



Virginia Department of Rail and Public Transportation

I-64 Express Lanes – Proposed Toll Supported Transit Services

September 19, 2017

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Status of Prior Investments in Transit

- **Toll Revenue Funded Elizabeth River Service** (Source: HRT)
 - 3 bus routes and ferry are partially funded through toll revenues
 - Toll revenues support up to 40% of operating expenses for these services (depending on route)
 - 1.2 million total boardings on toll revenue supported service in FY16
- FY18 boardings expected to increase due to the redevelopment of the Waterside District in Norfolk



Location of Express Lanes

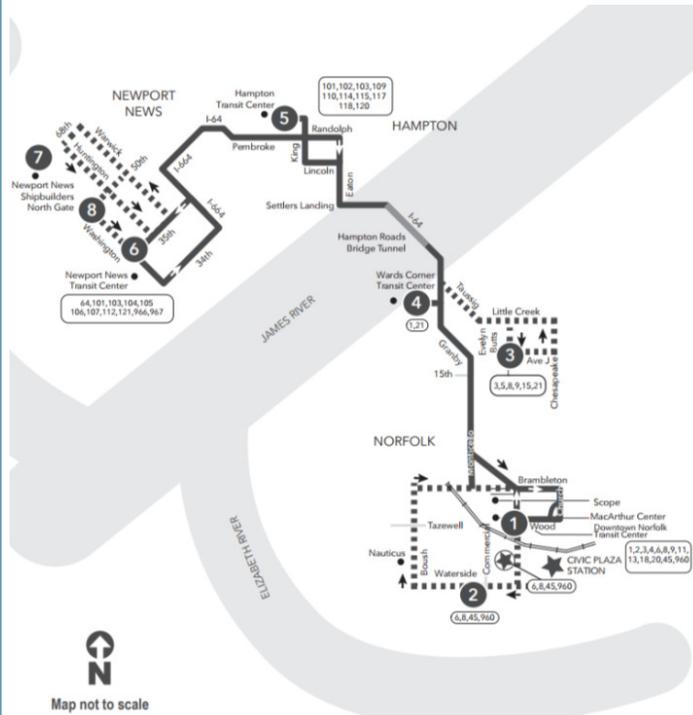


Source: VDOT

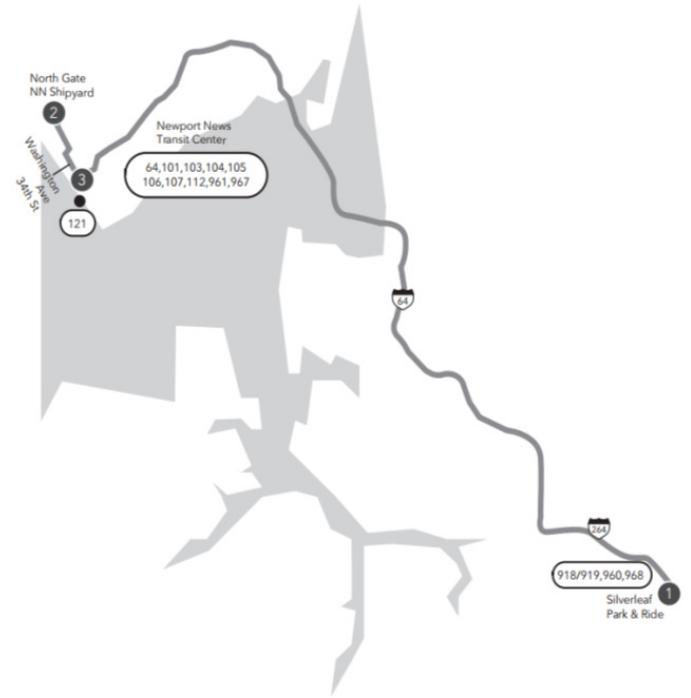
Existing I-64 Corridor Transit Service



MAX Route 961



MAX Route 966



Proposed Improvements to Transit in the I-64 Corridor



- Availability of toll revenues would increase transit service in the corridor
 - Increase peak hour frequency on MAX Route 961 by reducing peak hour headways from 60 to 30 minutes – 4 additional trips daily
 - Add an additional peak period trip to MAX Route 966 which currently is only one trip per direction per peak period – 4 additional trips daily
- Toll-supported service would be operated only during the HOT hours

Cost and Benefits of Proposed Services



- **Estimated Cost** (Source: HRT)
 - \$1.0 million Initial Capital Outlay (in FY18 \$)
 - \$230,000 Annual O&M Cost (in FY18 \$)
- **Estimated Benefits** (Source: HRT)
 - Additional 26,000 to 32,000 annual passenger trips
 - Proposed route improvements connect Norfolk/Virginia Beach with Newport News Shipbuilding
 - Shipyard employees nearly 25,000 workers
 - Plans to hire additional 3,000 workers
 - 15,000 existing spaces; no plans for increasing parking capacity
 - 1,200 to 1,500 employees use transit



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