

Highlights for Hampton Roads:

What's in store in the Six-Year Improvement Program

General Funding

- The draft Six-Year Improvement Program (SYIP) for Fiscal Years 2016-2021 provides \$3.4 billion in funding for rail and transit programs over the six year period.
- Due to an \$11 million shortfall in revenue collections in FY14, the draft FY16 SYIP reflects a 3% decrease in operating funding compared to FY15 numbers.
- Governor McAuliffe's omnibus transportation bill, HB 1887, which passed in the 2015 General Assembly Session with bipartisan support, provides approximately \$40 million annually in additional transit capital funding. These funds will be available in FY17.
- The additional transit capital funding mitigates a portion of the loss of funding anticipated in FY21 due to the expiration of transportation Capital Projects Revenue (CPR) bonds; however, more funds will be necessary to fully address the impending funding shortfall.
- For FY16, DRPT's draft SYIP includes \$557.6 million in state funding and \$92.1 million in state-controlled federal funding for mass transit, rail, public transportation, and related programs.
- Of the state total, \$31.7 million is going to Hampton Roads to support public transportation and commuter services, and ongoing studies for projects that may potentially impact the area; and \$22.7 million* is going to support freight and passenger rail in the district.
- Apportioned state funds for the area in FY16 total \$19.1 million for operating expenses and \$11.7 million for capital projects.

*This number includes funding for projects that span multiple district

Public Transportation

DRPT will continue to provide funding for improvements to the Hampton Roads Transit (HRT) Tide Light Rail service, including upgrades to parking areas and several of the stations, as well as additional safety measures at the street grade crossings. The Commonwealth is committed to expansion of the Tide, and has allocated \$155 million to build upon the existing technology to extend the service from Norfolk into Virginia Beach.

State funds allocated to the HRT Elizabeth River Ferries will be used to continue improvements to the docking facilities and purchase new ticket vending machines for each location. This funding will also be used to complete the purchase of four new ferries; three of the new ferries will replace existing ferries that have passed their useful life, and the remaining ferry will be used for expansion of this service.

Additionally, DRPT has allocated \$7.5 million in transit capital funding for the purchase of 52 replacement or expansion vehicles to support public transit and human services for the City of Suffolk, Colonial Behavioral Health, Eastern Shore Community Services Board, HRT, Hampton-Newport News Community Services Board, Peninsula Agency on Aging, Portco, Senior Services of Southeastern VA, STAR Transit, Town of Chincoteague and the Williamsburg Area Transit Authority.

The logo for the District of the Richmond Port of Tidewater (DRPT) is displayed in a bold, blue, sans-serif font. The letters 'D', 'R', 'P', and 'T' are connected by horizontal lines, and the logo is flanked by two dots on either side.

Highlights for Hampton Roads (continued)

What's in store in the Six-Year Improvement Program

Commuter Services

DRPT provides up to 80% of the funding for additional marketing and outreach for HRT's Traffix program. Traffix works with employers and travelers in the Hampton Roads region to develop telework programs and increase usage of the array of transit options in the area. It also operates a Guaranteed Ride Home program, providing commuters with a ride back to their point of origin in case of an emergency once they get to work.

DRPT also funds up to 80% of the Virginia Assistance Program and Virginia Van Start/Save Assistance for Vanpools program. These programs help start up new vanpools, keep existing vanpools on the road, and collect and pool data for the National Transit Database.

Passenger Rail

DRPT provides funding for six Virginia intercity passenger rail trains operated by Amtrak, including one roundtrip per day from Norfolk and two roundtrips per day out of Newport News. Passengers can catch the train directly from the Harbor Park station, or embark on an Amtrak Thruway bus connection to the Newport News station. DRPT has allocated \$20 million of FY18, FY19 and FY20 funding towards improvements to the Newport News station. These passenger rail services travel along the Northeast Corridor, and offer one-seat rides to destinations including Washington, DC, Philadelphia, New York and Boston.

Freight Rail

In keeping with its mission, DRPT provides funding for a number of freight rail projects in the Commonwealth, such as:

The Bay Coast Railroad worked with DRPT and the Accomack-Northampton Transportation District Commission to restore rail barge service across the Chesapeake Bay.

The Norfolk and Portsmouth Beltline Railway is improving rail yard capacity to accommodate business growth vital to the Port of Virginia.

The North Carolina & Virginia Railroad is upgrading its yard and interchange with CSX near Boykins in order to handle 286,000 pound railcars.

CSX is working on the Branchville Siding Extension on the Portsmouth Subdivision to allow it to run more 90 car unit trains, instead of the current 65 car unit trains. This will enable CSX to move freight between Virginia port facilities and its customers more efficiently.

The APM Terminal in Portsmouth is undergoing permitting, environmental evaluation, design, and construction to add on-dock rail capacity in order to transfer containerized cargo between rail service and ship lines.

The Commonwealth Railway Marshalling Yard is also undergoing environmental evaluation, design, and construction for two additional storage tracks to accommodate growing rail traffic to the APM Terminal.

Studies

Naval Station Norfolk Transit Extension Study – This study will define potential routes and transit modes in Norfolk that will link the Tide Light Rail system with the Navy base.

Virginia Beach Transit Extension Study – This study will identify options for extending transit service east of Birdneck Road and the oceanfront area, as well as evaluate alternatives for a transit extension.