



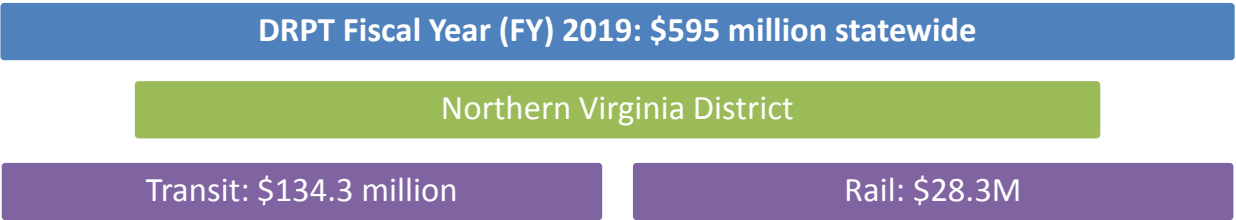
Northern Virginia District Highlights

We are the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers.

The Virginia Department of Rail and Public Transportation (DRPT) is a state agency that reports to the Secretary of Transportation. DRPT's mission is to facilitate and improve the mobility of Virginia citizens and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner. Our primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments, as well as private entities, to provide support for projects and programs by:

Assessing feasibility and environmental impacts of new and expanding services	Conducting statewide rail and public transportation studies	Planning and programming new services and capital improvement projects	Providing leadership, advocacy, technical assistance, and funding
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Below are summaries of ongoing projects and funding allocations in the proposed Six-Year Improvement Program (SYIP) that support this mission in the Northern Virginia District.



Transit and Commuter Programs

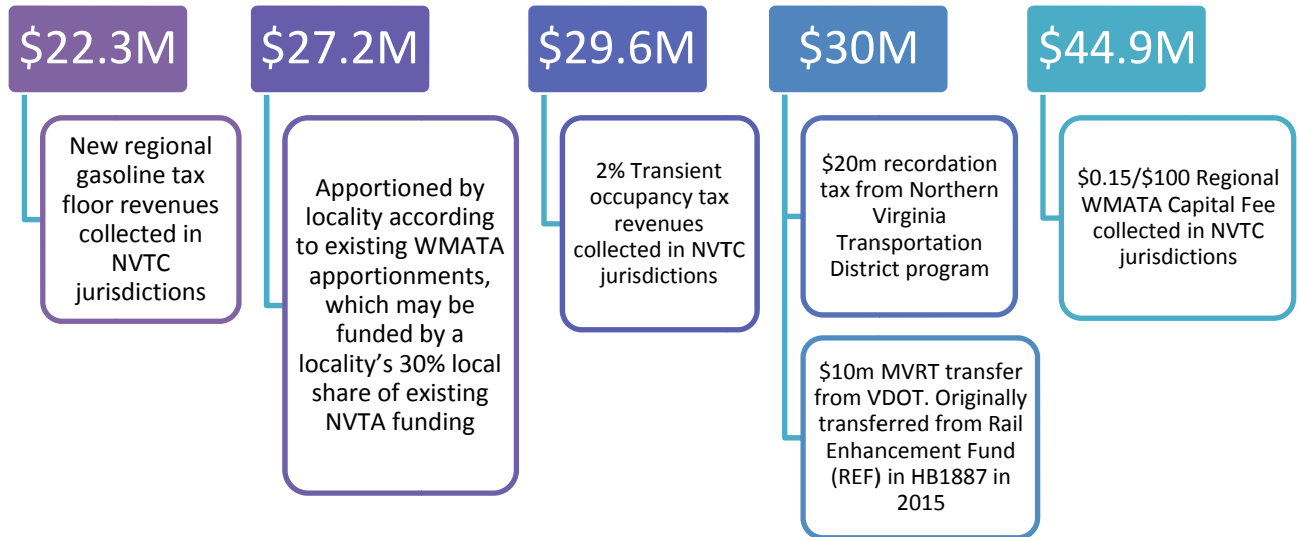
Organizations in the Northern Virginia District that receive state funding in FY 2019 of DRPT's SYIP are:



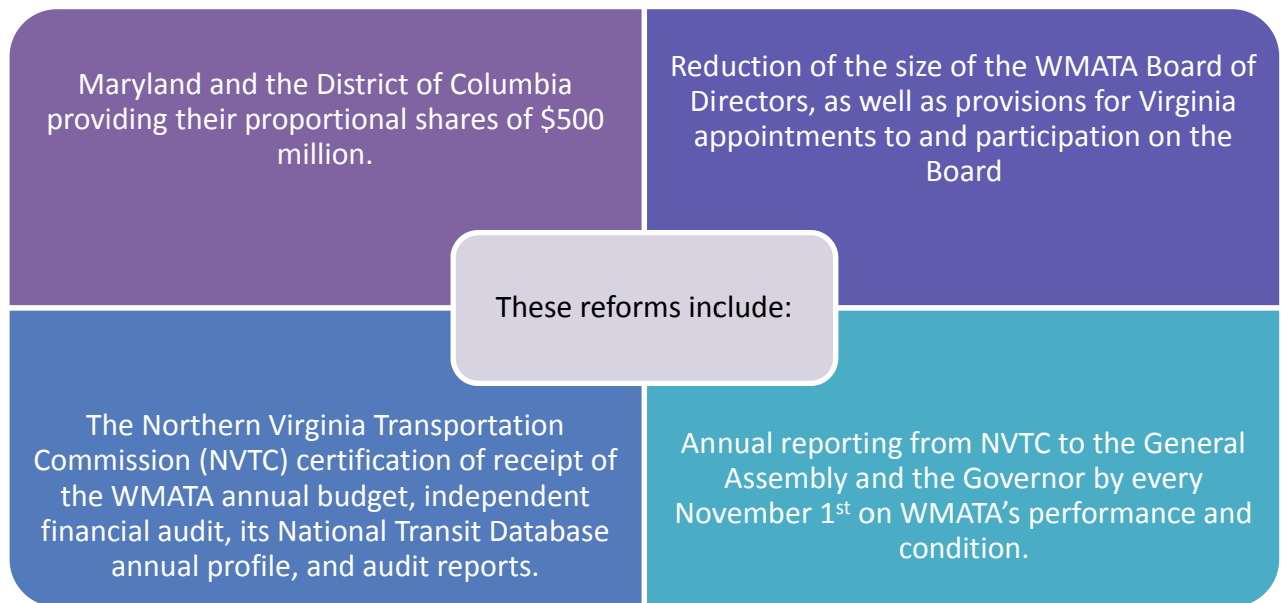


Washington Metropolitan Area Transit Authority (WMATA)

The 2018 General Assembly passed legislation providing additional funding in the amount of \$154 million, Virginia’s proportional commitment to WMATA’s request for an additional \$500 million in capital needs. It is anticipated that Maryland and the District of Columbia will follow and provide their proportional share:



Contingent on WMATA receiving this new funding from Virginia, the legislation requires implementation of other reforms necessary to ensure the near-term and long-term viability of the Washington Area Metropolitan Transit Authority (WMATA). Specifically, these reforms include:





The Commonwealth Transportation Board (CTB) is also empowered with specific WMATA accountability measures including withholding funding at the following percentages:

35%	20%	20%
<ul style="list-style-type: none">•If WMATA operating expenses increase by more than three percent annually•Caveats include any service, equipment, or facility required by law, major anticipated service expansions (Silver Line, Potomac Yard), and legal costs	<ul style="list-style-type: none">•If Virginia Board alternates participate at board meeting when both Virginia board members are present	<ul style="list-style-type: none">•If WMATA does not adopt a capital improvement program covering the next five fiscal years and does not adopt a strategic plan within the next three years

Metro Safety Commission

On March 24, 2017, Governor McAuliffe signed legislation creating the Metro Safety Commission (MSC). Members of the MSC will include representatives from the Commonwealth of Virginia, the State of Maryland, and the District of Columbia. Virginia's representatives are former National Transportation Safety Board member, Mark Rosenker, and former Director of Security and Operations Support at the American Public Transportation Association, Greg Hull. Former Virginia Deputy Secretary of Transportation, Barbara Reese, is Virginia's alternate member on the MSC.

This federally required commission will:

Compel the Washington Metropolitan Transit Authority (WMATA) to rectify deficiencies and insufficient safety performances by:

- Taking legal action and issuing citations or fines.
- Directing WMATA to prioritize capital spending on safety needs.
- Removing vehicles, facilities, or infrastructure from service.
- Restricting or suspending Metrorail service.
- Requiring WMATA to remove employees from safety sensitive positions.
- Urging WMATA's Office of Inspector General to conduct investigations.

