



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Transportation in Virginia

Shannon Valentine
Secretary of Transportation
January 24, 2018



SB30 as Introduced

	FY18 Enacted	FY19	FY20
TOTAL	\$6.487 B	\$7.446 B	\$7.120 B
Space Port	\$15.8 M	\$15.8 M	\$15.8 M
Dept of Aviation	\$35.6 M	\$35.9 M	\$35.9 M
DMV	\$257.3 M	\$283.1 M	\$280.6 M
DRPT	\$590.2 M	\$590.5 M	\$700.5 M
VDOT	\$5.264 B	\$6.186 B	\$5.747 B
Dealer Board	\$2.8 M	\$2.9 M	\$2.9 M
Port Authority	\$208.2 M	\$219.0 M	\$233.7 M

SB30 – Virginia Department of Transportation

Authorizes \$6.186B in FY19 and \$5.747B in FY20

- **\$503 million in the I-66 Concession Payment in FY19**
- **\$151 million in Route 58 Bonds authorized in HB2313 in FY20**
- **\$20M in bonds to support VDOT's capital outlay over the biennium**
 - **\$20M in HMOF is transferred to VPA for planning work for the dredging of Hampton Roads channels**
- **Revenues from increased Grantor's and Transient Occupancy taxes in NOVA**

SB30 – Department of Rail and Public Transportation

Authorizes \$590.5M in FY19 and \$700.5 in FY20

- **\$110M in FY20 from reauthorized CPR bonds**
 - \$50M to WMATA to match “PRIIA” federal funds
 - \$60M to support statewide transit capital program
- **Today CPR bonds represent 44% of transit capital program**
- **Transit Capital Project Revenue Advisory Board created by General Assembly found a need for \$130M/year in on-going transit capital funding**

SB30 – Department of Motor Vehicles

Authorizes \$283.1M in FY19 and \$280.5 in FY20

- **Authorizes a line of credit of up to \$20.7M to support operational costs related to the implementation of REAL-ID**
- **Authorizes DMV Commissioner to impose a \$10 fee on REAL-ID compliant credentials to cover additional cost to issue**

WMATA's Capital Needs

- **WMATA is the largest transit system in United States without a dedicated revenue stream**
- **In 2006, WMATA turned 30 and its assets started to reach the end of their useful life**
- **Everyday more than 340,000 trips are taken in Virginia on WMATA**
- **I-66 and I-95/I-395 would experience severe congestion without WMATA and VRE**

Secretary LaHood Report on WMATA

- **Former USDOT Secretary and Republican Congressman from Illinois**
- **Comprehensive and objective review of WMATA compared to 8 peer transit systems**
- **Determined \$500m/year capital need**
- **Determined that WMATA's operating costs are average and in line with similar agencies**

