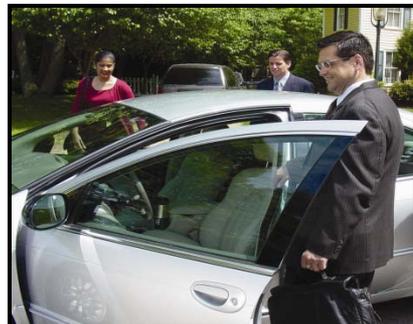
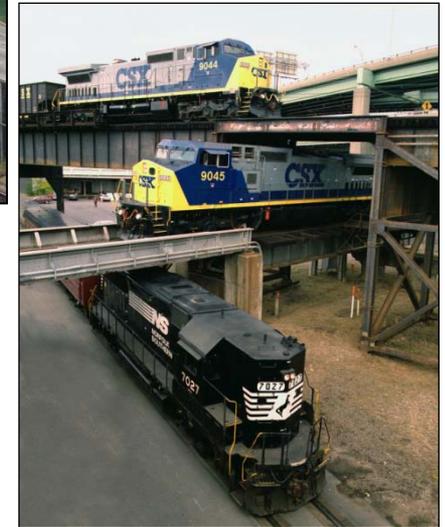


VDOT and DRPT MPO and PDC Winter Meeting

Amy Inman
Planning & Mobility Programs Administrator
Virginia Department of Rail and Public Transportation

DRPT Customers



Grant Programs

State Programs

- Operating Assistance
- Capital Assistance
- Demonstration
- Technical Assistance
- Public Transportation Intern
- TDM /Commuter Assistance
- Transportation Efficiency Improvement Funds (TEIF)
- Senior Transportation Program
- Telework!VA
- Rail Preservation
- Rail Industrial Access
- Rail Enhancement
- Intercity Passenger Rail Operating and Capital Fund (IPROC)

Federal Transit Administration Programs

- Sec. 5303 MPO Planning**
 - Application Deadline – May 1, 2014
- Sec. 5304 Statewide Planning
- Sec. 5307 Urban Transit Formula Assistance
- Sec. 5309 Capital
- Sec. 5310 Elderly & Disabled
- Sec. 5311 Rural Transit Formula Grants
- Sec. 5316 Job Access/Reverse Commute
- Sec. 5317 New Freedom

DRPT Planning Studies

- ❑ Statewide Rail Plan
- ❑ Statewide Transit & Transportation Demand Management (TDM) Plan
- ❑ Super NoVa Transit & Transportation Demand Management Action Plan
- ❑ Route 1 Multimodal Alternatives Analysis
- ❑ Southeast High Speed Rail ~ Richmond Area to Potomac Tier II EIS
- ❑ Southeast High Speed Rail ~ Richmond to Raleigh Tier II FEIS
- ❑ Southeast High Speed Rail ~ Richmond to Hampton Roads Rail Improvements
- ❑ Broad Street Corridor Alternatives Analysis & Environmental Assessment
- ❑ Station Area Planning ~ Newport News, Roanoke, Petersburg
- ❑ Dulles & I-95 Megaprojects Transportation Management Plan
- ❑ Multimodal System Design Guidelines
- ❑ Legislative Efforts:
 - SB 1140 ~ Transit Service Delivery Advisory Committee (TSDAC)
 - Performance-Based Operating Assistance Allocation Implementation Plan
 - Tiered Capital Allocation
 - Making an Impact Report

Benefits of Investing in Public Transportation

Single Occupancy Vehicle



Single Occupancy Vehicle



Public Transportation



Pedestrian Facilities



- ❑ Maximize the capacity of the existing rights-of-way
- ❑ 198M Passenger Trips Statewide
- ❑ 120M Metro Rail & Bus Trips
- ❑ \$4 return on every \$1 invested in public transportation
- ❑ Economic competitiveness
- ❑ Mobility options
- ❑ Mobility freedom
- ❑ Baby Boomers (1946 – 1965)
- ❑ Millennials (1982 – 2001)
- ❑ Access to jobs
- ❑ Liveability
- ❑ Quality of life
- ❑ Health

