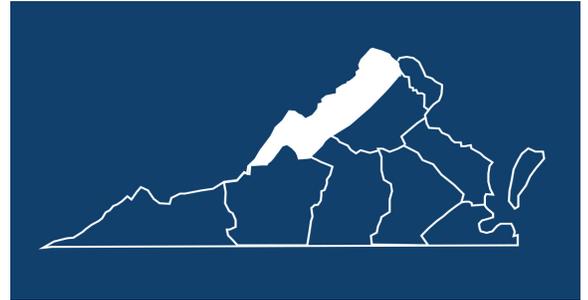


## Staunton District: Six-Year Improvement Program Highlights

### 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, \$2.1 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 district

### 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. Solitude Passing Track
  4. Clark Siding
  5. Glade Spring Siding
- Winchester & Western Railroad tie, bridge, and rail improvements will maintain FRA class 2 track safety standards and accommodate heavy railcar loads from quarry business.



## Staunton District: Six-Year Improvement Program Highlights (continued)

### Freight (continued)

- 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 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.

### Public Transportation and Human Services

DRPT is providing the Staunton district with over \$1.1 million in 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 low income communities.

DRPT funds up to 80% of the ongoing operation of the RideSmart commuter assistance programs for the Northern Shenandoah Valley Regional Commission, as well as the RideShare program operated by Central Shenandoah Planning District Commission. The RideSmart and RideShare programs provide a free ridematching service to the public to join or form carpools and vanpools and to match commuters with the appropriate bus service. These programs also promote carpooling, vanpooling, transit, biking, teleworking, and park-and-ride lots to help commuters choose the commute option that works best for them, while also contributing to congestion mitigation.

