

Highlights for Staunton District:

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 for transit capital. 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, additional 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, \$2.4 million is going to the Staunton district to support public transportation and commuter services, and \$14.6 million* is going to support freight and passenger rail projects in the district.

*This number includes funding for projects that span multiple districts



Public Transit and Human Services

DRPT is providing the Staunton district with over \$1.1 million in state and state-controlled federal transit capital funding for the purchase of 21 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.

DRPT funds up to 80% of the ongoing operation of the RideShare commuter assistance programs for the Northern Shenandoah Valley Regional Commission, as well as the Central Shenandoah Planning District Commission (CSPDC). The RideShare program promotes carpooling, vanpooling, biking, teleworking, park-and-ride lots and traffic reduction programs.

Highlights for Staunton District (continued)

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Freight Rail

DRPT is funding the following rail projects for the Staunton district:

- Norfolk Southern is making a number of freight rail improvements in the Staunton district that are part of the I-81 Crescent Corridor program, which endeavors to attract domestic freight from paralleling interstate highways and alleviate truck congestion on major interstate highways. The following track, siding, and tunnel modifications are all in an effort to accommodate more and larger trains.
 1. Bentonville Siding
 2. Sampson Passing Track
 3. Lipscomb Passing Track
 4. Solitude Passing Track
 5. Kinsey Siding
 6. Montgomery Tunnel
 7. Clark Siding
 8. Glade Spring Siding
- Winchester & Western Railroad tie, bridge, and rail improvements will maintain FRA class 2 track safety standards and to accommodate heavy railcar loads from quarry business.
- Shenandoah Valley Railroad capacity improvements and siding construction will accommodate increased freight rail traffic and anticipated growth in the next few years. Bridge repairs, surface improvements, and tie replacements will maintain FRA class 2 track safety standards, and road crossing improvements will upgrade busy road crossings in need of repair to ensure the safety of cars and railroad operations.
- Buckingham Branch Railroad has several tie replacement and rail replacement projects to upgrade track conditions. Construction of a siding and new signal system will alleviate rail traffic congestion and improve both freight and passenger rail operations.