BROAD STREET

RAPID TRANSIT STUDY

Benefits of Public Transportation

Route Length: 7.6 Miles (Willow Lawn to Rocketts Landing)
Dedicated Bus Lanes: Thompson to Adams (Median) 4th to 14th Travel **Speeds:** 8.0 MPH Local Bus (No Build); 13.2 MPH BRT
Local Bus Improvements: Curb Lane and Consolidated Stops Downtown
Ridership: Over 5,000 daily boardings, Approx. 1,600 added
Service:

- 5 Minute Peak Period Service
- New BRT Vehicles
- 14 Stations and Park & Ride
- Branding and Off-Board Fare Collection



Summary of Broad Street BRT Economic Impacts

	City of Richmond	Henrico County	2-Locality Region [1]
One-time Impact from Initial Investment (2013-2014) [2]			
Spending	\$43,600,000	\$3,300,000	\$51,200,000
Employment	441	23	507
Annual Impact of GRTC Expanded Operation [3]			
Spending	\$9,100,000	\$1,100,000	\$10,200,000
Employment	22	1	23
Annual User Benefit (Region) [4]	NA	NA	\$3,100,000
Estimated Percent Change in Property Values	11.4%	12.6%	NA
Average Annual Real Estate Tax Revenue Impacts [5]	\$4,250,000	\$330,000	NA

[1] The 2-locality regional impact is larger than the sum of the individual locality - impacts

[2] Includes direct, indirect and induced impacts (2015 dollars)

[3] Includes direct, indirect and induced impacts (2015 dollars)

[4] Measures the regional impacts (2015 dollars)

[5] Average is based 20-year projections for Conservative Scenario. Figures implicitly include inflation

Economic Development

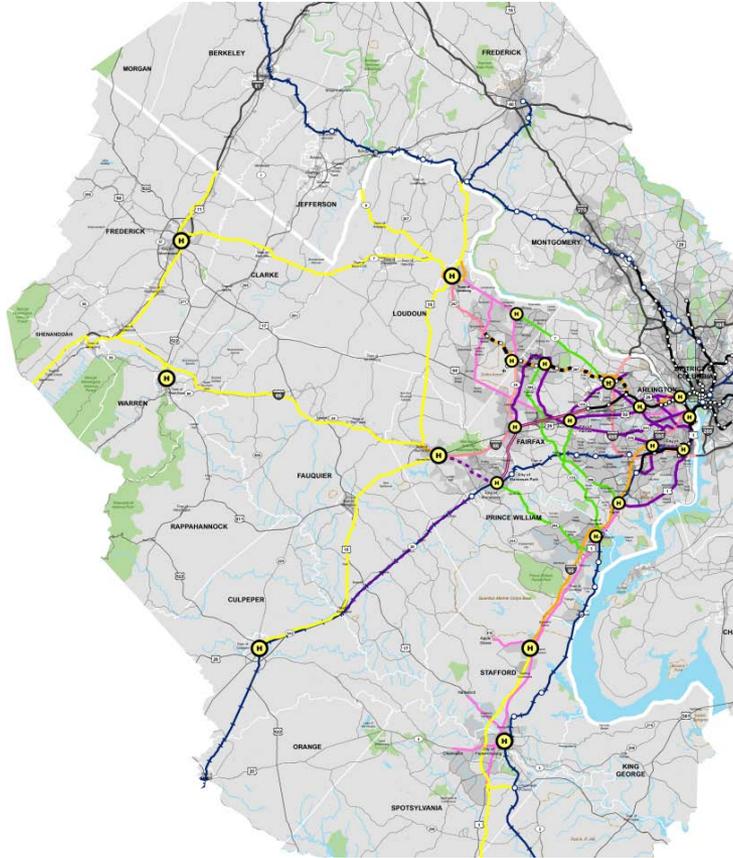
- **Economic impact:** \$4.3 billion in investment
- **Notable investments:** technology firms, residential townhomes, senior housing
- **Contributing factors:**
 - ▣ Transit-oriented zoning
 - ▣ Streetscape improvements *
 - ▣ Tax abatements, credits and incentives
 - ▣ Housing Assistance