Adopt federal Freedom of Information Act (FOIA) guidelines and open meeting laws.

Conduct independent accident investigations and property inspections.

Oversee, review, and approve safety plans for the Metro transit system.

Publish an annual safety report, an annual report of operations, and an annual independent audit of finances and submit them to the Federal Transit Administration (FTA) and WMATA member jurisdictions. The Commonwealth will also receive these reports.

Develop administrative and governance procedures through regulations.





I-66 Inside the Beltway

The Commonwealth is dedicating a portion of the new toll revenues from I-66 Inside the Beltway (after operations and maintenance costs and debt service are paid) to fund multimodal improvements that will benefit commuters who pay tolls to use the facility. Tolling began on I-66 Inside the Beltway in December 2017. The Commonwealth directly operates the tolling system and collects the toll revenues from I-66 Inside the Beltway. The Northern Virginia Transportation Commission (NVTC) will select the multimodal projects to be funded with the I-66 Inside the Beltway toll revenues. The Commonwealth Transportation Board (CTB) must allocate the funding for the projects selected by the NVTC. In July 2016, the CTB approved \$9.8 million to fund the first group of multimodal improvements on I-66 Inside the Beltway that were selected by NVTC. The CTB will allocate funding in FY 19 for a second round of multimodal improvements selected by NVTC as part of its I-66 Commuter Choice Program. Implementation of this first round of multimodal improvements began in late 2016. These projects are:

A 250 space commuter parking lot in Loudoun County	The purchase of two buses and two years of operations for new Fairfax Connector service between the Government Center and Foggy Bottom	Additional peak hour service on the Metrobus 2A route	New PRTC service between Gainesville and the Pentagon
Additional peak hour service on the ART 55 route	Bus stop consolidation on Lee Highway and Washington Boulevard in Arlington	Up to 16 new bikeshare stations in Falls Church	TDM outreach to the I-66 corridor, Loudoun County carpool and vanpool incentives and TDM marketing, and transit information display screens

I-66 Outside the Beltway

In November 2016, the Commonwealth selected Express Mobility Partners (EMP) to build Express Lanes on I-66 Outside the Beltway following a 16-month procurement process. EMP will be responsible for all costs to design, build, operate, and maintain the I-66 Express Lanes without any upfront public contribution.

EMP will contribute \$800 million over the next 50 years to fund the operation of new transit service in the I-66 corridor to be structured as an Annual Transit Payment. The Annual Transit Payment will fund new point-to-point, peak period commuter bus services that will begin operation in the corridor when the Express Lanes open in 2022.





New transit services will originate at new Park & Ride Lots in Fairfax County and Prince William County and will transport passengers to major activity centers such as Washington, Arlington, Tysons, the Pentagon, and the Dulles Airport area.

New transit services will utilize new I-66 Express Lanes to ensure reliable trip times.

New transit services will be operated by Fairfax Connector and PRTC Omniride.

By 2025, there will be 13 new/expanded commuter routes with up to 10,000 forecasted daily riders.

By 2040, there will be 20 new/expanded routes with up to 13,400 forecasted daily riders.

In addition to the Annual Transit Payment, EMP also provided the Commonwealth with an upfront concession payment of \$500 million for additional transportation projects to benefit the I-66 corridor. The Secretary of Transportation designated the Northern Virginia Transportation Authority (NVTA) as the entity responsible for making recommendations for the expenditure of these funds to the Commonwealth Transportation Board (CTB). NVTA issued a Call for Projects and received 26 project applications totaling over \$1.1 billion. After assessing project eligibility and applying a prioritization process, NVTA ultimately recommended 14 projects totaling \$496.3 million for funding. Transit-related projects that received funding are:

- East Falls Church Metrorail Station Bus Bay Expansion (Arlington County)
- Western Bus Maintenance Facility (PRTC)
- VRE Manassas Line Capacity Expansion and Real Time Multimodal Traveler Information

I-395 Express Lanes Extension

DRPT has worked with local jurisdictions and transit systems from Arlington to Spotsylvania County to produce a new I-95/I-395 Transit/TDM Study. The final report from the study includes a list of new and expanded transit services and TDM program enhancements that can be implemented to improve travel in the corridor using the Annual Transit Payment that will be provided from toll revenues from the new express lanes to be constructed on I-395.