Employee Compensation

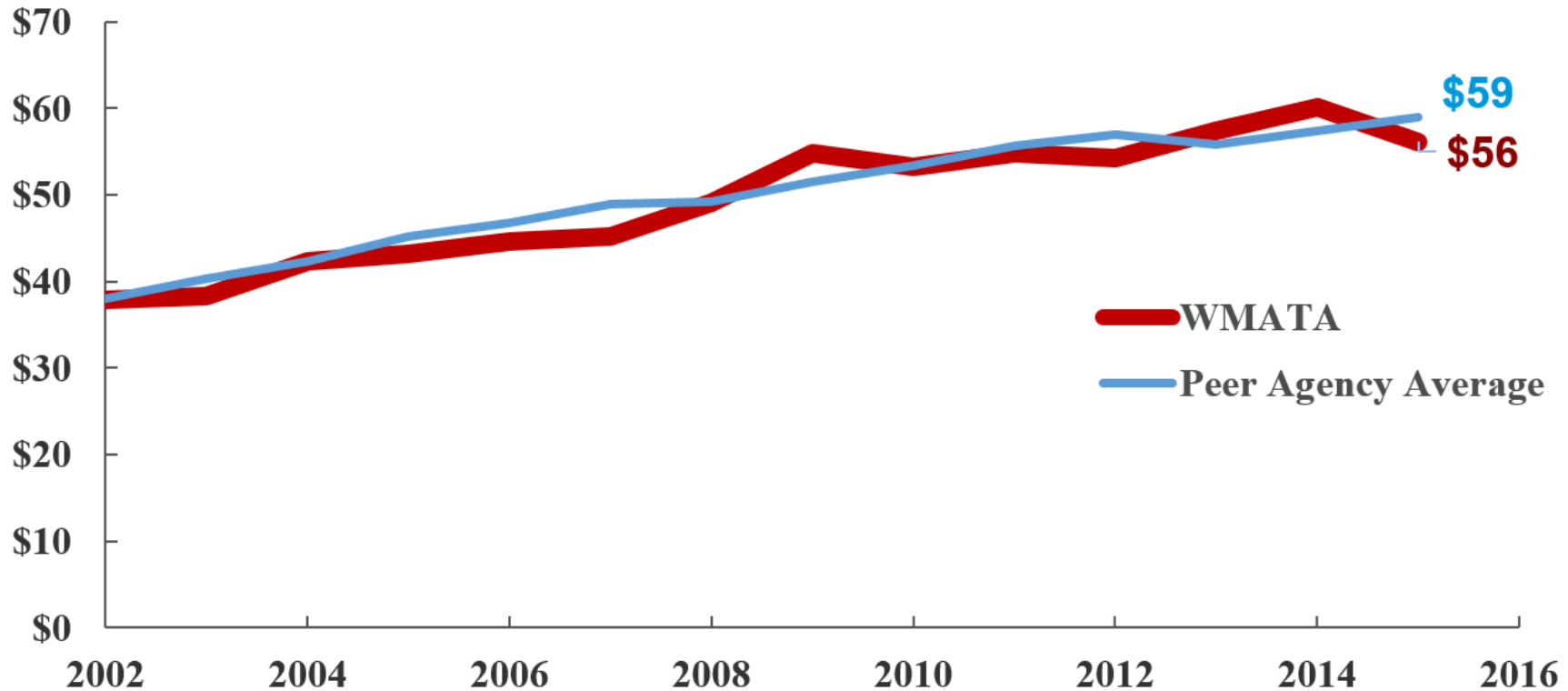


Figure 2. Total cost of wages, salaries and fringe benefits per hour worked, WMATA vs. large peer transit agencies. Source: NTD.

