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Commonwealth and VRE Partnership

NVTA Authority Meeting – October 10, 2019

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Department of Rail and Public Transportation



Overview

The Commonwealth provides funding support to VRE through several programs:

- Statewide Rail Programs
 - Rail Enhancement Fund (REF)
 - Intercity Passenger Rail Operating & Capital Fund (IPROC)
- Statewide Transit Programs
 - Mass Transit Capital Funds
 - Mass Transit Operating Funds
- SMARTSCALE
- Toll Concessionaire Payments
- Discretionary Federal Funds Distributed by DRPT
 - Congestion Mitigation / Air Quality (CMAQ)
 - Surface Transportation Program (STP)

**VRE Moves the
Equivalent of
One Lane of
Traffic Off I-95 /
I-395 and I-66
Each Day**



Examples of State Support for VRE

SMARTSCALE: \$92.6M

- Crossroads Service Yard Expansion
- Station Improvements for
 - Brooke & Leeland Road
 - Quantico
 - Alexandria



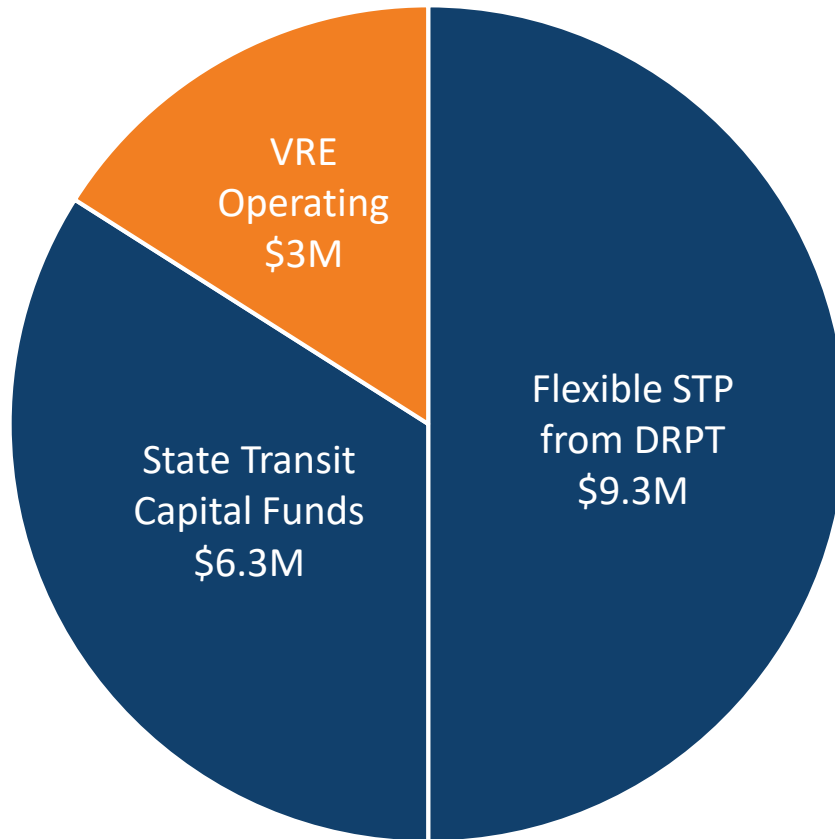
I-66 Outside the Beltway Toll Concession Payment: \$128.5M

- Broad Run Station Maintenance & Storage Facility Expansion
- Expanded platforms at Manassas Station
- Manassas Parking Garage
- Real-Time Traveler Information
- New Rail Cars



