considers the following factors relative to the cost of the project: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. DRPT consulted with the TSDAC in the development of the required prioritization processes for the award of state transit capital program funds.

With the establishment of a specific funding set aside for WMATA in the MTTF, WMATA is not eligible to receive additional funds from DRPT's other state transit funding programs. In addition to annual funding from the MTTF, Chapter 854 of the 2018 Acts of Assembly also created a new WMATA Capital Fund to provide Virginia's agreed-upon share of regional dedicated capital funding to WMATA.

In the Six Year Improvement Program (SYIP) for FY 2020, the CPR bonds represent approximately 43.0% of the state transit capital assistance. Beginning in FY 2019, these bond funds completed the 10 year period under the original bond authorization and the \$60 million annual amount available ended. By the close of FY 2021 when the WMATA state of good repair funding grant ends, the state transit capital assistance program will lose an additional \$50 million of annual bond funding. These funds are critical in enabling local transit systems to invest in replacement buses, rail cars, infrastructure, facilities, technology improvements, and other capital needs.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	420,042,153	0	420,042,153
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**

Congestion Management Programs [60902]

Description of this Program / Service Area

This service area describes programs directed towards mitigating traffic congestion and air pollution by maintaining or increasing the number of people who choose to telework or use transit, carpool, vanpool, bike, and walk travel modes for all types of trips, but primarily commute-to-work trips. This service area is also called Transportation Demand Management (TDM) or Mobility Programs where the goal is to optimize the transportation system performance for commute and non-commute trips, by providing programs, services, and policies that reduce vehicle demand on the transportation network, redistribute the demand to off-peak times or other routes and modes, and move more people, not just vehicles.

TDM programs that serve the public are referred to as Commuter Assistance Programs and include more than just trips to and from work. TDM/Commuter Assistance Programs efforts to mitigate traffic include:

- Elimination of vehicle trips through telework;
- Reduction of trips by moving trips from single occupant vehicles to rail and transit;
- Reduction of trips through the increase of auto occupancy by shifting single occupant vehicle trips to carpools and vanpools;
- Increasing awareness of transportation choices by promoting transportation options and educating the public on how to use them and their benefits.

Mission Alignment

This area directly aligns with DRPT's mission of improving the mobility of people and goods while expanding transportation choices by providing programs, services, financial and technical assistance to local congestion management agencies, and partnering in the delivery of programs and services with other transportation agencies, local governments, planning organizations, and Transportation Management Associations (TMAs). The focus is on expanding transportation choices by assisting commuters in finding and using transit, vanpool, carpool, biking and walking transportation modes, or teleworking.

Products and Services

Description of Major Products and Services

The products and services of commuter assistance programs are designed to:

- Increase the number of carpools and persons using carpools
- Increase the number of vanpools and persons riding vanpools
- Increase transit ridership
- Increase bike and bike share usage for work commute trips

Congestion Management/TDM Operating Assistance Grants: Financial assistance to support the operations of commuter assistance programs and delivery of services to businesses, their employees and the general public. Basic services of these programs include providing ridematching services to form new carpools and add riders in carpools, increase bike usage for work trips, and promote transit and carpooling.

Congestion Management/TDM Mobility Programs Grants: Financial assistance to support projects that demonstrate vehicle trip reduction, vehicle miles traveled reduction, or increase in public awareness of travel options. Basic services of these programs include providing ridematching services to form new vanpools and add riders in vanpools, outreach to employers and their employees, developing of employer-based commuter benefit programs, and developing telework programs.

Vanpool!VA Program: A program administered by DRPT to support and encourage the use of vanpooling statewide, increasing person throughput on Virginia's congested highway corridors.

Telework!VA Program: A program administered by DRPT to encourage businesses to start or expand a telework program, including the annual promotion of Telework Week in Virginia.

TryTransit!VA Program: A program administered by DRPT to promote and encourage the use of transit through the annual statewide Try Transit Week promotion. This effort is coordinated with the transit agencies and commuter assistance programs throughout Virginia.

