

Highlights for Richmond District: What's in store in the Six-Year Improvement Program

General Funding Information

- 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, \$13.9 million is going to the Richmond district to support public transportation and commuter services, and ongoing studies for projects that may potentially impact the area; and \$24 million* is going 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 has allocated \$7 million in state and federal funding in FY16 to continue with the design of a Bus Rapid Transit system for the Greater Richmond Transit Company (GRTC), recently named GRTC Pulse. This system will provide the city with a high-quality, high-capacity rapid transit system along the Broad Street Corridor, running from Willow Lawn to Rocketts Landing, and will serve as a catalyst for economic development along the Corridor.

The Department is providing Transportation Demand Management Program funding for the ongoing operation of the RideFinders commuter assistance program, which promotes carpooling, vanpooling, bus services and biking in the region. RideFinders also works with businesses to establish telework programs and to increase bus ridership, and carpooling and vanpooling participation.

DRPT has allocated funding in its SYIP of \$1 million of state and state-controlled federal transit capital funding for the purchase of 78 replacement and expansion vehicles to assist with commuter programs and human services. Commuters use these programs to get to work, while human services address the needs of individuals with disabilities, older adults, and people with low incomes.

Highlights for Richmond District (continued)

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Freight and Passenger Rail

DRPT is funding tie and rail improvement projects on the Buckingham Branch Railroad's Piedmont Division that will accommodate growing rail traffic from the connection with CSXT's RF&P line in the 95 Corridor. These investments will maintain FRA class 2 track safety standards, which support safer and more efficient operation of freight movements.

DRPT is also working with CSX on capacity and speed improvements for intercity passenger rail service in the 95 Corridor.

The Department supports two roundtrip Amtrak trains per day from Richmond and one round trip Amtrak train from Norfolk, which serves the Ettrick station in Petersburg. These services travel into the Northeast Corridor to destinations including Washington, D.C., Philadelphia, New York, and Boston.

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 deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in the corridor 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.