Example of State Support for VRE

Track Access Lease Funding (FY 2020): \$18.5M



■ Flexible STP from DRPT 50% ■ State Transit Capital Funds 34% ■ VRE 16%



\$8.5M



\$6.6M

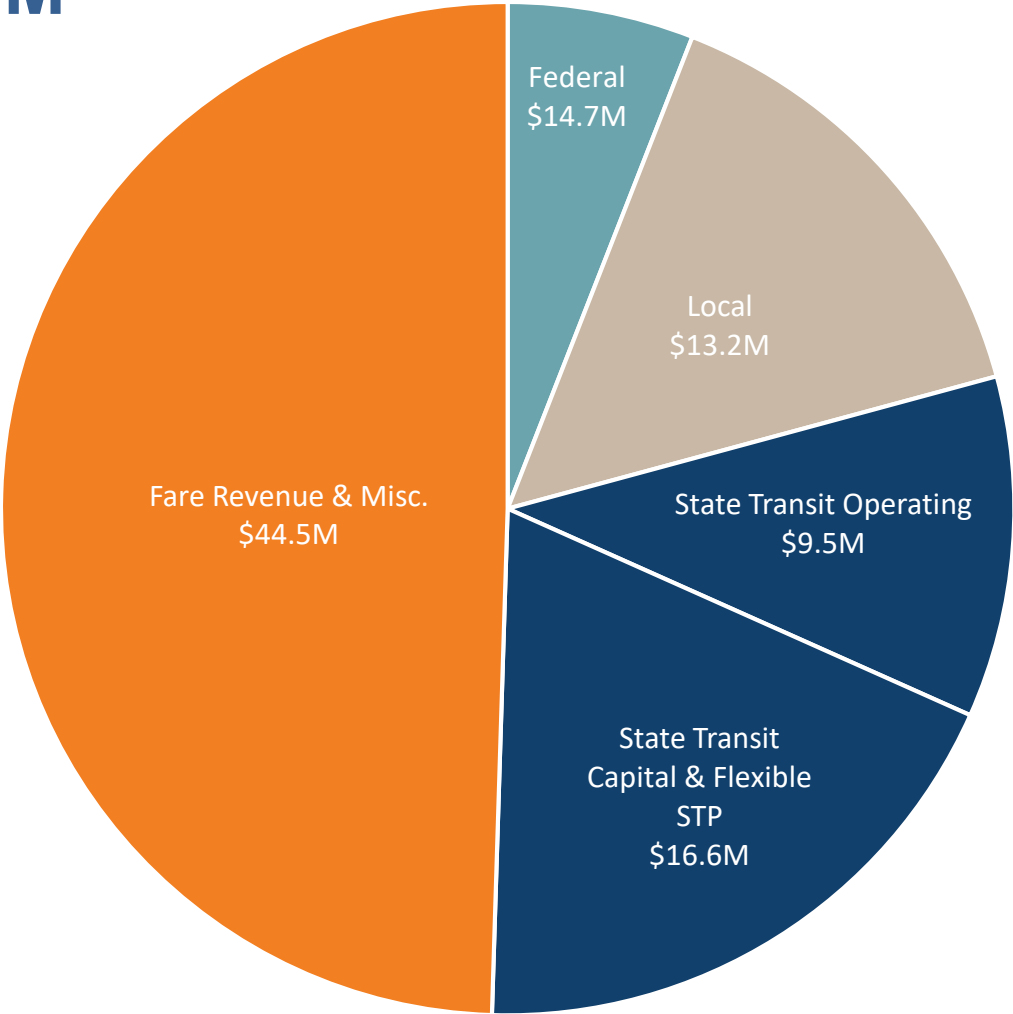


\$3.4M