BikeToWork!VA: A program administered by DRPT to promote and encourage the use of biking and bike share to commute to work through an annual statewide Bike To Work Week promotion.

- Evaluation Program for Commuter Assistance programs
- Technical assistance for program development/enhancement, evaluation, and planning for Commuter Assistance Programs
- Training for Commuter Assistance Program practitioners
- Support of a Statewide Ridematching website and mobile application (Commute!VA) to support interregional commuting and ridematching.
- Transportation Management Plans (TMPs) for large construction projects (e.g., Express Lanes on I-66, I-95, I-395 and I-495 and Dulles Metrorail extension project) in collaboration with the Virginia Department of Transportation (VDOT).

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Use of the Commonwealth Mass Transit Trust Fund	Code of Virginia §33.2-1526.1		Required	0	313,900,000

Anticipated Changes

DRPT proposes to increase efforts to encourage people to commute by carpools, vanpools, public transportation, and teleworking. This will be accomplished through a number of initiatives undertaken by Virginia's commuter assistance programs and DRPT itself. The main focus of these efforts will be to reach people at their places of employment and residence and offer them attractive options to driving to and from work alone. These efforts to reach more people will be achieved by an increase in promotional and marketing efforts, outreach to employers and their employees, and outreach to residents.

There will be intensified efforts to increase vanpooling through the Vanpool!VA program and partnerships with commuter assistance programs.

DRPT created the Commute!VA program and website to help commuters find travel options, including carpooling, vanpooling, transit, and bike share. Commute!VA also offers rewards for using these modes and teleworking. The Commute!VA program covers central, southeast and southwest Virginia through partnerships with commuter assistance programs in those areas. DRPT will expand Commute!VA to include a mobile app and to other areas of Virginia.

Factors Impacting

Northern Virginia continually ranks at the top or near the top of areas in the United States with the worst traffic congestion and time wasted in traffic. Hampton Roads also ranks high on the list of traffic delays and congestion for large urban areas. The growth in other areas, such as the Richmond, Fredericksburg, and Roanoke Valley regions, will continue to increase traffic delays and congestion in many parts of Virginia.

Public Transportation and Commuter Assistance Programs and services are Virginia's best tools in confronting the issues of growing traffic congestion and yet without increased state investment, these programs are facing the likelihood of a declining role in the movement of people as the population and vehicle miles traveled per person grows exponentially and market share is lost to single-occupant vehicle travel. Changing land use patterns and urban sprawl challenge our current ability to provide attractive alternative transportation programs and services to meet public and business mobility needs. Growing traffic congestion as well as the associated impacts and costs demand we increase the capacity and efficiency of the existing transportation infrastructure by moving more people and goods through alternative transportation modes.

Financial Overview

This service area is supported by federal and state transportation funds and local matching funds. The federal funds are provided by the Federal Highway Administration and are programmed annually to DRPT. The state matching funds to these federal funds are provided from the highway portion of the Transportation Trust Fund and are appropriated annually to DRPT. State funding to support Transportation Demand Management (TDM) activities are provided by the Special Projects allocation (3%) from the Commonwealth Mass Transit Trust Fund. Local matching funds are provided by the recipients of TDM grants from DRPT.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	13,344,000	0	13,344,000
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title	File Type
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Human Service Transportation Programs [60903]

Description of this Program / Service Area

This service area describes the Department of Rail and Public Transportation's initiatives to improve and expand human service transportation programs in the Commonwealth. Human service transportation programs are operated by local government social service agencies or private non-profit human service agencies for the benefit of their clients. These clients are elderly or disabled individuals and economically disadvantaged children who are enrolled to receive publicly funded social services. Human service transportation differs from public transportation in that it is designed to serve the very specific needs of human service agency clients, and in most cases, service is restricted to the clients of those agencies who often have no other transportation service available to them. It is not open to the general public.