Pension Funding

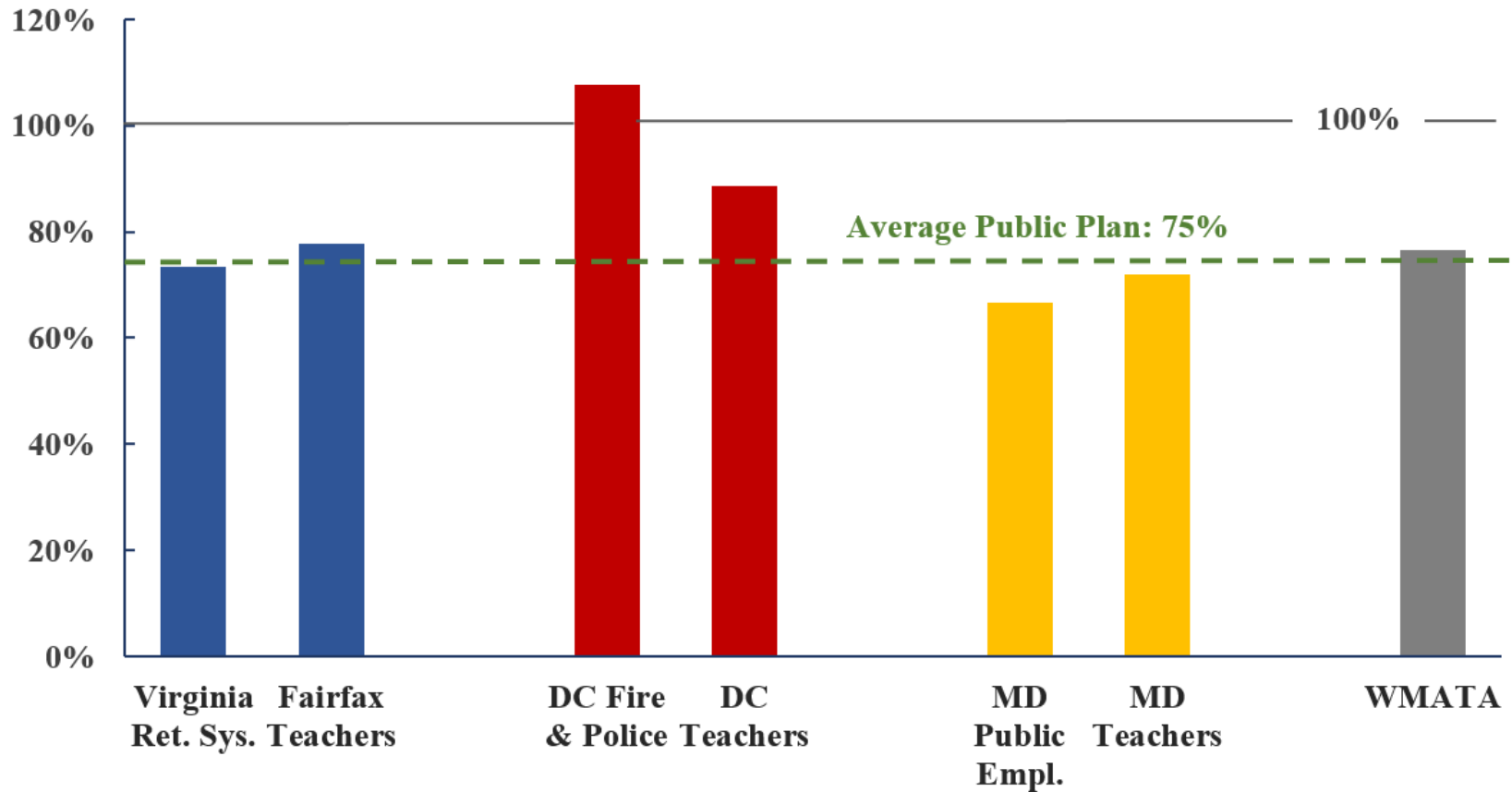


Figure 5. 2015 funding ratios for WMATA pension plans and selected DC, Maryland and Virginia plans. Source: Boston College Public Pension Plan Database; WMATA.