Source: VRE FY 2020 Budget

VRE FY 2020 Sources of Operating Funds

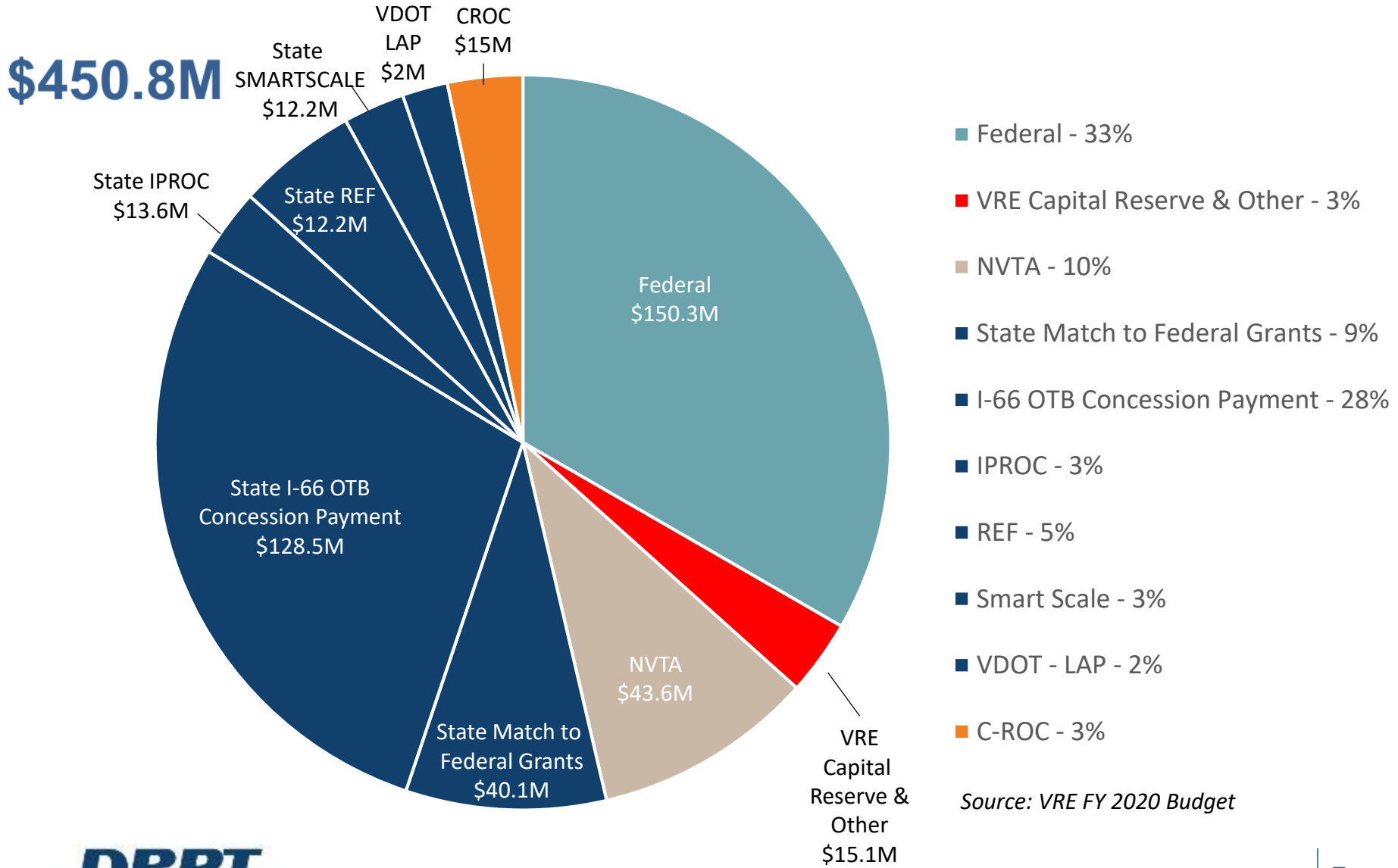
\$89.2M



- Federal - 6%
- Local - 15%
- State Operating - 11%
- State Capital & State STP - 19%
- Fare Revenue & Misc. - 50%