Mission Alignment

This area directly aligns with DRPT's mission by improving the quality of human service transportation operations. The coordination and procurement services provided by DRPT will help human service transportation providers offer a safe, dependable, and reliable transportation choice that will improve the mobility of their clients.

Products and Services

Description of Major Products and Services

Human Service Agency Grants: The purpose of FTA Section 5310 program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Public Transportation Paratransit Capital Grants: State financial assistance to help support the procurement of vans and small buses used for the demand response transport of elderly, disabled, and economically disadvantaged members of the general public.

Senior Transportation Grants: State financial assistance that allows for transit systems and human service providers to apply for grants that provide more services for seniors. The grants provide extra hours and days of service targeted for seniors. Grants also support travel training programs that teach seniors how to use public transportation. The amount of the grants awarded range from \$10,000 to \$20,000.

Planning: DRPT is finalizing a new Coordinated Human Services mobility plan. This integrated statewide plan is being developed with the input and support of other state agencies, planning organizations, and human service transportation providers.

Training, Expert Advice, and Assistance: Training for operators of human service transportation with regard to defensive driving; wheelchair lift operation and wheelchair securement; vehicle and lift preventative maintenance; and working with people with disabilities. Continue to examine Virginia's policies, as part of a team of state agencies, to ensure compliance with the U.S. Supreme Court decision called the Olmstead Decision Act as the lead agency to comply with federal laws as resources permit. Provide training for Transportation Solutions Coordinators/Mobility Managers to provide operators with the information and training they need to help match individuals with the appropriate transportation supports. Support training for the Passenger Service and Safety (PASS) Driver Certification Program, which ensures that community transportation drivers have current expertise in passenger assistance techniques and sensitivity skills appropriate for serving people with disabilities.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Responsibilities of the Department of Rail and Public Transportation	Code of Virginia §33.2-285				

Anticipated Changes

DRPT will modify its products and service to keep pace with demographic changes and best practices of the industry.

The FTA Section 5310 Program is among seven federal grant programs administered by DRPT. The Section 5310 Program was authorized under the Moving Ahead for Progress in the 21 Century Act (MAP-21) enacted in July 2012 (49 U.S.C. 5310). MAP-21 established a modified FTA Section 5310 Program that consolidates the previous New Freedom and Elderly and Disabled Programs. The purpose of the Section 5310 Program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Under MAP-21, not less than 55 percent of Section 5310 funds must be available for traditional Section 5310 projects. In addition, 60% of funds are apportioned to large urban areas, 20% to small urban areas and 20% to rural areas. These new provisions may make maintaining and expanding human service transportation options in rural and small urban areas challenging while providing opportunities for significant growth in large urban areas.

Factors Impacting

The number of agencies that coordinate transportation services and take advantage of FTA and DRPT programs continues to increase with the update of state and local coordination plans updated by DRPT in 2018 and 2019. Over 60 human service transportation programs are currently funded by DRPT. Virginia's increasing and aging population will have greater mobility needs and create high demand for human service transportation services and DRPT financial assistance. By 2030, nearly 20% of our population will be age 65 and older, up nearly 6% from 2015 and indicative of the growing demand for human service transportation options in Virginia.

Financial Overview

This service area is supported by federal, state, and local transportation funds. The federal funds are provided by the FTA and are apportioned annually to DRPT. The state funds are provided from the Commonwealth Mass Transit Fund and also are appropriated annually to DRPT. The local funds are provided by the operators and represent the local matching funds utilized to acquire vehicles. These local revenues are appropriated to DRPT on an annual basis.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	9,862,302	0	9,862,302
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**

Rail Industrial Access [61001]

Description of this Program / Service Area

This service area implements the Rail Industrial Access Program. This program serves as an economic development tool for the Commonwealth and local governments to attract and retain industry and jobs. It encourages the development of industry through utilization of an alternative transportation network, which reduces reliance on truck travel and promotes the continued viability of the Commonwealth's freight railroad network.