Cost Drivers at WMATA

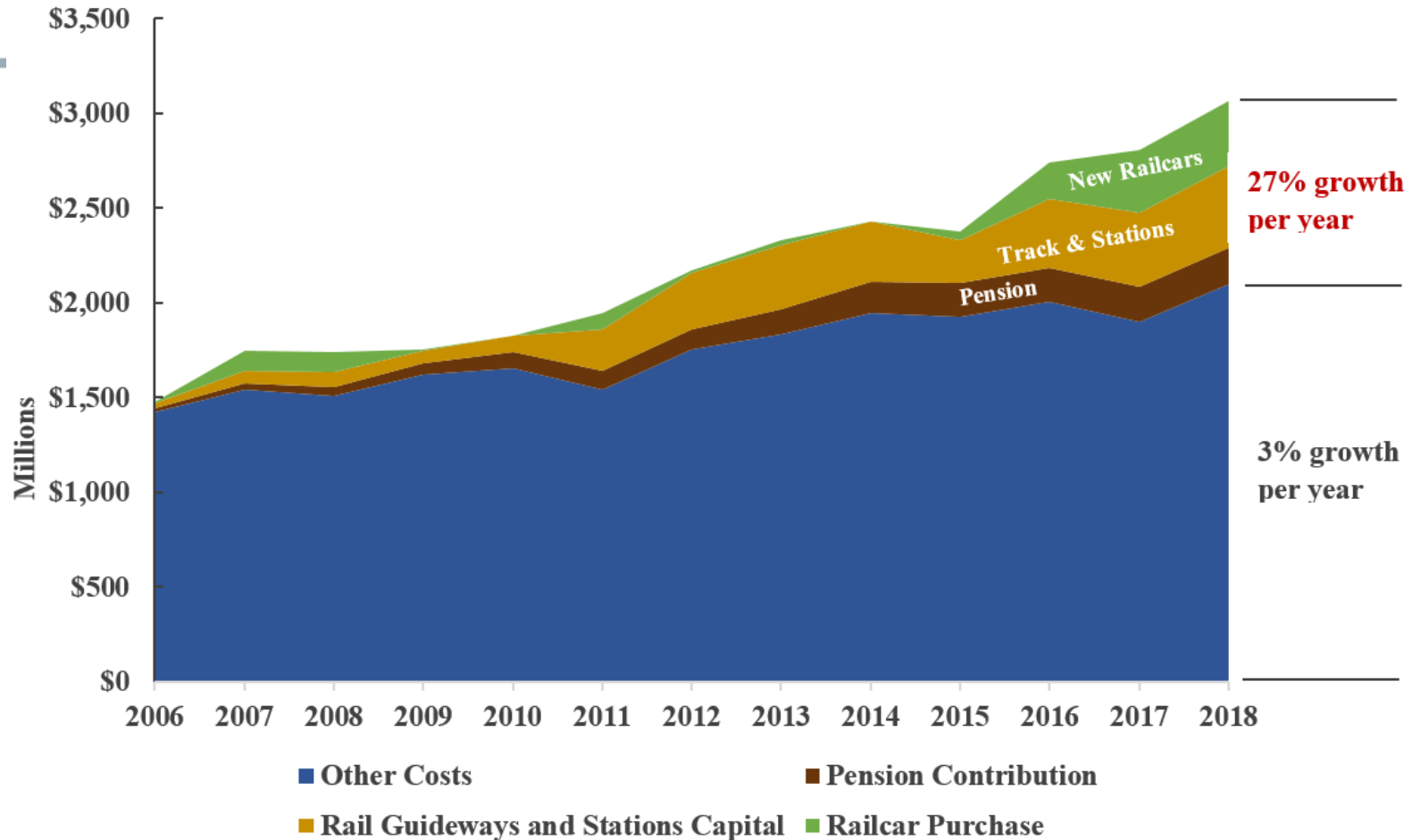


Figure 12. WMATA growth in spending in three major categories vs. all other spending, FY2006 to FY2018. Source: WMATA; WSP calculations.

Moving Forward on WMATA and Transit Fiscal Cliff

- **Administration supports SB856 (Saslaw)**
 - **Dedicates \$150M/year to WMATA in long-term, bondable funds**
 - **Authorizes sale of \$550M in bonds with \$110M cap per year**
- **Requires implementation of “Reform Board”**
- **Requires DC and Maryland to provide their share of \$500M/year**
- **Sets gas tax floor in NOVA, Hampton Roads and PRTC**
- **Requires implementation of prioritization process for transit capital**

Interstate 81



I-81 CORRIDOR SIGNIFICANCE



11.7
MILLION TRUCKS/YEAR



\$312
BILLION IN GOODS/YEAR



42%
OF STATEWIDE
TRUCK TRAFFIC



2,000
CRASHES/YEAR



30
CRASHES/YEAR
(WITH CLEARANCE TIMES
GREATER THAN 6 HOURS)



Impact of Trucks and Terrain

Level
<2% grade



=



**1.2 billion truck
VMT**

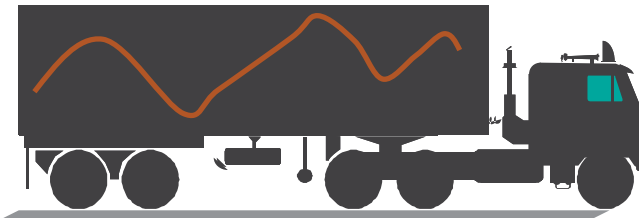
Rolling
2-3% grade



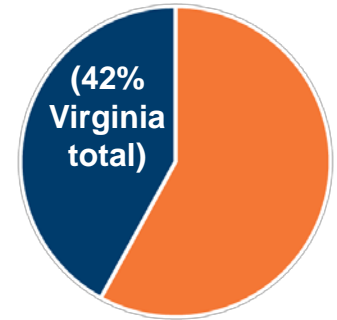
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Mountain
3+% grade