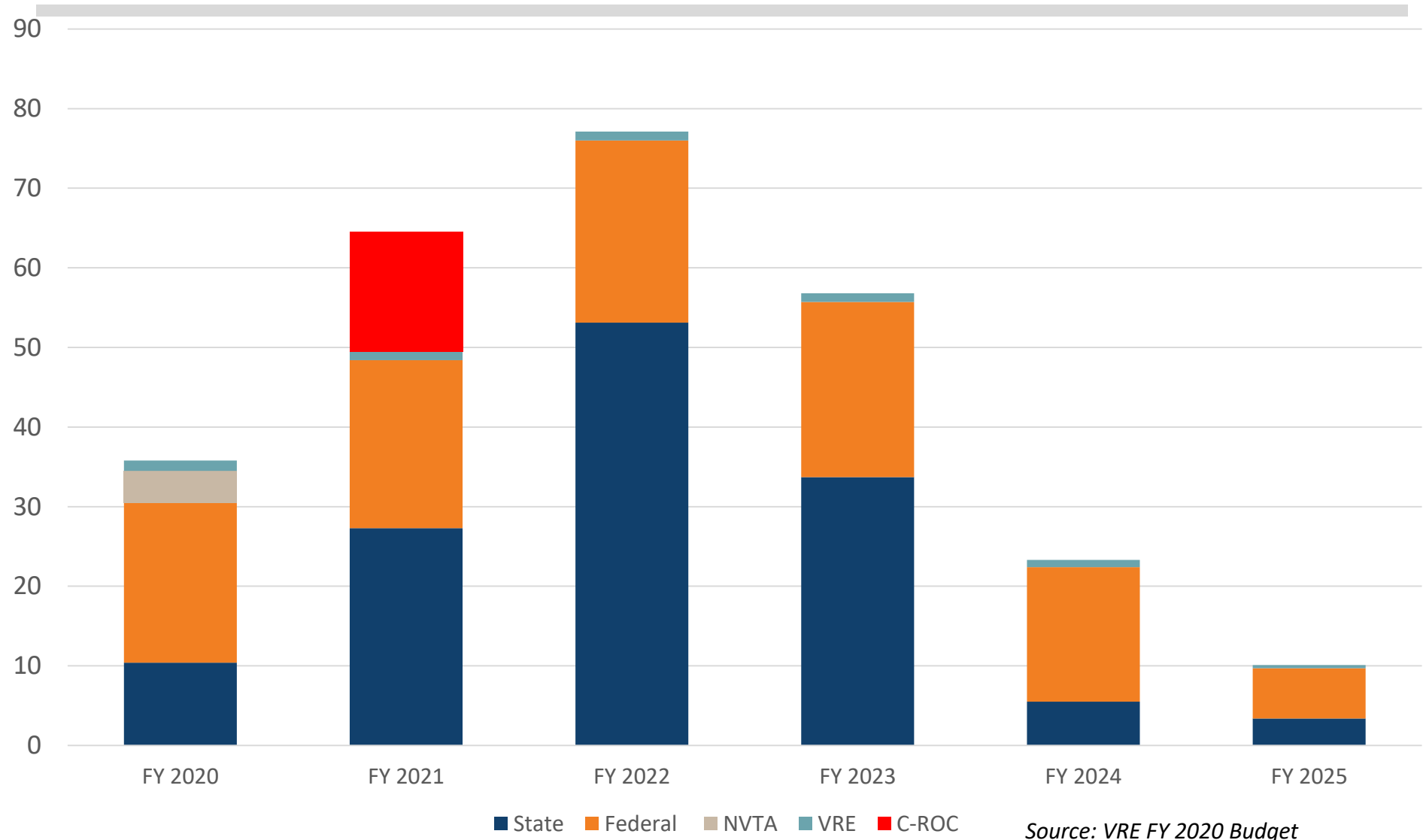
Source: VRE FY 2020 Budget

Current VRE Capital Improvement Projects: Life-To-Date Funding Sources



VRE FY 2020 – 2025 Capital Improvement Plan

Funding Sources: \$252.9M



Source: VRE FY 2020 Budget



DRPT Capital Investments Supporting VRE Service

Long Bridge - \$1.9B

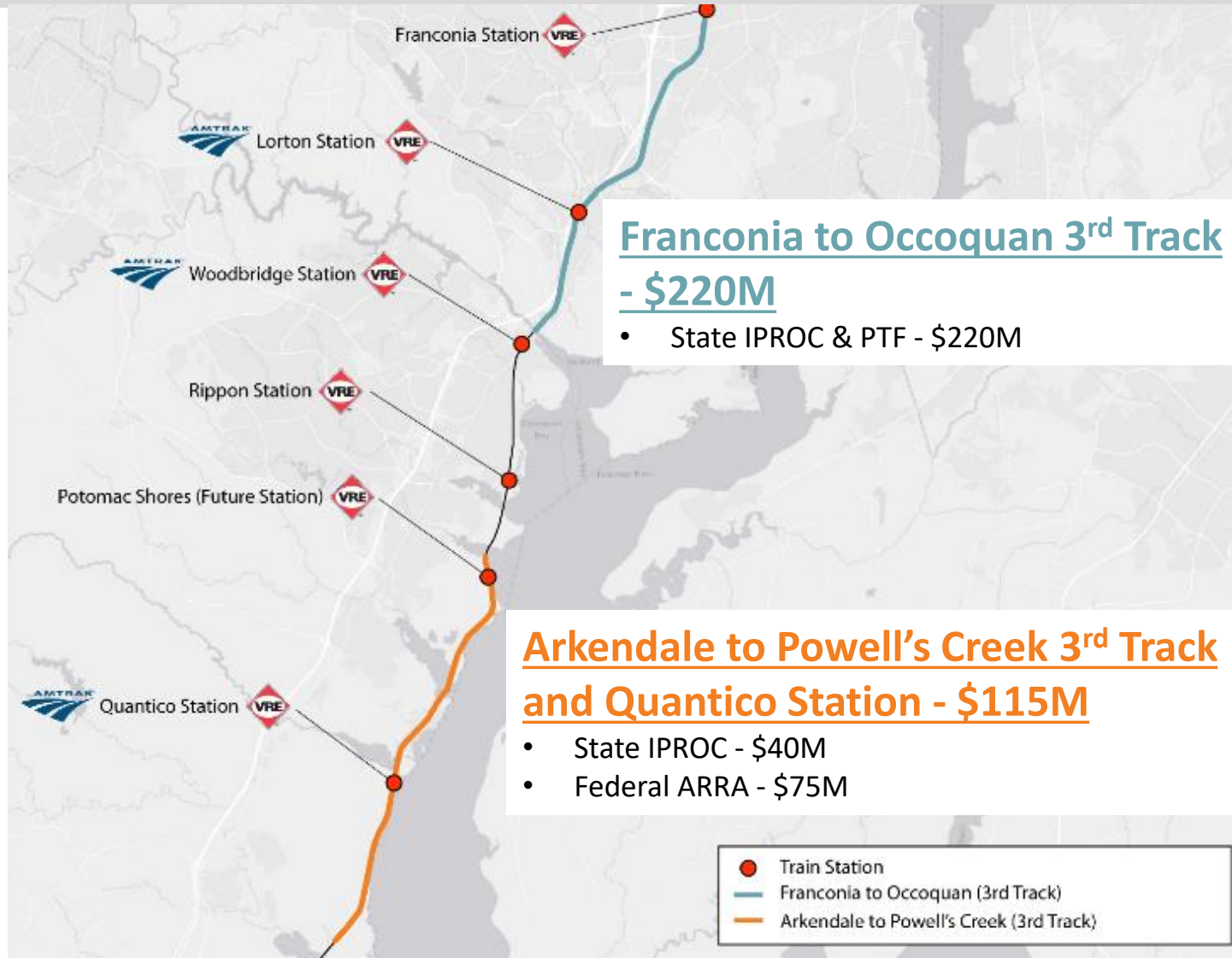
- State IPROC & REF in FY20-FY25 SYIP - \$214M
- Funding Plan will include other State, Federal and Regional resources



4th Track Approach to Long Bridge - \$185M

- State CMAQ - \$58M
- State PTF & IPROC - \$82M
- Federal FASTLANE - \$45M

DRPT Capital Investments Supporting VRE Service



Future Capacity Created by Long Bridge and Other Associated Projects

*Expansion of the Long Bridge and other rail investments in the corridor (including 4th track and Franconia - Occoquan 3rd Track) will support **171%** growth VRE service, and create a dedicated passenger corridor between Franconia to Union Station with better on-time performance.*

Operator	Current # of Trains	Future # of Trains (2040)	% of New Passenger Capacity
VRE	34	92	67%
MARC	0	8	9%
Amtrak	24	44	23%
CSXT	18	42	-
NS	0	6	-
Total	76	192	100%

Source: DDOT, Long Bridge Draft EIS

Other VRE Future Funding Needs