Mission Alignment

This service area directly aligns with the Department of Rail and Public Transportation's (DRPT) mission by promoting the movements of goods to and from Virginia's industries. The program is an economic development tool for localities as well as the railroads. It offers a safe, dependable, and reliable transportation choice for businesses and helps reduce truck traffic, which improves mobility for the general public. Program policy and procedures require an endorsing resolution from the local governing body in accordance with local land use options.

Products and Services

Description of Major Products and Services

Project Development and Grants: DRPT provides technical assistance to railroads, the Virginia Economic Development Partnership, localities, and applicants to educate them on the Grant program policies and procedures as well as develop eligible applications. DRPT staff provides technical assistance from sharing information to actual input on solutions to complex infrastructural and operational issues. Staff frequently correspond with applicants and make pre-application site visits.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Fund for construction of industrial access railroad tracks	Code of Virginia §33.2-1600		Required	0	700,000

Anticipated Changes

Railroads work with local governments to encourage appropriate land use along railroads for industry and businesses. This will increase requests for Rail Industrial Access funding and technical assistance.

Factors Impacting

The Rail Industrial Access program is an economic development tool which provides an incentive to industries to utilize rail transportation. Grants support existing/expanding industries as well as incentives for industries looking to locate in the Commonwealth. New rail spurs resulting from this program feed railroad network, supporting jobs and reducing truck traffic. The level of competition is very high between states and other countries to attract and retain business and industry as Virginia positions itself as a key stakeholder in the global marketplace. Virginia's railroads continue to keep pace with this shift to a global economy due to programs such as the Rail Industrial Access fund, which encourages new industries in the Commonwealth to locate along and use railroads.

Financial Overview

The rail industrial access program is currently funded in the Appropriations Act with Highway Construction funds and local and/or private matching funds. This program has been a partner in creating and expanding industrial rail services in Virginia since the late 1980s. The Virginia General Assembly codified the Rail Industrial Access Fund as § 33.2-1600.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	3,000,000	0	3,000,000
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title	File Type
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Rail Preservation Programs [61002]

Description of this Program / Service Area

This service area implements the Rail Preservation Program. This program provides funding for the preservation and continuation of existing rail service to increase productivity, safety, and efficiency of shortline railway transportation logistics in Virginia. Projects funded by the Rail Preservation Program provide a transportation alternative to business and industry in areas of the Commonwealth that may not have this opportunity otherwise. This program has become a key component of the Governor's initiative to attract and maintain business in the Commonwealth.

Mission Alignment

This service area directly aligns with the Department of Rail and Public Transportation's (DRPT) mission by preserving rail service on shortline railroads. These railroads offer a safe, dependable, and reliable transportation choice for businesses. It also aids in reducing truck traffic, which improves mobility for the general public.

Products and Services

Description of Major Products and Services

Project Development and Grants: Provide technical assistance to shortline railroads by working to maximize the greatest infrastructural output with limited capital resources.

Grant development involves participating or conducting feasibility strategy sessions with prospective shortline business ventures and main line railroad companies, local and state economic development as well as agencies or departments that may assist in the strategic plan leading to the preservation and development of shortline rail service in the Commonwealth. Provide grant assistance to shortline railroads to defray the costs of capital infrastructural projects that assist in the preservation of rail service to areas of the Commonwealth that otherwise would not have this service. While the grant process is underway, DRPT staff provides technical assistance from sharing information to actual input on solutions to complex infrastructural and operational issues. DRPT frequently meets with local businesses and local governments along the shortline railroads to assist in understanding the benefits of the program for both rail safety and economic development opportunities.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Shortline Railway Preservation and Development Fund	Code of Virginia §33.2-1602		Required	0	7,200,000

Anticipated Changes

Prospective and grant requests are expected to increase due to increased need for mobility and accessibility from local, regional, and global markets, coupled with limited funding for traditional transportation improvements and a need to ship by rail. This will increase requests for Rail Preservation funding and technical assistance.