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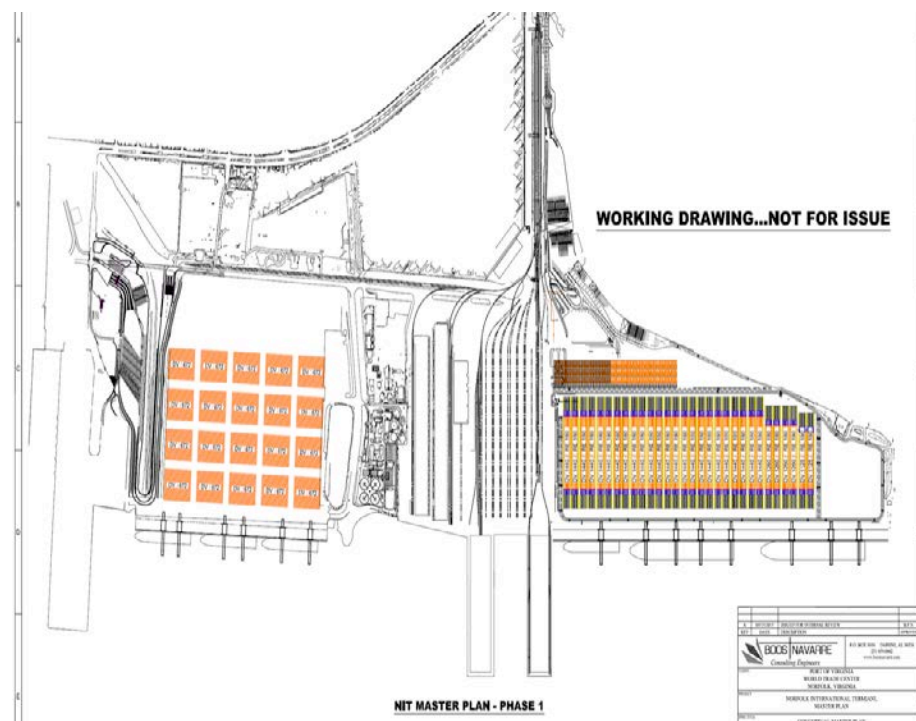


Hampton Roads Bridge Tunnel

- **VDOT is moving forward with HRBT procurement**
- **RFQ was issued on December 2017**
- **Procurement is under the PPTA**
 - **Competition between bored and immersed tunnels**
 - **No financing component**
- **Estimated costs of \$3.3-\$3.7B**
- **Anticipated start of construction in 2019**
- **Estimated completion date of 2024**

Port of Virginia

- \$350M in bonds to expand capacity at Norfolk International Terminals
- \$320M deal with owners at Virginia International Gateway to build phase II
- Record cargo volumes



2016 Compromise with General Assembly on I-66 Inside the Beltway

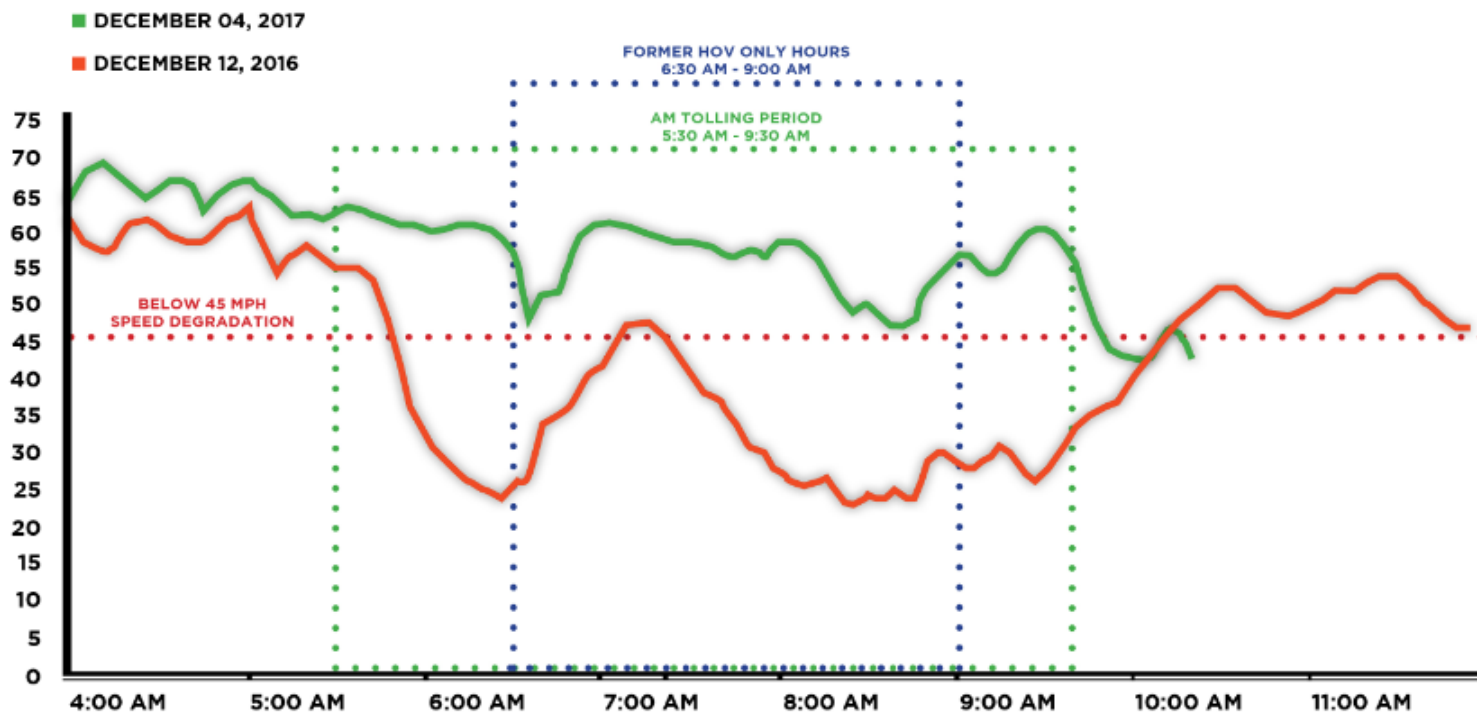
- **Convert I-66 to express lanes from 5:30a to 9:30a EB and 3:00p to 7:00p WB**
- **Initiate work to widen I-66 EB from Dulles Connector Road to Ballston**
 - **Contract was awarded by CTB in December**
- **Re-invest toll revenues in the corridor for improvements recommended by the Northern Virginia Transportation Commission**
- **HOV-2 to HOV-3 in 2022 when 66 outside opens**

