

Highlights for Northern Virginia:

What's in store in the Six-Year Improvement Program

General Funding

- The draft 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 draft 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 draft SYIP includes \$557.6 million in state funding and \$92.1 million in state-controlled federal funding for mass transit, rail, public transportation, and related programs.
- Of the state total, \$298 million is going to the Northern Virginia district to support public transportation and commuter services, and \$29.6 million* is going to support freight and passenger rail in the district.
- The draft SYIP includes state funds for the area in FY16 totaling \$136.3 million for operating and \$158.2 million for capital expenses.

* This number includes funding for projects that span multiple districts

Public Transportation and Commuter Services

DRPT continues to support WMATA, and has apportioned \$202.6 million for WMATA operating and capital costs in FY16. This includes \$50 million in PRIIA match funding, \$53.8 in capital support and \$98.9 million in operating assistance. DRPT has also provided \$3.2 million for eight series 7000 expansion cars, which made their debut in April. These cars will run on the Blue Line and serve five of WMATA's six jurisdictions. Virginia, Maryland and D.C. are currently

working to finalize an agreement to fund additional new rail cars for the Metrorail system. Finally, DRPT has committed \$300 million over the next three years towards Phase 2 of the Dulles Corridor Metrorail Extension Project.

For FY16, DRPT is meeting over \$8.5 million worth of transit capital needs for Northern Virginia in transit systems' replacement and expansion vehicle purchases. Other transit capital needs being met include \$2.4 million in funding for transportation demand management programs that expand transportation choices through carpools, vanpools, biking, and telework; as well as \$1.8 million for items such as transit scheduling software and advanced fare collection equipment to better the user experience for transit riders.



Highlights for Northern Virginia (continued)

What's in store in the Six-Year Improvement Program

DRPT has allocated \$45.3 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 crossover infrastructures, safety-related repairs, and construction of a maintenance facility. An additional \$3.2 million of state funding has been allocated for the purchase of nine expansion rail cars, and \$5.4 million for the expansion of the Potomac Shores station.

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.

DRPT is providing funding for a bus rapid transit system for the City of Alexandria. The West End Transitway will provide a dedicated transitway along Van Dorn and Beauregard streets, operating between the Van Dorn Metrorail station, Shirlington and the Pentagon, and serving the neighborhoods along the City's highest-priority corridor, which encompasses the BRAC project area.

DRPT is funding the construction and/or renovation of a number of facilities for the transit providers serving Northern Virginia. Some of these projects are as follows:

- Renovations of the Springfield Community Business Center parking garage, as well as the Huntington garage
- Construction of an administration and maintenance facility for Arlington County
- Expansion of the maintenance facility at West Ox in Fairfax County
- Expansion of the Stringfellow park and ride
- Design and structure of pedestrian connectors for both the Herndon Metrorail garage and the Innovation Center garage
- Design and construction of a parking lot at the Lorton VRE station
- Renovation of the Herndon Garage and the Virginia Regional Transit bus facility
- Construction of a Western Maintenance Facility for PRTC



Studies

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

- 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.
- Crystal City Potomac Yard Transitway - Funding is being provided to Arlington County for the planning of the extension of the Crystal City Potomac Yard transitway, a five-mile length of priority transit service between the Pentagon City and Braddock Road Metro Stations.
- 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.