Factors Impacting

Deferred maintenance on infrastructure and the industry-wide increase of railcar axle loadings have stressed shortline railroads into a repair-and-upgrade or go-out-of-business situation. Many rail preservation grantees have expressed that if it were not for the Rail Preservation Program assistance, they would not be in business today. In 2019 Virginia shortlines operate 451 miles of track in Virginia. There are many development opportunities for industries that require low-density freight rail services provided by shortline railroads.

The level of competition is very high between states and other countries to attract and retain business and industry as Virginia positions itself as a key stakeholder in the global marketplace. Virginia's shortline railroads continue to keep pace with this shift to a global economy. The Virginia International Gateway Terminal development was constructed on a shortline railroad. This development is the single largest private investment in Virginia history and, in part, chose Virginia for its dual (CSX Transportation & Norfolk Southern) rail access opportunities offered by a shortline railroad.

Financial Overview

The rail preservation program is currently funded in the Appropriations Act with Highway Construction funds, Capital Projects Revenue Bonds, and local and/or private matching funds. Although this program has been a partner in creating and continuing shortline rail services in Virginia since the early 1990s, the Virginia General Assembly, in its 2005 session, realized the importance of this program and codified the Shortline Railway Preservation and Development Fund. The code section is §33.2-1602.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	14,583,520	0	14,583,520
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**

Passenger and Freight Rail Financial Assistance Programs [61003]

Description of this Program / Service Area

This service area provides for the planning and implementation of passenger and freight rail projects in the Commonwealth. This includes projects that are funded through the Rail Enhancement Fund, the Intercity Passenger Rail Operating and Capital Fund (IPROC), and other state and federal funding programs that may become available.

Mission Alignment

This service area directly aligns with the Department of Rail and Public Transportation's mission by funding capital and operating projects that improve freight and passenger rail services for businesses and the public. These services are in high demand as a transportation choice and improve the mobility of people and goods throughout the Commonwealth and the country.

Products and Services

Description of Major Products and Services

Implement Freight and Passenger Rail Projects under Rail Enhancement Program: Review and recommend applications for funding. Negotiate agreements for additional capacity and passenger rail services as directed by the Governor and General Assembly. Oversee construction to ensure that work is being completed to specification and is on time and on budget.

Implement Freight and Passenger Rail Projects under the IPROC Program: Complete all studies necessary for project, including environmental reviews. Review and approve plans and designs for state funded passenger rail improvement projects. Oversee construction to ensure that work is being completed to specification and is on time and on budget.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Rail Enhancement Fund	Code of Virginia §33.2-1601		Required	0	19,700,000
Intercity Passenger Rail Operating and Capital Fund	Code of Virginia §33.2-1603			0	54,200,000

Anticipated Changes

The demand for rail service is anticipated to increase as the public and political focus on the provision of public mobility and connectivity through rail and public transportation services increases, and study requirements are placed upon DRPT by the Governor and/or the legislature.

DRPT rail services and products are anticipated to increase as local and regional rail and public transportation organizations seek to develop freight and passenger rail services to provide alternative modes of transportation, particularly in those areas where the existing transportation network is at or exceeds its capacity level. As the implementation of the Atlantic Gateway program takes shape, DRPT rail services will see a greater demand for technical assistance and project management for passenger rail improvements.

Factors Impacting

Customer rail assistance requests are expected to increase due to increased need for mobility and accessibility from local and regional constituents, coupled with limited funding for traditional transportation improvements. The availability of funding through the Rail Enhancement Program will increase requests for technical assistance in project development.

Increased public and political advocacy of new and expanded rail and public transportation services in Virginia has generated the need for additional data collection and analysis, to develop detailed long range plans and action plans for implementation. Creation of a new federal capital program for passenger rail service could occur incrementally over time. Long-term, this could significantly expand the role of DRPT in developing and implementing rail projects.

