

Rail and Transit Funding Needs in Virginia

Thelma Drake
Department of Rail and Public Transportation
Director

Critical Needs

- ❑ Dedicated revenue source for intercity passenger rail operating and capital needs
 - Addressed in Senate Joint Resolution 63 study (now Senate Document 14), Intercity Passenger Rail Operating and Capital Fund (IRPOC) created in 2011 as part of the Governor's transportation funding legislation
- ❑ Stability in state share for transit capital funding, an improved methodology to address operating challenges with the introduction of new transit services and large-scale projects (The Tide, Dulles Metrorail), and increased funding to support future expansions
 - Being addressed in Senate Joint Resolution 297 study

Rail Funding Challenges: PRIIA Section 209

- ❑ States must begin paying operating and capital costs for Amtrak intercity regional service (750 miles or less) by 2013
- ❑ Virginia will take on four trains in addition to two existing state-sponsored services – estimated \$110 million in unfunded operating need, over a six-year period (not inclusive of capital costs)
- ❑ Pricing policy is at the Surface Transportation Board for action/implementation as early as April 2012.

❑ Pricing Policy Developed 2010-2011

- ❑ DRPT was one of five states to participate in the State Working Group
- ❑ 18 of 19 States have concurred with the Pricing Policy
- ❑ Next Steps-
 - ❑ All states didn't agree with the Policy. Amtrak filed a petition to the Surface Transportation Board (STB), on November 21, 2011. Ruling in 120 days – one year to implement STB pricing policy.
 - ❑ If all states agree soon, Amtrak will withdraw the STB filing and the implementation will occur October 2013.

Intercity Passenger Rail Operating and Capital Needs FY2012-FY2021 (\$ in millions)

Amtrak Virginia Operating and Associated Capital Needs by Fiscal Year	Fiscal Year – 10 Year Horizon										Total
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
Total Amtrak Virginia Operating Needs 2 Trains Current – 6 trains FY2014 and Beyond	3.0	6.7	19.4	24.5	29.8	35.0	36.0	37.1	38.2	39.3	269.0
Amtrak Virginia Capital Charge for Equipment			3.5	3.8	4.1	4.4	4.7	5.0	5.3	5.7	36.5
Total Amtrak Virginia Operating and Associated Capital Equipment Needs	\$3.0	\$6.7	\$22.9	\$28.3	\$33.9	\$39.4	\$40.7	\$42.1	\$43.5	\$45.0	\$305.5

- ❑ PRIIA Section 209 has an FY2013 or FY2014 implementation date for VA subsidy of 6 trains, depending on STB interaction.

Intercity Passenger Rail Corridor Development Needs (\$ in millions)

