



## Northern Virginia District Highlights

DRPT is a state agency that reports to the Secretary of Transportation. Our focus is the movement of people and goods throughout the Commonwealth, and our primary areas of activity are rail, public transportation, and commuter services.

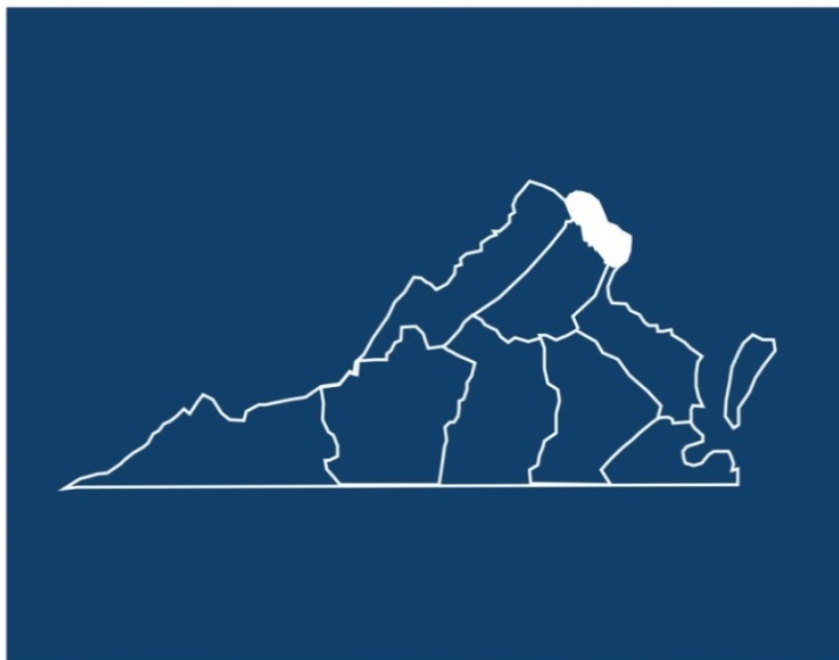
DRPT's mission is to facilitate and improve the mobility of Virginia citizens and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. Below are summaries of ongoing projects and funding allocations that support this mission.

### General Funding

DRPT's Six Year Improvement Program (SYIP) for Fiscal Years 2018-2023 allocates \$669.3 million in Fiscal Year 2018. In the Northern Virginia District, this funding includes \$328 million to transit and \$64 million to rail.

Beginning in Fiscal Year 2019, a portion of transit capital program funding will begin to phase out as the ten-year life of Capital Project Revenue bonds expires. The bonds represent over 40% of transit capital program funding. The Virginia General Assembly passed

legislation to establish the Transit Capital Projects Revenue Advisory Board (RAB) in the 2016 Session as recognition of the need to identify new funding sources for transit capital investments. In its final report, the RAB identified a \$130 million annual average funding gap between revenues and needs over the next ten years, suggested potential revenue sources to meet those needs, and made recommendations for a project-based prioritization framework to allocate limited funding. To view the report, please visit [www.drpt.virginia.gov](http://www.drpt.virginia.gov).



### Fiscal Year 2018 Smart Scale Projects

#### Columbia Pike Smart Corridor (Arlington County)

Funding will allow for a package of transit, bicycle/pedestrian, Transportation Demand Management (TDM), and road improvements along the redeveloping Columbia Pike corridor in Arlington County, including one new retail Commuter Store, four new bike sharing stations, real time and augmented reality transit information, and 136 new bicycle parking locations at major transit stations, offices, and retail locations.





#### Rosslyn-Ballston Corridor Multi-Modal Connections (Arlington County)

The project enhances multimodal connections in the corridor through two components: i) a bus purchase necessary to restructure the Metrobus route 4B between Seven Corners and the Rosslyn Metro station that will transition the line from Metrobus to ART service and roughly double the frequency of buses offering better transit service to passengers; and ii) construct protected bike lanes on Wilson Boulevard between Fairfax Drive and North Quinn Street extending already planned protected bike lanes on Wilson Boulevard to the west by 1.2 miles.

#### DASH Bus Service and Facility Expansion (City of Alexandria)

This project will provide funding for the construction of additional DASH bus parking and storage for additional expansion buses and the future growth of the DASH system as recommended in Alexandria's 2015 Transit Development Plan (TDP). It also includes the acquisition of six expansion buses.

#### City of Alexandria West End Transitway - Southern Towers Transit Facilities (City of Alexandria)

The project will construct a series of transit improvements within the Southern Towers apartment complex in Alexandria that will improve existing transit services and make preparations for the proposed West End Transitway Bus Rapid Transit (BRT) service that is scheduled to begin revenue service in 2021.

#### Loudoun County Transit Buses Acquisition (Loudoun County)

This project will provide funding for the purchase of 12 new 40-passenger expansion transit buses to provide connections to existing and future Silver Line Metrorail stations.