The continued existence of the national passenger network provided by Amtrak is threatened by federal proposals to reduce or eliminate funding. There is currently no national policy to support passenger and freight rail service. With the establishment of the Federal Railroad Administration HSIPR program in November 2008, there is now a federal program for the development of the nation's high speed rail corridors. However, there has not been additional federal funding. Under the Passenger Rail Improvement and Investment Act (PRIIA), a major cut in federal funding has redirected Amtrak to look for state funding to continue regional passenger rail service. DRPT has expressed and continues to maintain that Amtrak is a national passenger rail transportation service and must continue to be fully supported by the federal government. DRPT will continue to work with Amtrak to identify enhancements to services provided to Virginia. Further impact to Virginia's regional train service occurred when Section 209 of the Passenger Rail Improvement and Investment Act (PRIIA) of 2008 were enacted requiring states to begin supporting Amtrak regional service in 2013.

The General Assembly created the IPROC fund in its 2011 session. Chapter 2 of the *2012 Acts of Assembly* provided \$28.7 million of the FY 2011 General Fund surplus for the operating and capital needs of Virginia intercity passenger rail services. Virginia began supporting the four

regional Amtrak trains operating today as well as the two state-supported Amtrak Virginia services. At the time, a total of six regional Amtrak trains would cease operations if Virginia was unable to identify a revenue source for this funding. With passage of HB 2313 in 2013, Virginia became the first state in the nation to identify a dedicated source of funding to support intercity passenger rail services. Beginning in FY 2014, \$44.3 million of general sales and use tax revenues have been dedicated to the IPROC. That number has grown to approximately \$54 million in FY 2020.

Service from Lynchburg into the Northeast Corridor began in October 2009, and service from Richmond into the Northeast Corridor began in July 2010. An extension of that service to Norfolk began in December 2012, and the patronage for the service extension has far exceeded expectations. In 2017, DRPT extended the Lynchburg service to Roanoke, and in March 2019 DRPT extended one of the two Richmond services to Norfolk, creating a second daily Norfolk train service. In conjunction with the second train service to Norfolk, DRPT modified the arrival and departure times for the two daily Newport News services to allow for maximum benefit across the Hampton Roads region. A third daily service originating in Norfolk (an extension of current Richmond service) is anticipated to begin service in 2022.

Lack of future rail and public transportation right-of-way preservation and set-asides will reduce or prohibit new or expanded services. HB1828 of the 2013 *Acts of Assembly* gave DRPT the authority to acquire and hold title to the land necessary to construct railway lines in order to reduce traffic congestion on highways and to shift traffic to rail transportation.

Lack of increased sustained funding for long- and short-range planning data collection, analyses, and updates will reduce or prohibit exploration of new or expanded rail and public transportation services, technologies, and practices.

Over the next decade, The Long Bridge project is the highest priority for passenger rail service in the Commonwealth. The Long Bridge is a two track bridge over the Potomac River between Arlington and Washington, D.C., owned and operated by CSX. The DRPT FY2020-2025 Six Year Improvement Program allocated approximately \$241 million in state, local, and private money over the six years for this project and related statewide improvements. This bridge is currently at 98 percent capacity during peak hours with all freight, Amtrak, and Virginia Railway Express commuter rail traffic between Virginia and the northeast crossing in each direction. Seventy-six trains cross Long Bridge daily (34 VRE, 24 Amtrak, and 18 CSX) with an anticipated increase to 192 total daily trains by 2040. Estimated costs of a new two track bridge upstream are anticipated to be \$1.3B to \$1.6B dollars. It is difficult for DRPT to expand passenger service in the Commonwealth until the Long Bridge is expanded.

In 2016, the Federal Government proposed to award the Commonwealth of Virginia a \$165 million grant for the state's \$1.4 billion transportation enhancement program known as Atlantic Gateway. \$45 million of this grant will be directed to DRPT for the purpose of enhancing physical rail capacity along the CSX-owned corridor in Northern Virginia that will provide statewide passenger, commuter, and freight rail benefits.