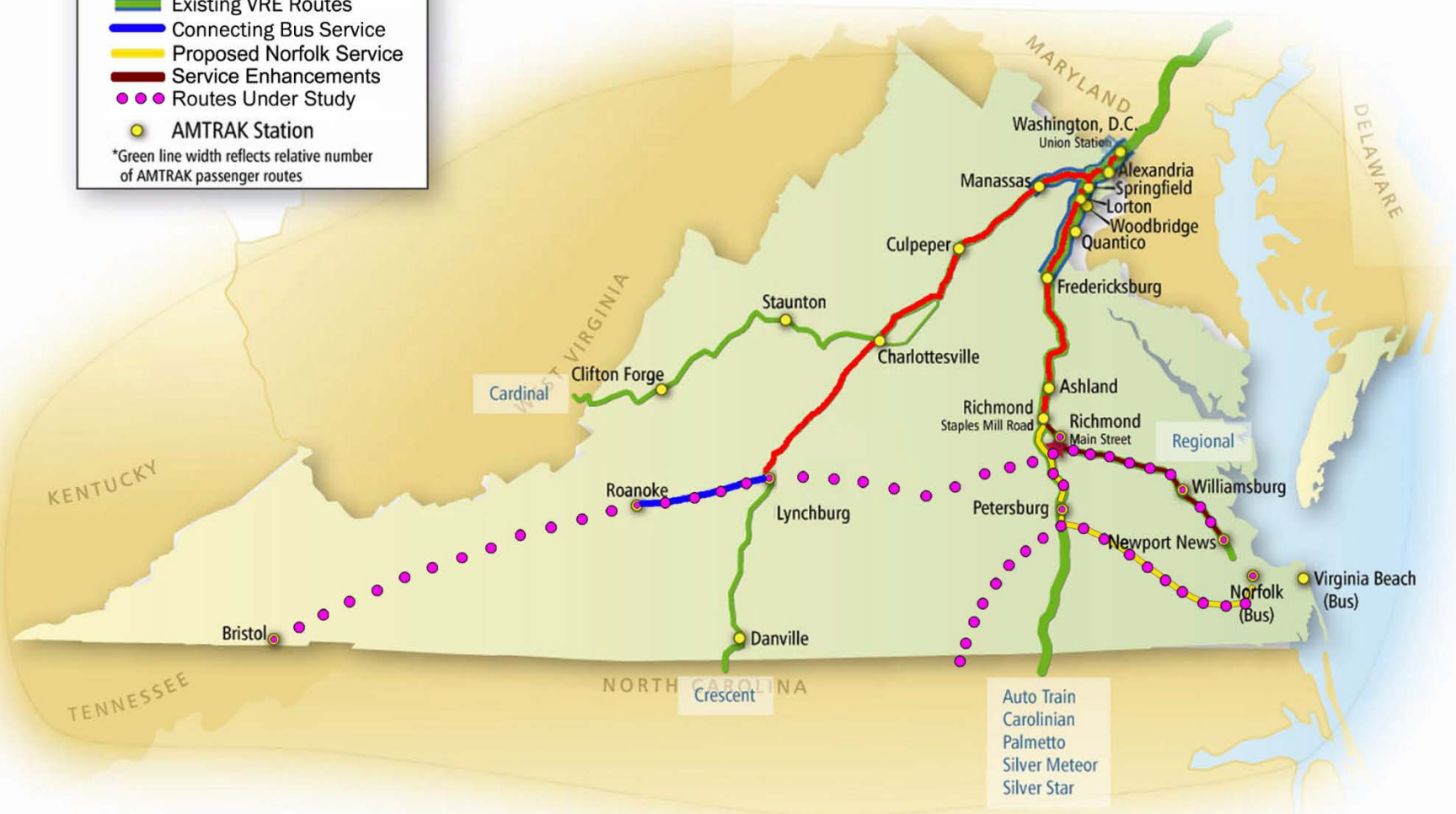
Passenger Rail Corridor Development Capital Needs	Corridor Development Example by Fiscal Year – 10 Year Planning Horizon										Total
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
I-95 Corridor Petersburg to Washington, D.C. – Match to Federal funding	\$25.8	\$102.4	\$57.7	\$38.2	\$28.3	\$18.9	\$29.9	\$51.1			\$352.3
Total Corridor Example Capital Needs	\$25.8	\$102.4	\$57.7	\$38.2	\$28.3	\$18.9	\$29.9	\$51.1			\$352.3

Note: \$1.8B corridor development need.