#### VRE Fredericksburg Line Capacity Expansion Project (Virginia Railway Express)

This project will add seats on the VRE Fredericksburg line that serves long distance trips between Spotsylvania County and Washington, D.C. and will reduce congestion in the I-95 corridor. It will also improve reliability and reduce delays for freight and passenger rail. The project includes an \$8 million expansion of the Crossroads Yard and Maintenance Facility in Spotsylvania County (Fredericksburg District) and \$34.3 million for 11 new railcars and multiple station improvements that will allow VRE to run eight-car trains on the line.

### **Fiscal Year 2017 Smart Scale Projects**

#### Ballston Metrorail Station West Entrance (Arlington County)

This project will provide funding for the construction of a second entrance to the Ballston Metrorail Station approximately 0.2 miles west of the existing entrance to enhance access to the station. The average Metrorail weekday daily ridership at Ballston is approximately 25,000 and is expected to grow to 40,000 by 2030. The project will include elevators, escalators, fare gates, and a new mezzanine with elevators and stairs to the rail platform.

#### Arlington Transit (ART) Service Restructuring and Expansion (Arlington County)

This project will replace the existing Metrobus Route 22A/B/C with new ART Route 81 that will extend the route to Marymount University and provide higher frequency service. Arlington will





purchase eight new transit buses and construct/install a bus stop and ADA improvements along the route.

#### TDM Strategies Service the I-66 Corridor (Arlington County)

This project is complete. Arlington County used Smart Scale funding to purchase a Mobile Commuter Store to allow the County to provide more employer and residential outreach in the Dulles Toll Road/I-66/Metrorail Silver Line corridors.

### **Public Transportation**

Organizations in the Northern Virginia District that receive state funding in Fiscal Year 2018 of DRPT's SYIP are:

- Alexandria Transit Company
- Arlington County
- City of Alexandria Department of Transportation and Environmental Services (Go Alex TDM)
- City of Falls Church
- County of Loudoun
- Dulles Area Transportation Association
- Fairfax County
- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Commission
- Potomac and Rappahannock Transportation Commission
- Virginia Railway Express
- Virginia Regional Transit
- Washington Metropolitan Area Transit Authority

### **Metro Safety Commission**

On March 24, 2017, Governor McAuliffe signed legislation creating the Metro Safety Commission (MSC). Members of the MSC will include representatives from the Commonwealth of Virginia, the State of Maryland and the District of Columbia. This federally required commission, which will have a six-member board of directors, will:

- Oversee, review, and approve safety plans for the Metro transit system.
- Conduct independent accident investigations and property inspections.
- Compel the Washington Metropolitan Transit Authority (WMATA) to rectify deficiencies and insufficient safety performances by:
  - Taking legal action and issuing citations or fines.
  - Directing WMATA to prioritize capital spending on safety needs.
  - Removing vehicles, facilities, or infrastructure from service.
  - Restricting or suspending Metrorail service.
  - Requiring WMATA to remove employees from safety sensitive positions.
  - Urging WMATA's Office of Inspector General to conduct investigations.





- Publish an annual safety report, an annual report of operations, and an annual independent audit of finances and submit them to the Federal Transit Administration (FTA) and WMATA member jurisdictions.
- Develop administrative and governance procedures through regulations.
- Adopt federal Freedom of Information Act (FOIA) guidelines and open meeting laws.

### **WMATA Independent Review**

Former U.S. Transportation Secretary Ray LaHood is leading an objective review of WMATA. As part of the enabling legislation creating the MSC, the Commonwealth of Virginia initiated the review, which includes coordination with the State of Maryland, the District of Columbia, and the Northern Virginia Transportation Commission, representing WMATA's member jurisdictions from Northern Virginia. While Virginia is paying for this independent review, no jurisdiction will control the review.

The review will benchmark WMATA's performance and condition relative to its peers in the United States to help identify potential reforms that will improve WMATA. The review is comprehensive in scope, including operating, governance, and financial conditions. The review will:

- Undertake a strategic assessment of WMATA reviewing Board governance, labor policies, and its long-term financial stability.
- Benchmark WMATA organization conditions relative to comparable transit systems across the country on key issues over time such as system costs and expenses, governance, funding levels, cost recovery, maintenance costs, and rail safety incidents.
- Develop recommendations for potential WMATA reforms including mitigating growth in annual operating costs and identifying potential sources of long-term sustainable funding.
- Identify recommended executive and legislation actions.

The review is ongoing and a final report will be issued in October 2017. This review will provide the information necessary for regional officials to make the hard decisions that are needed to restore WMATA as a world-class transit system.

### **I-66 Inside the Beltway**

The Commonwealth is dedicating a portion of the new toll revenues from I-66 Inside the Beltway (after operations and maintenance costs and debt service are paid) to fund multimodal improvements that will benefit commuters who pay tolls to use the facility. Tolling will begin on I-66 Inside the Beltway in December 2017. The Northern Virginia Transportation Commission will select the multimodal projects to be funded with the I-66 Inside the Beltway toll revenues. In July 2016, the CTB approved \$9.8 million to fund the first group of multimodal improvements on I-66 Inside the Beltway that were selected by the Northern Virginia Transportation Commission. Implementation of this first round of multimodal improvements began in late 2016.