- Crystal City Station - **\$49.9M**
 - C-ROC - **\$15M**
 - Federal including State and Local match - **\$13.7M**
 - NVTA - **\$4.4M**
 - VRE Capital Reserve - **\$1M**
 - **Unfunded – \$15.8M**

- L'Enfant Platforms - **\$70.7M**
 - C-ROC - **\$30M**
 - Federal including state and local match - **\$29.2M**
 - VRE Capital Reserve - **\$1M**
 - State REF- **\$2.2M**
 - **Unfunded – \$8.2M**



Look Ahead

- DRPT is working on a long term funding plan for Long Bridge and associated projects.
- Commonwealth funding is secured for:
 - 4th track Final Design and Construction
 - Franconia to Occoquan Final Design and Construction
 - Preliminary Engineering for Long Bridge
- DRPT has submitted an application for NVTA funding for proposed passenger rail bypass in Franconia – Springfield.
 - Moves VRE from east side platforms to west side platforms in order to access future Long Bridge expansion
 - Eliminates up to 26 freight / passenger train conflicts north of Franconia
 - Provides dedicated passenger rail corridor from Franconia to DC
 - To be constructed within the DRPT Franconia to Occoquan 3rd Track project
- DRPT will work with VRE to develop funding plan for unfunded portions of Crystal City Station and L'Enfant Platform Improvements.

Thank You