



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

What Is Next in the I-66 Corridor? What Is Next for Transportation Funding?

Northern Virginia Transportation Alliance
August 24, 2009

Pierce R. Homer
Secretary of Transportation
Commonwealth of Virginia



What is Next in the I-66 Corridor?



What is Next in the I-66 Corridor?

1999 Major Investment Study I-495 to Route 15

2003 Begin an EIS multimodal including

- **Rail extension**
- **Added bus service**
- **More HOV and general purpose lanes**
- **Expanded TDM programs**

Yesterday's solutions no longer work

What is Next in the I-66 Corridor?

New study must recognize congestion and growth in the corridor

- Seven-eight hours of congestion/day
- 200,000 vehicles/day
- Forecasted 50% increases in households, jobs and people in the next 20 years in the corridor outside the Beltway
- Peak direction travel

But study also must recognize

- Limited right of way
- Limited funding
- Need for multiple modes and short, medium and long range solutions

What is Next in the I-66 Corridor?

Policy Guidance

- **Extending Metrorail beyond Vienna is a necessity**
- **Traffic in the HOV lane is exceeding capacity and expansion/active management should be considered**
- **Shoulder lanes need to be replaced with real lanes**
- **Virginia Code requires consideration of HOT lane alternative**
- **Enhanced linkages between transportation and land uses**

What is Next in the I-66 Corridor?

Pragmatic Approach

- **Stand alone issue analyses in advance of formal environmental processes**
- **Simplified public participation**
- **Greater public sector accountability**

What is Next in the I-66 Corridor?

Seek the data and methodologies to clearly investigate key issues and questions such as:

- HOV occupancy, direction, and hours of operation
- Tolling/variable priced lanes/HOT lanes
- Right of way constraints
- Bus Rapid transit/express bus network (study already underway)
- When will the demand support various potential improvements

Environmental process (NEPA) to incorporate key findings and recommendations

What is Next in the I-66 Corridor?

Schedule

- Transit study underway with report due November 2009
- Attributes study draft reports due spring 2010
- Key issues draft reports due spring 2010
- Draft NEPA document(s) due 2011

VDOT Transfer of State Construction Funds to Maintenance Funds (Millions)

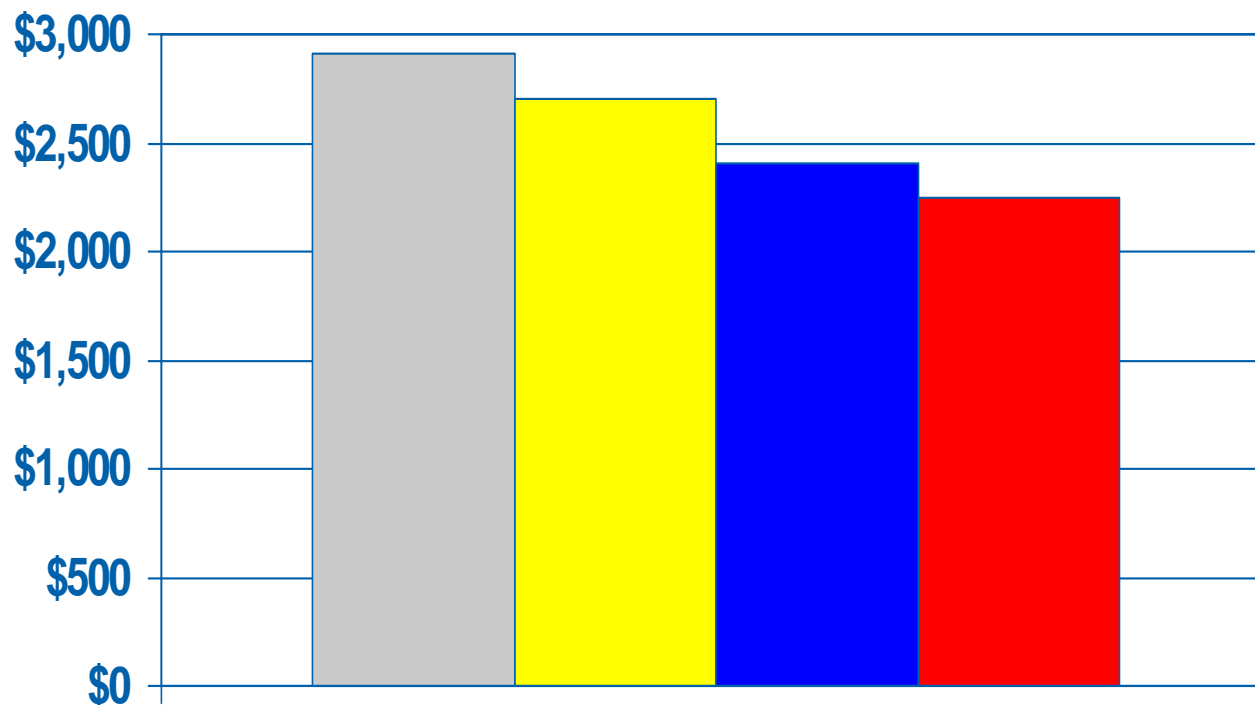
Fiscal Year	Transportation Trust Fund Construction Share	Transfer to Maintenance Fund	Remaining State Construction \$	Federal Funds Directed to Maintenance
2002	\$549.9	\$3.6	\$546.3	\$-
2003	534.9	147.2	387.7	-
2004	603.0	56.9	546.1	-
2005	613.9	244.6	369.3	-
2006	714.3	186.2	528.1	97.4
2007	699.1	286.3	412.8	178.2
2008	706.4	260.6	445.8	143.0
2009	617.2	364.8	252.4	199.6
2010*	659.0	523.9	135.1	186.0
2011*	678.9	554.2	124.7	189.0
2012*	702.9	576.6	126.3	200.5
2013*	732.8	605.1	127.7	204.3
2014*	760.8	629.8	131.0	211.2
2015*	789.6	653.4	136.2	218.5