For additional information, please visit <http://inside.transform66.org/>.





## **I-66 Outside the Beltway**

In November 2016, the Commonwealth selected Express Mobility Partners (EMP) to build Express Lanes on I-66 Outside the Beltway following a 16-month procurement process. EMP will be responsible for all costs to design, build, operate, and maintain the I-66 Express Lanes without any upfront public contribution.

EMP will contribute \$800 million over the next 50 years to fund the operation of new transit service in the I-66 corridor to be structured as an Annual Transit Payment. The Annual Transit Payment will fund new point-to-point, peak period commuter bus services that will begin operation in the corridor when the Express Lanes open in 2022.

- New transit services will originate at new Park & Ride Lots in Fairfax County and Prince William County and will transport passengers to major activity centers such as Washington, Arlington, Tysons, the Pentagon, and the Dulles Airport area.
- New transit services will utilize new I-66 Express Lanes to ensure reliable trip times.
- New transit services will be operated by Fairfax Connector and PRTC Omniride.
- By 2025, there will be 13 new/expanded commuter routes with up to 10,000 forecasted daily riders.
- By 2040, there will be 20 new/expanded routes with up to 13,400 forecasted daily riders.

For additional information about the project, please visit <http://outside.transform66.org/>.

## **I-395 Express Lanes Extension**

DRPT has worked with local jurisdictions and transit systems from Arlington to Spotsylvania County 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 to be constructed on I-395.

## **Passenger and Freight Rail**

The Arkendale Third Track Project is part of a larger initiative to provide passenger and freight rail benefits between Richmond and Washington, D.C. Construction of the 3rd main track runs from MP 71.0 at CFP Arkendale in Stafford County, VA to MP 81.3 at CFP North Possum Point in Prince William County, VA on the CSXT Richmond Fredericksburg & Potomac Mainline.

This new third track segment will provide additional capacity to enhance the performance schedule for intercity passenger service, high speed passenger rail service, and Virginia Railway Express commuter service while preserving freight operations. Improvements also include structures such as under-grade railroad bridges, overhead roadway bridges, at-grade railroad crossings, and signal systems. Quantico Station improvements include conversion of a side platform to an island platform with a pedestrian bridge over the railroad tracks so that all three tracks can serve the passenger station.





## **Atlantic Gateway**

In 2016, Virginia was selected for a \$165 million dollar federal grant to break the gridlock along Interstate 95. DRPT and VDOT are leveraging these federal funds with state and private funds to undertake the \$1.4 billion dollar Atlantic Gateway program of highway and rail projects. The benefits of Atlantic Gateway will extend well beyond the I-95 corridor and will transform how people and goods move throughout the Commonwealth. In total, it includes 55 miles of benefits touching all modes of transportation.

As a part of this project, 14 miles of additional railroad track will be constructed, including eight miles of a third track in Fairfax County. Additionally, this project will provide long-term improvements to Long Bridge, a critical choke point for passenger and freight rail traffic along the eastern seaboard. As part of this project, CSX will provide additional operating slots for VRE and intercity rail service along the corridor; and it has contributed the S-line from North Carolina to Richmond, which lays the groundwork for higher speed rail along the Southeast High Speed Rail corridor.

## **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 corridors. A Draft Environmental Impact Statement (DEIS) is scheduled to be released in 2017 and a 60-day public comment period will take place once it is released. The Commonwealth Transportation Board (CTB) will then consider its final recommendations on the DEIS for the FRA to consider before making their final Record of Decision (ROD). Once complete, the ROD will make the DC2RVA corridor eligible for federal funding.

## **Virginia State Rail Plan**

The Passenger Rail Investment and Improvement Act of 2008 tasks states with producing a State Rail Plan to establish policies, priorities and implementation strategies for freight and passenger rail transportation, which enhance rail service in the public interest, and serve as the basis for federal and state rail investments within Virginia.

The State Rail Plan includes both short-term and long-term planning horizons and serves as a unifying vision for advancing passenger and freight rail initiatives in the Commonwealth. DRPT consulted with various industry stakeholders including freight and passenger rail owners and operators, governmental and non-governmental entities (including municipalities and regional





planning organizations), the general public, elected officials, and interest groups in this effort. The Commonwealth of Virginia will strategically utilize the State Rail Plan to guide policy and funding decisions which will promote safer travel alternatives, reduce environmental impacts, prioritize numerous advancements in the State's rail transportation network and serve as a catalyst for economic development along the Commonwealth's rail corridors.

For more information, go to [www.varailplan.org](http://www.varailplan.org).

**If you have any questions or comments about any of these projects, please contact our office:**

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