*Accounted for \$150 million of the \$200 million project

Super NoVa

Transit & TDM Action Plan

- Growth from 6 million to more than 8 million people in 30 years
- Long commutes and significant congestion
- Transit capacity challenges



VISION

- Safe, strategic, and seamless mobility options for rail, transit, and TDM in greater Northern Virginia region

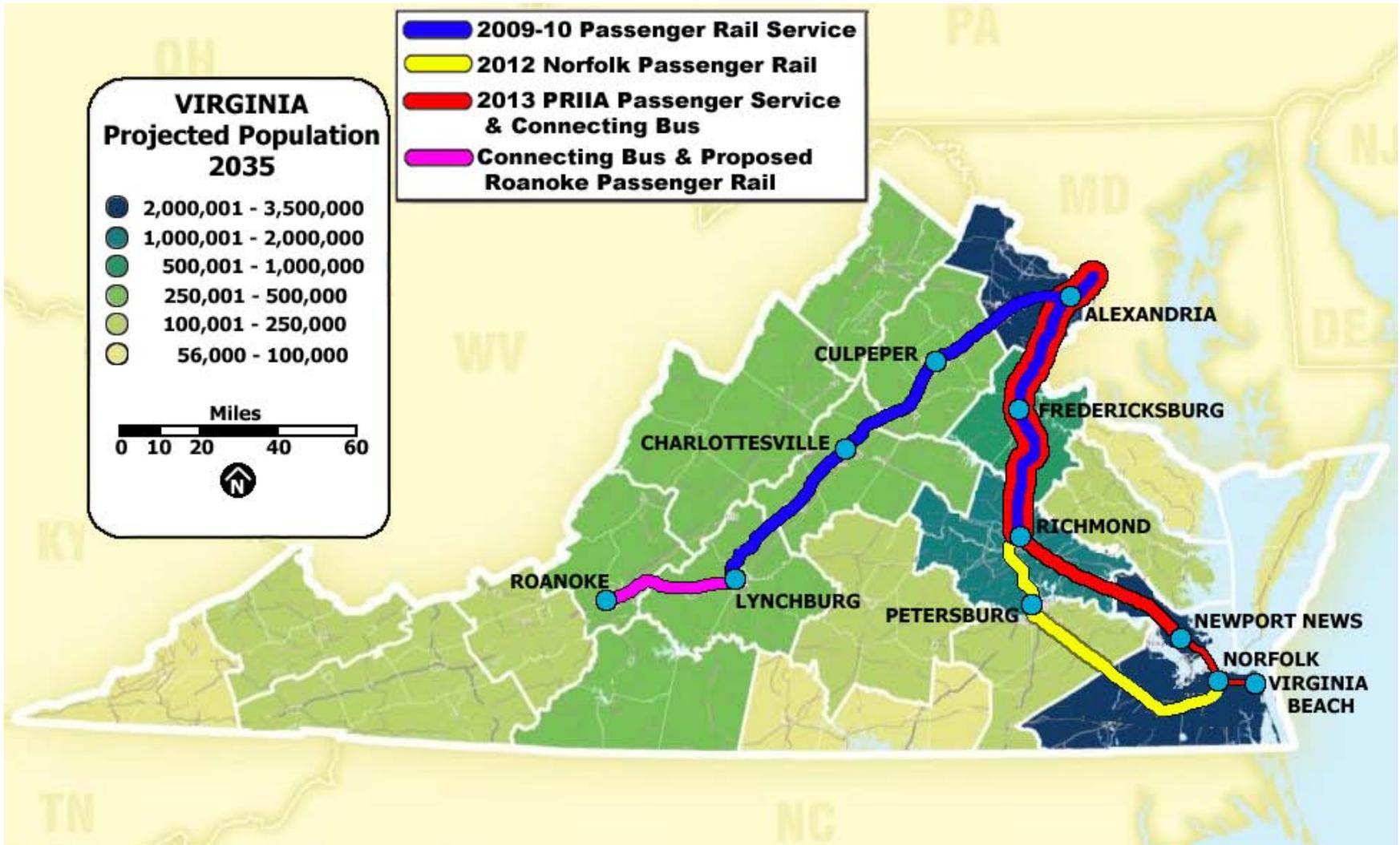
MISSION

- Visioning mobility beyond boundaries

GOALS

- Increase mobility and transportation choice through strategic investments in transit and TDM