Similar to I-66 Inside the Beltway, the Commonwealth will dedicate a portion of the new toll revenues from the extension of the I-395 Express Lanes to fund multimodal improvements that will benefit commuters who pay tolls to use the facility. Unlike I-66 Inside the Beltway, a private concessionaire (Transurban) will operate the tolling system and collect the tolls on the I-395 Express Lanes. The Commonwealth's agreement with Transurban for the operation and tolling of the I-395 Express Lanes requires an Annual Transit Payment to the Commonwealth. Tolling will begin on I-395 in late 2019. The Northern Virginia Transportation Commission (NVTC) will select the multimodal projects to be funded with the I-395 Annual Transit Payment.





The Commonwealth Transportation Board must allocate the funding for the projects selected by NVTC.

Commuter Rail Operating and Capital Fund

The 2018 General Assembly established this new fund that allows Virginia’s only commuter rail service, Virginia Railway Express (VRE), to have an additional funding source that can be used for operating expenses as well as rolling stock and track improvements. This fund will receive approximately \$15 million annually from the implementation of a regional gas tax floor in Northern Virginia jurisdictions (Arlington, Alexandria, Fairfax County, Loudoun, Fairfax City, Falls Church, Manassas, Manassas Park, and Prince William). VRE has the ability to sell bonds from this fund with debt service capped at 66% percent of anticipated revenues.

Rail Programs



DRPT is Amtrak’s state partner, and it supports regional intercity passenger rail service operated by Amtrak. All state supported Amtrak regional intercity passenger rail service travels into the Northeast Corridor and offers a one-seat ride to destinations including Washington, Philadelphia, New York, and Boston.

Ridership on Virginia State-Supported Routes for Federal FY 16-FY 17

Ridership	FY 16 (10/1/15- 9/30/16)	FY 17 (10/1/16-9/30/17)	Percent Change
Route 46: Lynchburg to DC	184,868	189,881	2.7%
Route 47: Newport News to DC	329,551	331,308	0.5%
Route 50: Norfolk to DC	146,605	155,389	6.0%
Route 51: Richmond to DC	177,305	174,935	-1.3%
TOTAL	838,329	851,443	1.6%

Arkendale Third Track Project

The Arkendale Third Track Project is part of a larger initiative to construct a third main line between Fredericksburg and Washington, DC to improve passenger and freight rail service. Construction of the 3rd main track runs from MP 71.0 at CFP Arkendale in Stafford County, VA to MP 81.3 at CFP North Possum Point in Prince William County, VA on the CSX Richmond Fredericksburg & Potomac Mainline.

This new third track segment will provide additional capacity to enhance the performance schedule for intercity passenger service, high speed passenger rail service, and Virginia Railway Express commuter service while preserving freight operations. Improvements also include structures such as under-grade railroad bridges, overhead roadway bridges, at-grade railroad crossings, and signal systems. Quantico Station improvements include conversion of a side platform to an island platform with a pedestrian bridge over the railroad tracks so that all three tracks can serve the passenger station.





In 2016, Virginia was awarded a \$165 million federal FASTLANE (now INFRA) grant to break the gridlock along Interstate 95. DRPT and

VDOT are leveraging these federal funds with state and private funds to undertake the \$1.4 billion Atlantic Gateway program of highway and rail projects. The benefits of Atlantic Gateway will extend well beyond the I-95 corridor and will transform how people and goods move throughout the Commonwealth. In total, it includes 55 miles of benefits touching all modes of transportation.

As a part of this project, 14 miles of additional railroad track will be constructed, including eight miles of a third track in Fairfax County leading up to the Long Bridge, a critical choke point for passenger and freight rail traffic along the eastern seaboard. In addition, CSX will provide additional operating slots for VRE and intercity rail service along the corridor as part of the project. CSX also has contributed the S-line from North Carolina to Richmond, which lays the groundwork for higher speed rail along the Southeast High Speed Rail corridor.