DRPT continues to study the feasibility of higher-speed passenger rail service between Richmond and Washington, DC. Known as DC2RVA, this Federally-mandated NEPA study produced a draft environmental impact statement in late 2017 and expects a final environmental impact statement in August of 2019. The final environmental impact statement will clarify the Federal Railroad Administration's expectations for higher speed rail service along this 123-mile corridor and make it eligible for future federal and state investments in rail service.

DRPT continues to make capital improvements along the I-95 corridor to enhance passenger and freight capacity and rail service throughout Virginia. The Acca Yard project in Richmond was completed in early 2019, and the Arkendale project is anticipated to be completed in 2021.

DRPT has an on-going role which includes funding operations, capital improvements, and oversight of both Class 1 Railroads' extension of passenger facilities in coordination with Amtrak under the new Intercity Passenger Rail Operating and Capital (IPROC) fund.

Financial Overview

This service area is supported by federal and state transportation funds and local and/or private matching funds. The federal funds are provided to Amtrak and/or DRPT by the Federal Railroad Administration. The Rail Enhancement Fund was established in 2005, and the current Code of Virginia section is § 33.2-1601. The fund provides dedicated state funding for acquiring, leasing, and/or improving railways or railroad equipment, rolling stock, rights of way, or facilities for freight and/or passenger rail transportation purposes whenever the Commonwealth Transportation Board determines that it is for the good of a region of the Commonwealth or the Commonwealth as a whole. The Rail Enhancement Fund receives 2% of the total vehicle rental cost; the total tax is 10% of the total vehicle rental cost. Such projects shall include a minimum of 30 percent cash or in-kind matching contribution from a private source, which may include a railroad, a regional authority, a local government source, federal funds for freight rail projects, or a combination of sources. In addition, state funds are provided to freight and passenger rail operators in accordance with VTA 2000 Appropriations and Capital Projects Revenue Bonds under 33.2-365. Code of Virginia § 33.2-1603 established the Intercity Passenger Rail Operating and Capital Fund in 2011. Chapter 766 of the 2013 Acts of Assembly (HB 2313) dedicated 40% of the 0.125% increase in the general sales and use tax to the Intercity Passenger Rail Operating and Capital (IPROC) fund, which amounts to approximately \$56.2 million for FY 2020. Thanks to the provision of dedicated revenues, all Amtrak regional service originating in Virginia will continue to operate.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	109,904,849	0	109,904,849
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**

Service Area Plan

Transportation System Development, Construction, and Program Management [61301]

Description of this Program / Service Area

Program no longer used.

Mission Alignment

Products and Services

Description of Major Products and Services

Anticipated Changes

Factors Impacting

Financial Overview

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	0	0	0
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**

Administrative and Support Services [699]

Description of this Program / Service Area

See Program 69901

Mission Alignment

Products and Services

Description of Major Products and Services

Anticipated Changes

Factors Impacting

Financial Overview

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	13,351,725	0	13,858,964
Changes to Initial Appropriation	0	0	0	2,248,000

Supporting Documents

Title **File Type**

General Management and Direction [69901]

Description of this Program / Service Area

This service area provides the human resources and the administrative support functions for DRPT to effectively manage and direct its other service areas.

Mission Alignment

This service area aligns with DRPT’s mission to improve mobility and expand transportation choices in the Commonwealth. The employees of DRPT administer numerous complex programs which require significant knowledge, training, and skills to affect the desired results. The operational employees require high-quality administrative support in order to successfully meet the goals and objectives of the agency.

Products and Services

Description of Major Products and Services

Financial management services for DRPT are provided to internal and external customers. This service safeguards the agency’s resources and manages its assets to maximize the funding available for DRPT’s grant programs. This includes providing financial information to assist the operational grant managers in their job performance as well as payroll and travel reimbursement processing for all DRPT employees. Grantees are provided timely processing of their grant drawdown requests.

Human resource management services are provided to all DRPT managers and employees. This encompasses assistance with employee hiring, evaluation, and training. Additionally, employees are educated regarding the numerous benefits available to them.