How is I-66 Performing?

TRAVEL SPEEDS

SPEED FOR ITB 66 EASTBOUND

AVERAGED PER FIVE MINUTES FOR DECEMBER 12, 2016 AND DECEMBER 4, 2017



How are the Parallel Routes Performing in the AM?

Travel Times in Minutes	December 2016	December 2017
Route 50	21.6	20.1
Route 29	27.2	24.4
Route 7	14.4	13.1
GW Parkway	17.0	16.3

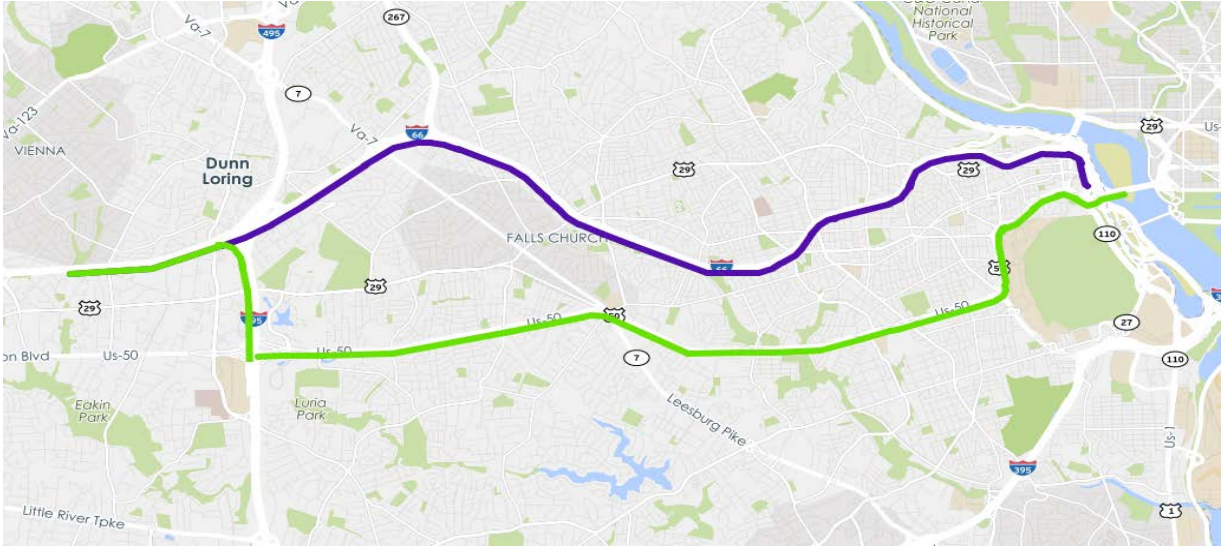
Toll Rates

- Vary based on demand to ensure free flow travel as required by federal law
- Average toll through January 18 was \$11.15
 - \$5.85 less than estimated average round-trip toll for typical trip of \$17 in Fall of 2015
 - \$6.99 eastbound in the AM
 - \$4.16 westbound in the PM

