



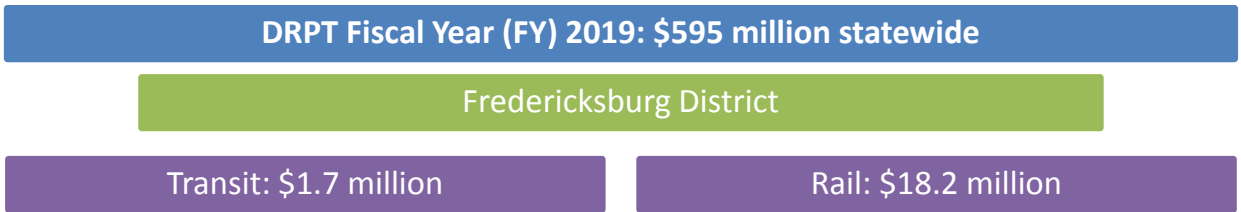
Fredericksburg District Highlights

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 Fredericksburg District.



Transit and Commuter Programs

Organizations in the Fredericksburg District receiving state funding in FY 2019 of DRPT's SYIP are:



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% of anticipated revenues.

Rail Programs



DRPT is Amtrak's state partner, and it supports regional intercity passenger rail service operated by Amtrak including five daily stops at the Fredericksburg Train Station. All state supported Amtrak regional intercity passenger rail service travels into the Northeast Corridor and offers a one-seat ride to destinations including Washington DC, 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 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, thereby providing project recommendations for a competitive option for travelers between Washington, DC 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 Commonwealth Transportation Board 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



Leeland and Brooke VRE Stations Improvements & Potomac Shores Station Construction

This Smart Scale Round 2 project will increase the capacity of the Leeland and Brooke VRE stations by adding a second platform to and expanding the existing platforms to accommodate eight-car trains. Additionally, the project will expand the parking at Leeland Station by adding 225 spaces, installing new bicycle racks, and constructing a shared use path and crosswalk to improve bike and pedestrian connectivity.

VRE Fredericksburg Line Capacity Expansion Project

This Smart Scale Round 2 project adds seats on the VRE Fredericksburg line which serves long distance trips and reduces congestion in the I-95 corridor. In the Fredericksburg District, it includes an \$8 million expansion of the Crossroads Yard and Maintenance Facility in Spotsylvania County and \$34.3 million for 11 new railcars as well as other station improvements that will allow the operation of eight-car trains.

Interstate 95 Exit 140 Commuter Parking Lot Expansion

This Smart Scale Round 1 project will add 500 additional commuter parking spaces to the existing commuter lot. It is anticipated that this project will be completed by Summer 2020.

New Route 1 Commuter Parking Lot

This Smart Scale Round 1 project will construct a 715 space commuter parking lot with 685 regular spaces, 30 handicap spaces, and a loading area for three buses at the corner of Commonwealth Drive and Route 1 in Spotsylvania County. Planning has begun for this project with construction anticipated to start in 2020.

King and Queen County Business/Telework Center

This approved Smart Scale Round 1 project will be developed on a 3.5 acre site. The 4000 square foot building will have 25 telecommuting work stations and 13 office spaces along with parking and a bus stop. This development is the only alternative workforce location in the Middle Peninsula for commuters. Construction is planned to start in 2020.

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

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