

Fredericksburg District: Six-Year Improvement Program Highlights

General Funding Information

- The Six-Year Improvement Program (SYIP) for Fiscal Years 2016-2021 provides \$3.4 billion in funding for rail and transit programs over the six year period.
- Due to an \$11 million shortfall in revenue collections in FY14, the FY16 SYIP reflects a 3% decrease in operating funding compared to FY15 numbers.
- 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 transit capital funding. These funds will be available in FY17.
- 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 FY16, DRPT's SYIP includes \$485.2 million in state funding and \$81.3 million in state-controlled federal funding for mass transit, rail, public transportation, and related programs.
- Of the state total, \$1.4 million is going to the Fredericksburg district to support public transportation and commuter services, and \$13.8 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 provides funding to the following Transportation Demand Management (TDM) programs within the Fredericksburg district:

- GWRideConnect – A free ridesharing service that assists commuters with their transportation options, such as vanpools, carpools, buses, and VRE, from Fredericksburg, Stafford, Spotsylvania, Caroline, and King George counties to employment locations in Washington, D.C., Northern Virginia, Richmond, Dahlgren, and other employment sites in the Fredericksburg area.
- The Middle Peninsula Rideshare program – Promotes the use of carpools, vanpools, and transit and provides free ridematching assistance to commuters in the region.
- The Northern Neck Rideshare program, NeckRide.org – Provides commuters with free carpool and vanpool matching services and helps travelers find the right bus service for them.

The Department has also allocated nearly \$1 million of state and state-controlled federal transit capital funding for the purchase of 13 replacement and expansion vehicles to assist with commuter programs and human services within the Fredericksburg district.



Fredericksburg District: Six-Year Improvement Program Highlights (continued)

Public Transportation and Commuter Services (continued)

Additionally, DRPT is providing \$5.4 million of funding in FY16 for the expansion of the Potomac Shores VRE station, which is being built as part of a larger economic development project for the area around a new town center. It is part of a package of key congestion relief and increased capacity projects contributing to improved commuter, intercity passenger and freight train fluidity in the I-95 rail corridor. The station is a result of a public-private partnership, and will be a catalyst for growth through the construction of new homes and the attraction of new residents, employees and businesses to the area.

Passenger and Freight Rail

DRPT has allocated funding for the Arkendale to Powell's Creek third track project, which will improve passenger operations and preserve freight capacity in a highly congested rail corridor. This project is part of a larger initiative between the Commonwealth and CSX Transportation to improve passenger and freight operations with construction of a third mainline track from Northern Virginia to Richmond.

Studies

Southeast High Speed Rail Project – 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 going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