Route 50 as an alternative to 66 at 6am

Travel times from
Nutley Street to
Roosevelt Bridge

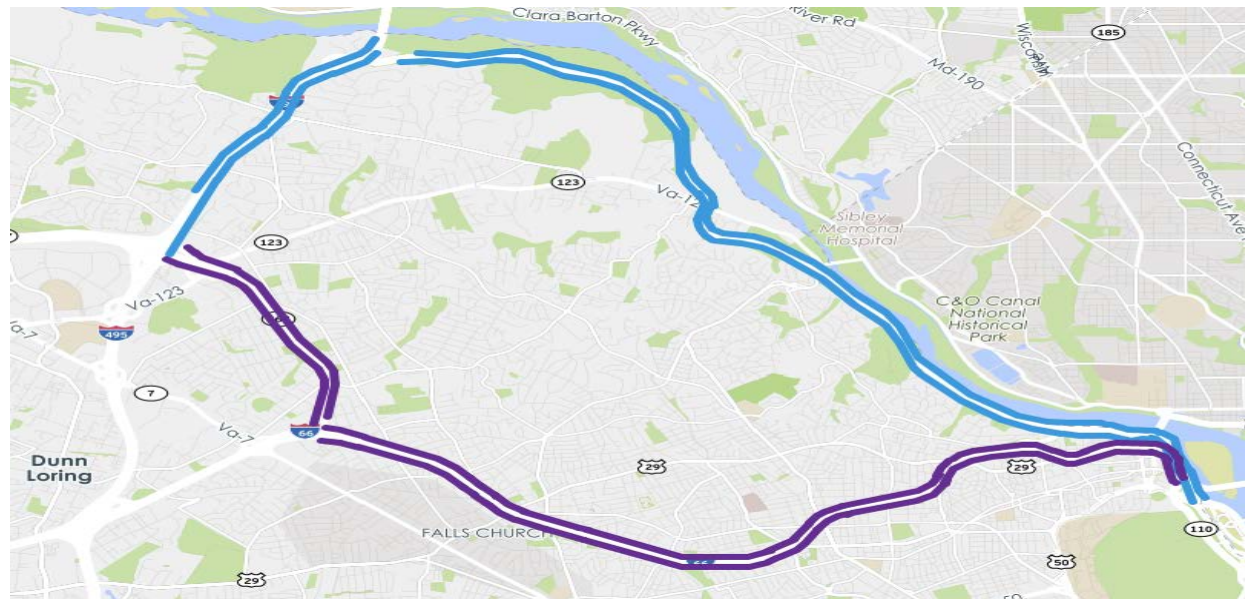
66 (2016)	50 (2017)
19.8	19.8



GW Parkway as an alternative to I-66 at 6am

Travel times from
Dulles Toll Road @ 495
to Roosevelt Bridge

66 (2016)	GW (2017)
17.3	12.4



Relationship to I-66 Outside the Beltway

- **Traffic and revenue for I-66 outside the Beltway showed significant increase if I-66 inside the Beltway was converted to express lanes**
- **Benefits could only be realized in P3 procurement if private sector could count on conversion being implemented**
- **After 2016 compromise with General Assembly 66 contract, prior to execution of contract, was amended to include compensation event if tolls were not implemented as planned**

What Happens if Tolls are Suspended?

- **Elimination of a travel choice for solo drivers during the height of rush hour**
- **Carpoolers and bus riders on I-66 will experience slower travel times, discouraging their use**
- **Hybrids will not be allowed back on I-66**
- **Elimination of funding for increased travel options serving the 66 corridor**
- **Likely reduction in 66 outside the Beltway concession payment - less projects in the corridor**