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 plans 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. Project recommendations will provide a competitive option for travelers between Washington, D.C. and Richmond and those traveling to and from adjacent corridors. DRPT has completed a draft Environmental Impact Statement, and is currently developing the final Environmental Impact Statement for FRA's review. The environmental process will culminate in a Record of Decision to be issued by FRA and make improvements in the DC2RVA corridor eligible for federal funding.



Smart Scale is a prioritization process focused on investing limited tax dollars into the right projects that meet the most critical transportation needs in Virginia. Virginia's Smart Scale selects the right transportation projects for funding and ensures the

best use of limited tax dollars. It is the method of scoring planned projects included in VTrans. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the CTB is given the best information possible in order to approve the right projects for funding.

FY17- Smart Scale funded 8 transit projects totaling \$31m

FY18- DRPT funded 17 projects totaling \$168m





Columbia Pike Smart Corridor (Arlington County)

Smart Scale Round 2 funding will allow for a package of transit, bicycle/pedestrian, Transportation Demand Management (TDM), and road improvements along the redeveloping Columbia Pike corridor in Arlington County, including one new retail Commuter Store, four new bike sharing stations, real time and augmented reality transit information, and 136 new bicycle parking locations at major transit stations, offices, and retail locations.

Rosslyn-Ballston Corridor Multimodal Connections (Arlington County)

This Smart Scale Round 2 project enhances multimodal connections in the corridor through two components: i) a bus purchase necessary to restructure the Metrobus route 4B between Seven Corners and the Rosslyn Metro station that will transition the line from Metrobus to ART service and roughly double the frequency of buses offering better transit service to passengers; and ii) construct protected bike lanes on Wilson Boulevard between Fairfax Drive and North Quinn Street extending already planned protected bike lanes on Wilson Boulevard to the west by 1.2 miles.

DASH Bus Service and Facility Expansion (City of Alexandria)

This project will provide funding for the construction of additional DASH bus parking and storage for additional expansion buses and the future growth of the DASH system as recommended in Alexandria's 2015 Transit Development Plan (TDP). It also includes the acquisition of six expansion buses. This project was funded in Round 2 of Smart Scale.

City of Alexandria West End Transitway - Southern Towers Transit Facilities (City of Alexandria)

The Smart Scale Round 2 project will construct a series of transit improvements within the Southern Towers apartment complex in Alexandria that will improve existing transit services and make preparations for the proposed West End Transitway Bus Rapid Transit (BRT) service that is scheduled to begin revenue service in 2021.

Loudoun County Transit Buses Acquisition (Loudoun County)

This Smart Scale Round 2 project will provide funding for the purchase of 12 new 40-passenger expansion transit buses to provide connections to existing and future Silver Line Metrorail stations.

VRE Fredericksburg Line Capacity Expansion Project (Virginia Railway Express)

This Smart Scale Round 2 project will add seats on the VRE Fredericksburg line that serves long distance trips between Spotsylvania County and Washington, D.C. and will reduce congestion in the I-95 corridor. It will also improve reliability and reduce delays for freight and passenger rail. The project includes an \$8 million expansion of the Crossroads Yard and Maintenance Facility in Spotsylvania County (Fredericksburg District) and \$34.3 million for 11 new railcars and multiple station improvements that will allow VRE to run eight-car trains on the line.





Ballston Metrorail Station West Entrance (Arlington County)

This project will provide funding for the construction of a second entrance to the Ballston Metrorail Station approximately 0.2 miles west of the existing entrance to enhance access to the station. The average Metrorail weekday daily ridership at Ballston is approximately 25,000 and is expected to grow to 40,000 by 2030. The project will include elevators, escalators, fare gates, and a new mezzanine with elevators and stairs to the rail platform. This project was funded in Round 1 of Smart Scale.

Arlington Transit (ART) Service Restructuring and Expansion (Arlington County)

This project will replace the existing Metrobus Route 22A/B/C with new ART Route 81 that will extend the route to Marymount University and provide higher frequency service. Arlington will purchase eight new transit buses and construct/install bus stop and ADA improvements along the route with Smart Scale Round 1 funding.

TDM Strategies Service the I-66 Corridor (Arlington County) – Project Complete

This project is complete. Arlington County used Smart Scale Round 1 funding to purchase a Mobile Commuter Store to allow the County to provide more employer and residential outreach in the Dulles Toll Road/I-66/Metrorail Silver Line corridors.

If you have any questions or comments about any of these projects, please contact our office:

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