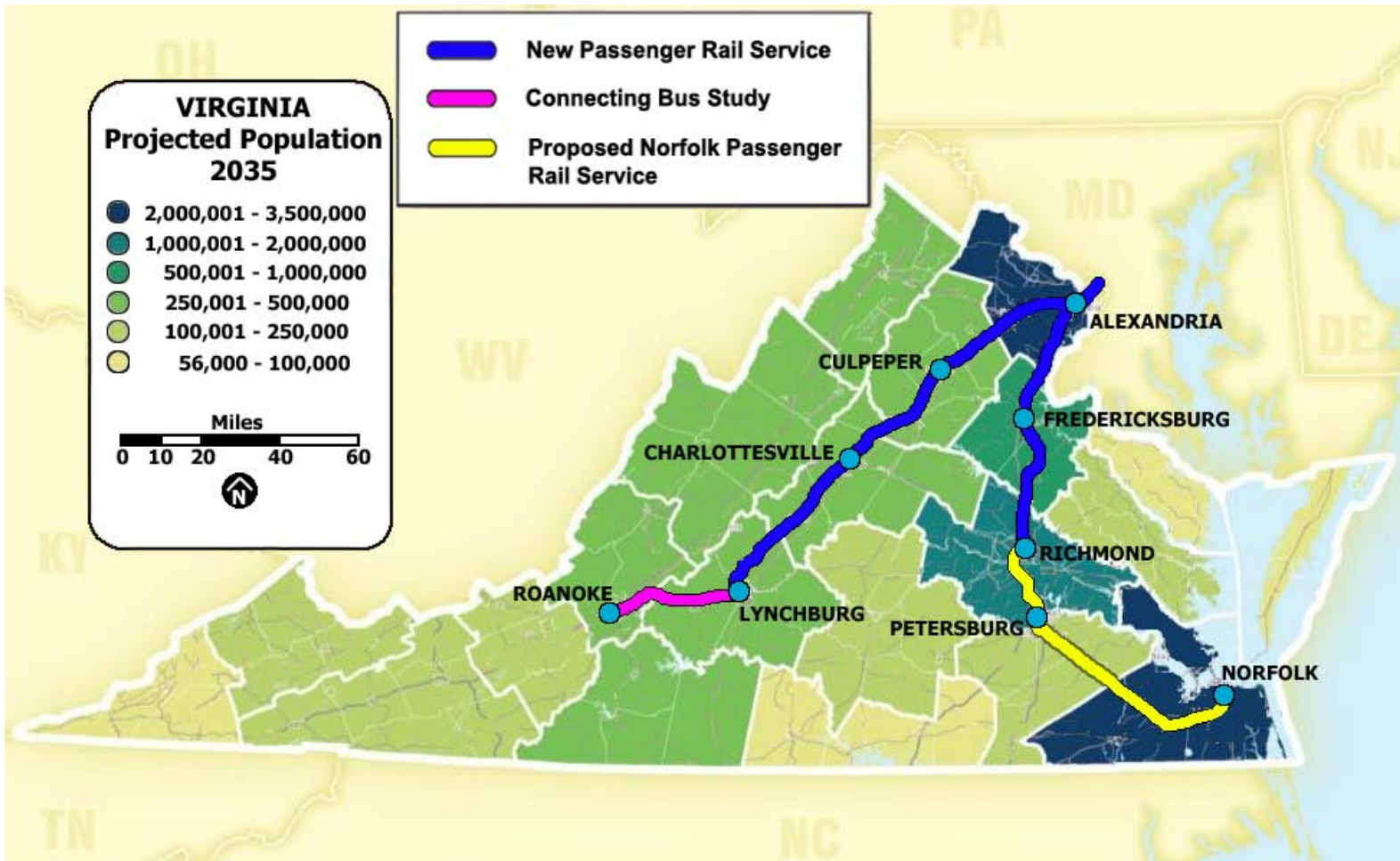
- ❑ Major rail corridor development requires a dedicated revenue stream to match federal funds or develop the corridor through state-only investments. Federal grants require a 20 percent match, and the status of future federal funding is unknown at this time.

Passenger Rail Service in Virginia Present and future

- Existing AMTRAK Routes*
 - New Intercity Service
 - Existing VRE Routes
 - Connecting Bus Service
 - Proposed Norfolk Service
 - Service Enhancements
 - Routes Under Study
 - AMTRAK Station
- *Green line width reflects relative number of AMTRAK passenger routes



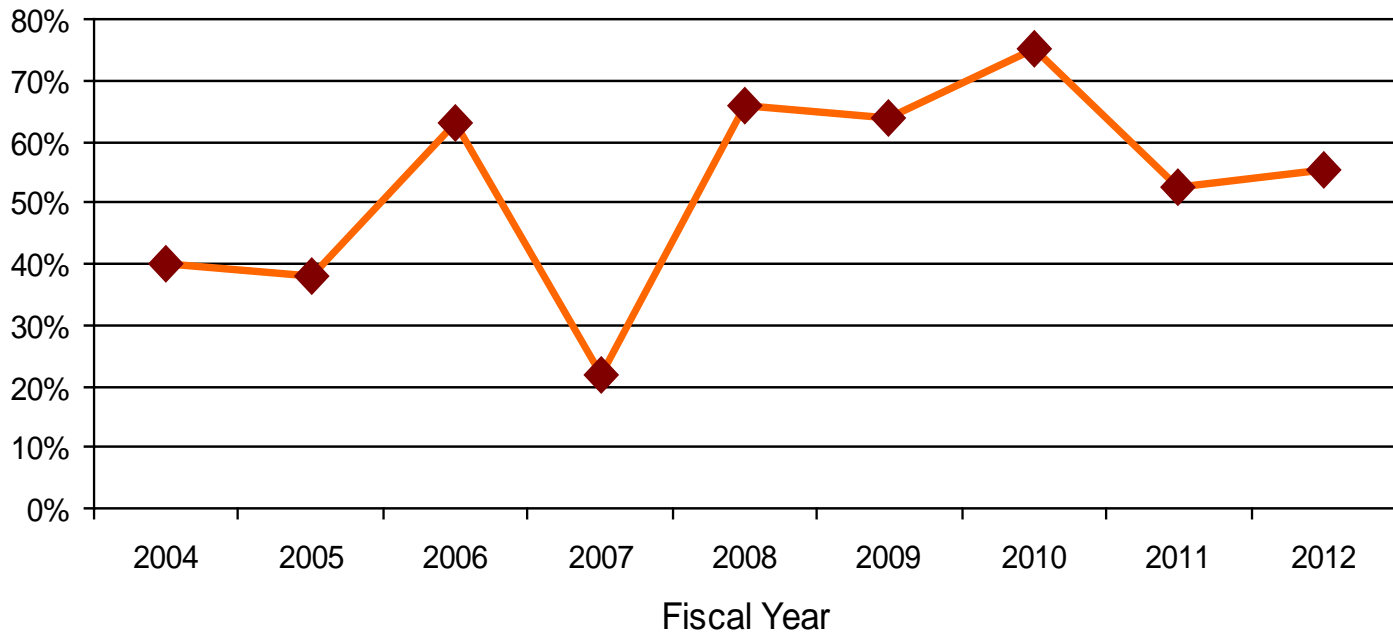
Virginia's Intercity Passenger Rail Initiatives Will Serve 2035 High Population Centers