* - Based on FY 2010-2015 Plan adopted by CTB in June 2009

Transportation Revenue Forecast Reductions (Six Year Estimates)

Spring 2008	\$1.1 billion
February 2009	\$2.6 billion
August 2009	<u>\$0.9 billion</u>
	\$4.6 billion

FY2010 Commonwealth Transportation Fund State Revenue Forecast (figures in millions)



**Since 2008 the
FY10 state
revenue
forecast has
decreased by
22.7% or \$661
million.**

■ Official 2008 ■ Official 2009 ■ Revised 2009 ■ August Revision

VDOT Reductions – February 2009

- **\$2 Billion in highway construction**
- **1,000 full time employees**
- **450 part time employees**
- **Close 1/3 of residencies and half equipment shops**
- **Close 19 rest areas**
- **Reduce mowing, safety service patrol and other services**
- **Constrain maintenance growth**

Match federal funds vs. Fund maintenance at historical levels

Transit and Rail held constant

Potential Agency Reductions – August 2009 Forecast (Six Year Estimates)

DRPT	\$97 million
VDOT	\$751 million
VPA	\$22 million
DOAV	\$13 million

Potential Additional Reductions – August 2009 Forecast

- Further reduce maintenance and operations at VDOT and transit providers
- Further reduce VDOT and/or transit staffing and/or service contracts
- Forego federal funds for bridge, highway and transit capital improvements (80% federal - 20% state)
- Further reduce payments to localities that maintain their own roads
- Uncertainty in federal revenues could result in additional impacts to highways and transit
 - August 2008 federal transfer
 - August 2009 federal transfer

Secondary and Urban Formula Allocations

Northern Virginia District	FY10	FY11- FY15	FY08
Alexandria	0.00	0.00	5.44
Arlington County	0.00	0.00	1.85
Dumfries	0.00	0.00	0.20
Fairfax	0.00	0.00	0.94
Fairfax County	0.23	0.00	18.51
Falls Church	0.00	0.00	0.46
Herndon	0.00	0.00	0.90
Leesburg	0.01	0.00	1.50
Loudoun County	0.50	0.00	5.96
Manassas	0.00	0.00	1.50
Manassas Park	0.00	0.00	0.57
Prince William County	0.43	0.00	7.40
Purcellville	0.06	0.00	0.26
Vienna	0.00	0.00	0.61
TOTAL	1.22	0.00	46.10



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