- Efficiently use transportation infrastructure to meet current and future transportation needs
- Integrate transportation and land use planning and policy
- Support sustained economic growth and prosperity

Virginia Regional Amtrak Passenger Service Projected Population Areas



State Sponsored Conventional Speed Train Service



Lynchburg Service 2009



Richmond Service 2010



Norfolk Service 2012

AMTRAK
VIRGINIA SM



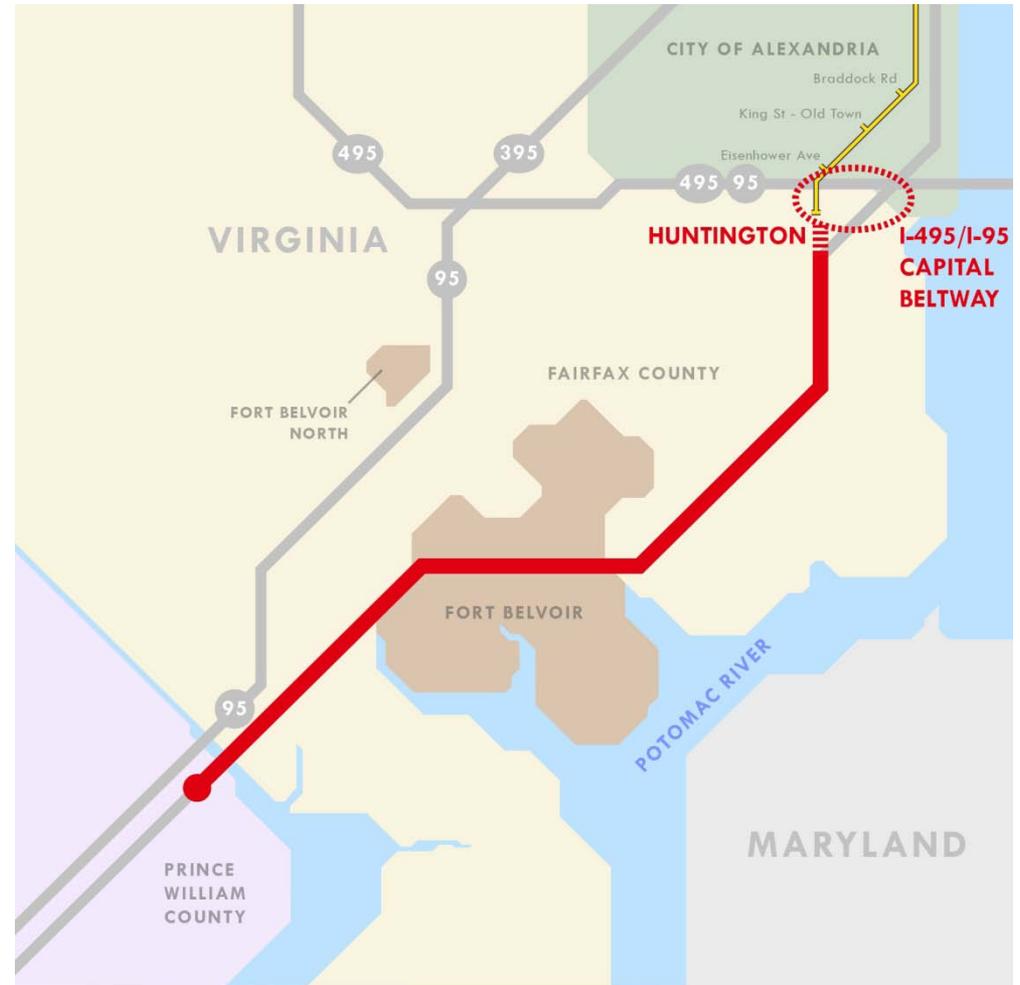
**Next Stop
Roanoke!**



Route 1 Multimodal Alternatives Analysis:

Study Area

- 16- mile section of Route 1
- Extends from I-95/I-495 Beltway area, through Fairfax County, to Route 123 at Woodbridge in Prince William County
- Rapid Transit Modes:
 - Bus Rapid Transit
 - Light Rail Transit
 - Metro Rail Extension



MULTIMODAL SYSTEM

Design Guidelines



VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

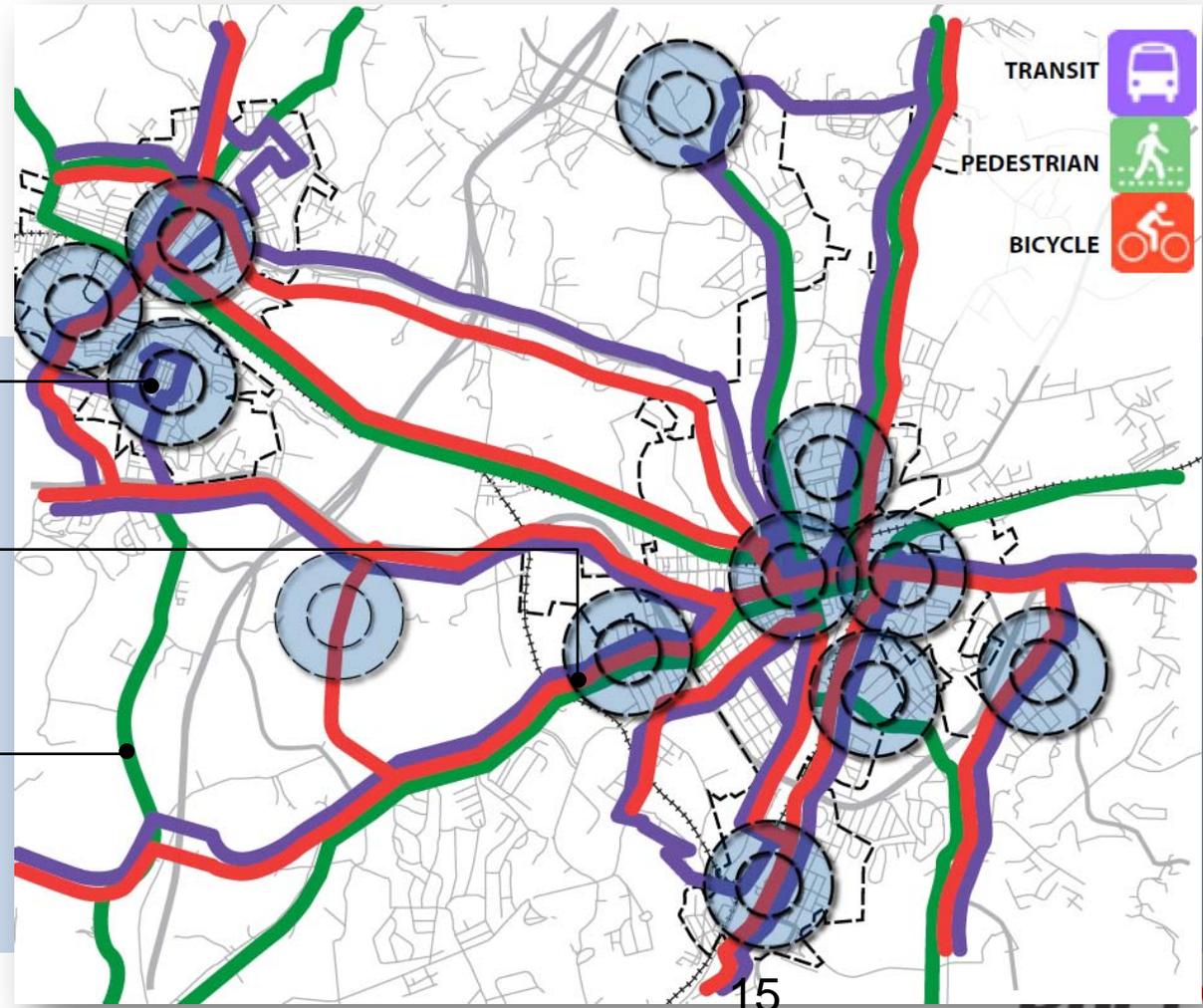
- Common language to describe multimodal planning in Virginia
- Unified set of “best practices” for multimodal design, TDM & transit-supportive design
- A statewide resource for planners, transit professionals, officials and the public
- Guidelines allow VDOT and DRPT to have more unified approach to Multimodal Planning
- **Adoption into Road Design Manual January 2014!!**