Information technology hardware and software as well as maintenance and development services are provided to all DRPT employees. An internet site is maintained for the general public which provides a heavily frequented service locator along with information on DRPT services and projects. A separate internet site is maintained to provide for On-Line Grant Applications from our customers.

Procurement services are provided to acquire the goods and services needed by agency employees to perform their duties and responsibilities. Procurement services are also provided to acquire vehicles for the Human Services Transportation Program as well as vehicles for the Public Transportation Program.

Records management services are provided to retain key documents in accordance with state and federal requirements.

Facilities and fleet management services are provided to ensure that facilities are available and in good condition for DRPT employees and that vehicles are available to meet their travel requirements.

Communication services are provided for internal and external communications activities, including the agency’s public image, visual identity, internal communications, crisis communications, media and public relations, issues management and monitoring, multimedia/website communications and stakeholder relations.

Security monitoring services are provided to keep the Governor, state agencies, customers and stakeholders informed on security threats and incidents related to rail and public transportation. DRPT customers receive assistance in finding funding for security measures and technical assistance. A Continuity of Operations Plan (COOP) is maintained and updated regularly for DRPT facilities.

Policy analysis services are provided for DRPT management and staff to evaluate the trends of DRPT grant programs and identify any issues requiring development of or modification to DRPT policies and procedures.

Project and program management services are provided for all of the other DRPT service areas. DRPT manages projects and programs directly (such as higher speed rail projects and the Dulles Corridor Metrorail Project) and administers 22 state and federal grant programs. DRPT grant managers provide grantees (public transportation systems, commuter assistance agencies, human service transportation agencies, railroads and business and industry) with project management services, technical assistance, and expert advice. Grant managers also review and recommend applications for funding and approve all eligible expenses.

Performance management services are provided to measure the performance of DRPT programs, including the development of performance targets and measures, methodology, data validation programs, performance monitoring and performance reporting. Reports include historical, national average and other comparisons to evaluate program performance.

Products / Services					
Product / Service	Statutory Authority	Regulatory Authority	Required Or Discretionary	GF	NGF
Funds for the Administration of Department of Rail and Public Transportation	Code of Virginia §33.2-1604		Required	0	14,500,000

Anticipated Changes

An external audit function has been established to help ensure that DRPT grant dollars are efficiently utilized. This function plans, coordinates, and performs site audits of DRPT grantees. The position works with consultants in the performance stage of these audits. The goal is to visit each grantee at least once every three years. This new function is helping DRPT to establish sound financial procedures for managing grants and the funds related to grants.

DRPT's IT applications have been integrated to allow the grant application system to communicate with the internal financial system. This interoperability led to the development of a web interface for our customers to obtain up-to-date information throughout the life cycle of the grants process.

Factors Impacting

DRPT has maintained its combined administrative support and payroll costs for its public transportation and rail division employees below 3% of the agency budget. Maintaining such a small administrative overhead and payroll cost places a significant burden on employees as service output increases across all divisions of the agency. The timing of adding additional staff is a challenging endeavor. DRPT is continuing to maintain its exceptionally low payroll and administrative costs in FY 2015, as a further indication that the agency has done an exceptional job of growing service ahead of staff growth.

Financial Overview

This service area was supported by the Highway Maintenance and Operating fund in prior years. Under HB 2313, it was determined that DRPT's program funds can cover the cost of project development, project administration, and project compliance. As a result, the Commonwealth Transportation Board (CTB) may approve up to 3.5% per year of the Mass Transit Trust Fund, the Rail Enhancement Fund, and the Rail Preservation Fund (§ 33.2-1604) to support these efforts. Additionally, starting in FY 2018, Appropriation Act language allows the CTB to allocate up to 5% of the Intercity Passenger Rail Operating and Capital Fund towards these efforts.

Biennial Budget

	2019 General Fund	2019 Nongeneral Fund	2020 General Fund	2020 Nongeneral Fund
Initial Appropriation for the Biennium	0	16,409,091	0	16,409,091
Changes to Initial Appropriation	0	0	0	0

Supporting Documents

Title **File Type**