

Highlights for Northern Virginia District: What's in store in the Six Year Improvement Program

General Funding

- The draft Revised Six Year Improvement Program (SYIP) for Fiscal Years 2015-2020 provides \$3.2 billion in funding for rail and transit programs over the six year period.
- A Revised SYIP for FY15-20 is being issued due to a \$13.7 million decrease in estimated revenues for FY15.
- While HB 2313 provided increased transportation funding, state transportation revenue estimates have declined 13% since its enactment.
- Through a number of mitigation procedures, DRPT was able to maintain previously issued funding levels for FY15; however, significant funding impacts are anticipated in subsequent years.
- For FY15, DRPT's draft SYIP includes \$529.2 million in state funding and \$77.7 million in state-controlled federal funding for mass transit, rail, public transportation, and related programs.
- Of the state total, \$347.0 million is going to the Northern Virginia district to support public transportation and commuter services, and \$33.6 million* is going to support freight and passenger rail in the district.
- The SYIP includes operating funds for the area in FY15 totaling \$137.4 million and state capital funds totaling \$205.3 million.

* This number includes funding for projects that span multiple districts

Public Transportation and Commuter Services

DRPT continues to support WMATA, and has allocated \$9 million as a down payment for its Momentum program. Additionally, DRPT has apportioned \$191.3 million for WMATA operating and capital costs. This includes \$50 million in PRIIA match funding, \$42.1 in capital support and \$99.2 million in operating support to WMATA.

For FY15, state operating support of \$38.1 million is being provided to the following local transit services: Counties of Arlington, Fairfax and Loudoun; Cities of Alexandria and Fairfax; Town of Leesburg; Virginia Railway Express; and PRTC.

DRPT is funding the construction and/or renovation of a number of facilities for the transit providers serving Arlington, Fairfax and Loudoun Counties. Some of these projects are as follows:

- Construction of the Richmond Highway Transit Center; the Springfield Community Business Center Parking Garage; the Annandale Northern Virginia Community College Transit Center; the George Mason University Transit Center; and a bus maintenance facility for Arlington Transit
- Expansion of the Stringfellow Road parking lot
- Design and structure of pedestrian connectors for both the Herndon Metrorail garage and the Innovation Center garage
- Renovation of the Herndon Garage and the Virginia Regional Transit bus facility

DRPT has allocated \$31.7 million in capital funding for a number of purchases and improvements for the Virginia Railway Express. These items include modifications and improvements to the Alexandria station platform, improvements to railroad cross over infrastructures, safety-related repairs, the construction of the Rolling Stock Equipment Maintenance facility, and the purchase of rail cars. An additional \$15.4 million is being provided to support the Potomac Shores Station service expansion.

DRPT



DRPT is contributing funding for corridor improvements that will transform traffic-choked I-66 into a multi-modal facility with express lanes, rapid bus service, and a park-and-ride network from the Capital Beltway to Haymarket.

The Department has allocated funding to eight different operators that serve the Northern Virginia district for the purchase of 85 vehicles to support public transit and human services.

Studies

DRPT is funding the following studies related to transportation in the Northern Virginia District:

- Virginia Avenue Tunnel

This study will produce an Environmental Impact Statement (EIS) for the reconstruction of the Virginia Avenue Tunnel, which is owned and maintained by CSX. The reconstruction will allow more and larger freight trains on a vital segment of the nation's rail network.

- Route 1 Multimodal

This multimodal alternatives analysis is for an approximately 15-mile segment of the Route 1 corridor that extends roughly from the I-95/I-495 Beltway to Route 123 at Woodbridge in Prince William County. The analysis will set the stage for implementation of a program of projects that address the need for improved connections and access for people who live, work, and travel in the corridor.

- Southeast High-Speed Rail

This project will evaluate high-speed rail service along the Southeast High-Speed Rail corridor extending high-speed rail service south from Washington, D.C., to Richmond.