Chapter 2: Multimodal System Plans

Example of a Multimodal System Plan

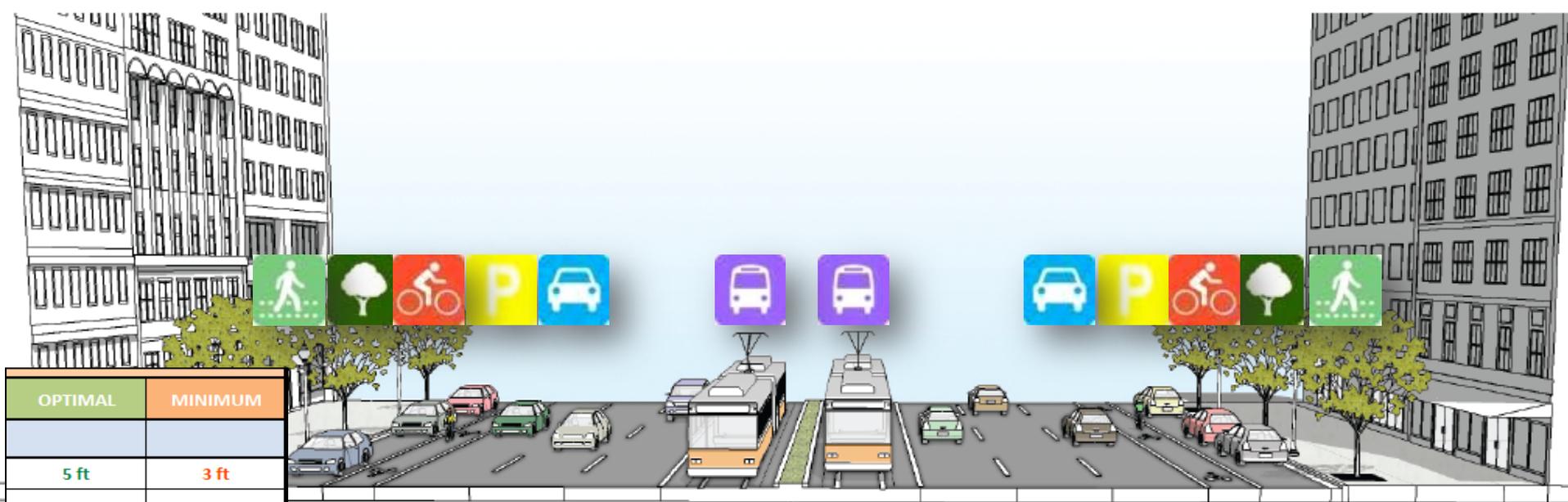
Multimodal Centers

Multimodal Corridors



UNDERSTANDING MODAL EMPHASIS

The "Prototype" corridor cross sections optimize the Elements for each mode



T-6 Transit Boulevard

OPTIMAL	MINIMUM
5 ft	3 ft
rear	rear
front	front
10 ft	6 ft
8.5 ft	4.5 ft

The "Optimum" standard is used for each Corridor Element from the Corridor Matrix

DEVELOPING OVER TIME



Thank you!!!

Questions??



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