Northern Virginia District: Six-Year Improvement Program

General Funding

- The Six-Year Improvement Program (SYIP) for Fiscal Years 2017-2022 provides $3.6 billion in funding statewide for rail and transit programs over the six year period.
- 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 statewide transit capital funding. FY 17 marks the first year that these funds are available.
- 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 FY 17, DRPT's SYIP includes $666.8 million in funding statewide for mass transit, rail, public transportation, and related programs, which is a combination of state and state-controlled federal funding.
- Of that total, $307.7 million is going to the Northern Virginia district to support public transportation and commuter services, and $38.7 million* to support freight and passenger rail in the district.

* This number includes funding for projects that span multiple districts

Public Transportation and Commuter Services

DRPT continues to support the Washington Metropolitan Area Transit Authority (WMATA) and has apportioned $194.8 million for its operating and capital costs in FY17. This includes $108.6 million in operating assistance, $36.2 million in capital support, and $50 million in match funding for capital projects under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008.

DRPT also provided $10.5 million in operating assistance and $30.0 million in capital funding to the Virginia Railway Express (VRE) in FY 17. These funds will be used for several projects including the purchase of expansion rail cars and the construction of railcar storage facilities. Also, $7.8 million in FY17 has been allocated towards the expansion of the Brooke and Leeland VRE Stations and the construction of the new Potomac Shores station.

As part of its continuing mission, the agency also provides funding to local transit systems in Alexandria, the City of Fairfax, Arlington County, Fairfax County, and Loudoun County, as well as to the Potomac and Rappahannock Transportation Commission (PRTC) in Prince William County.

Arlington County received funding through Virginia's Smart Scale process in FY 17 for three projects:

- Ballston Metrorail Rail Station West Entrance: $10,000,000 Smart Scale award
  - Construct a second entrance to the Ballston Metrorail station approximately 0.2 miles west of the existing entrance to enhance access for residents and businesses to the west of the current entrance. Average weekday daily ridership is approximately 25,000 and is expected to grow to 40,000 by 2030. Project will include elevators, escalators, fare gates and new mezzanine with elevators & stairs to the rail platform.
- Arlington Transit (ART) Service Restructuring and Expansion: $4,500,000 Smart Scale award
  - Replace existing Metrobus Route 22A/B/C with new ART Route 81 that will extend to Marymount University and will provide higher frequency service. Arlington will purchase eight new 40' transit buses and construct/install bus stop and ADA improvements.
- TDM Strategies Service the I-66 Corridor: $500,000 Smart Scale award
  - Provide funding for proven commuter services programs in Arlington focused on the Dulles Toll Road/I-66/Metrorail Silver Line corridors. Arlington will purchase a Mobile Commuter Store to allow the County to provide more employer and residential outreach in the corridor.

Passenger and Freight Rail

Arkendale to Powell's Creek, located in Stafford and Prince William Counties, is the first Virginia part of the Southeast High Speed Rail (SEHSR) Corridor to begin construction. The purpose of the project is to accommodate higher speed passenger rail travel while minimizing interference with freight traffic. The project will consist of 9.2 miles of third track, which will be constructed adjacent to the existing CSX main line. Construction will encompass additional tracks, siding, turnouts, a new platform at Quantico Station, and replacement or modifications to Bauer Road Bridge at the Marine Corps Base Quantico. The work will also include relocation of applicable utilities, earthworks, drainage structures, retaining walls and all associated signal and communications work as needed.

Atlantic Gateway

Virginia won a $165 million federal grant to break the I-95 gridlock, the most heavily congested corridor on the east coast. In total, $1.4 billion dollars in federal, state, and private funds have been committed to this project. Projects included are:

- Extending the I-95/I-395 Express lanes for eight miles north to the Potomac River and ten miles south to Fredericksburg for faster and more reliable trips from Fredericksburg to Washington, D.C.
- Constructing 14 miles of additional railroad track and providing long-term improvements to the Long Bridge across the Potomac River, improving freight, VRE, and Amtrak service.
- Acquiring land between Richmond and the North Carolina/Virginia border in preparation of higher speed rail between Richmond and Raleigh, North Carolina.

DC2RVA

The Federal Railroad Administration (FRA) and DRPT are working together on the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA) to advance rail service and infrastructure improvements in this important corridor. The project will produce recommendations for higher speed passenger rail service, increased passenger and freight rail capacity, and improved passenger rail service frequency and reliability in the corridor. This corridor is shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent corridor. A preliminary environmental impact statement will be released in early 2017.

Transform 66: Outside the Beltway

The successful proposal from Express Mobility Partners for construction and operation of the new Express Lanes on I-66 Outside the Beltway includes $800 million over the 50 year term of the agreement to fund the implementation of the transit service plan for the corridor that was developed by DRPT in cooperation with local jurisdictions and transit systems. The funds will be used to significantly expand peak period commuter bus service in the corridor, including new routes originating from new and existing park and ride lots in Fairfax and Prince William Counties to activity and employment centers in Arlington, Tysons, the Dulles area and Washington, DC.

I-395 Express Lanes Extension

DRPT has worked with local jurisdictions and transit systems from Arlington to Spotsylvania County in 2016 to produce a new I-95/I-395 Transit/TDM Study. The Final Report from the study includes a list of new and expanded transit services and TDM program enhancements that can be implemented to improve travel in the corridor using the Annual Transit Payment that will be provided from toll revenues from the new Express Lanes.