Public Transportation Capital Funding

55% State Share

State Share of Non-Federal Capital Expenses

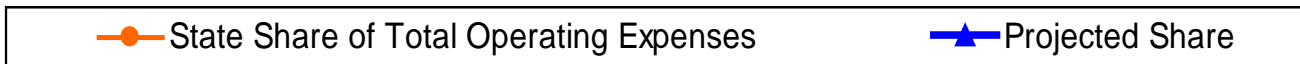
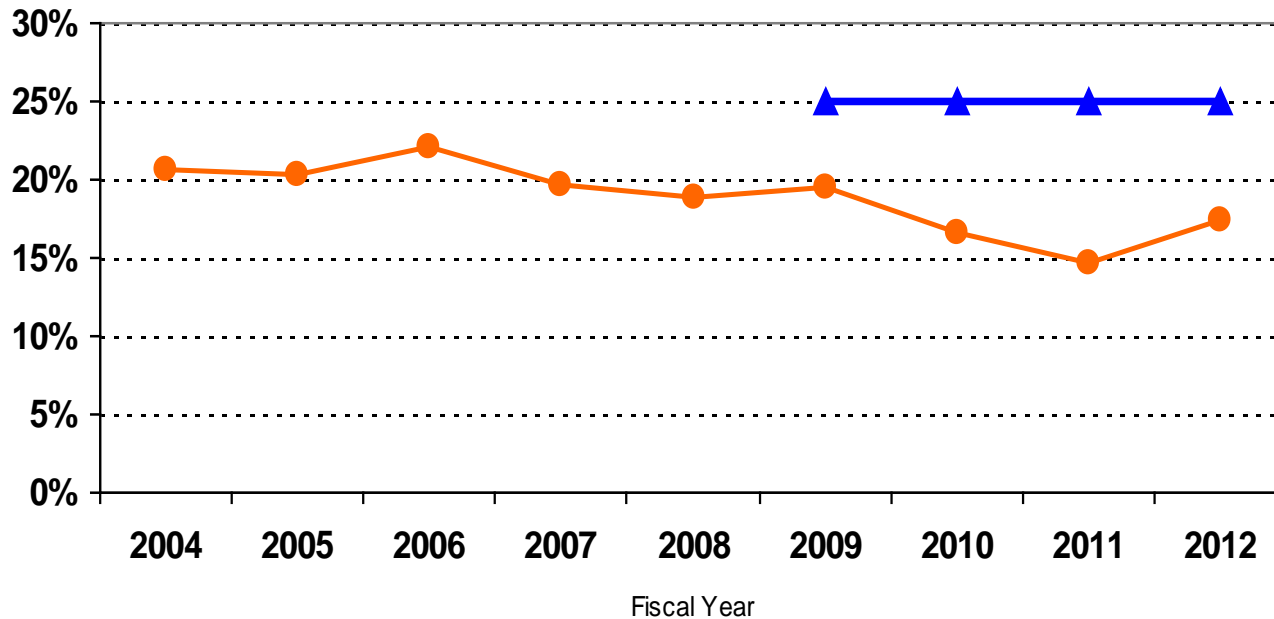


Need stability
in state
matching
share

—◆— Actual State Share of Non-federal Cost

Public Transportation Operations Funding

17% of Total Costs



Continued Demand for Transit

- ❑ Thirteen million more transit trips in FY12 as compared to FY06
- ❑ Six new transit systems have been introduced in the last two years
- ❑ Eighty-five percent of Virginia now has access to transit, only 73% had access in 2003
- ❑ No increase in transit funding percentage since 1986 – 14.7 of Transportation Trust Fund



www.drpt.virginia.gov

drptpr@drpt.virginia.gov

804-786-4440