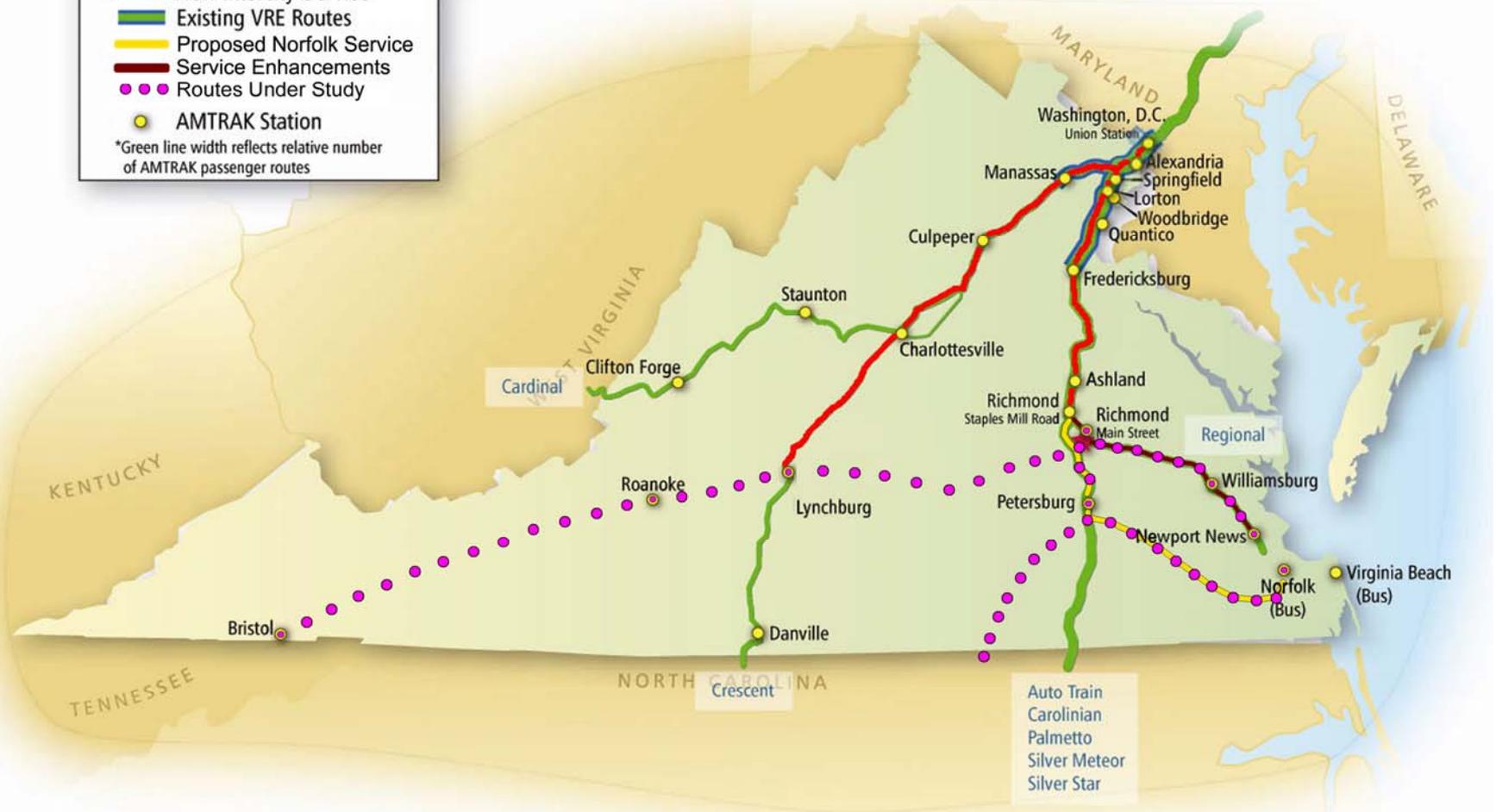


State of Intercity Passenger Rail in Virginia: Funding Considerations

Passenger Rail Service In Virginia Present and Future

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

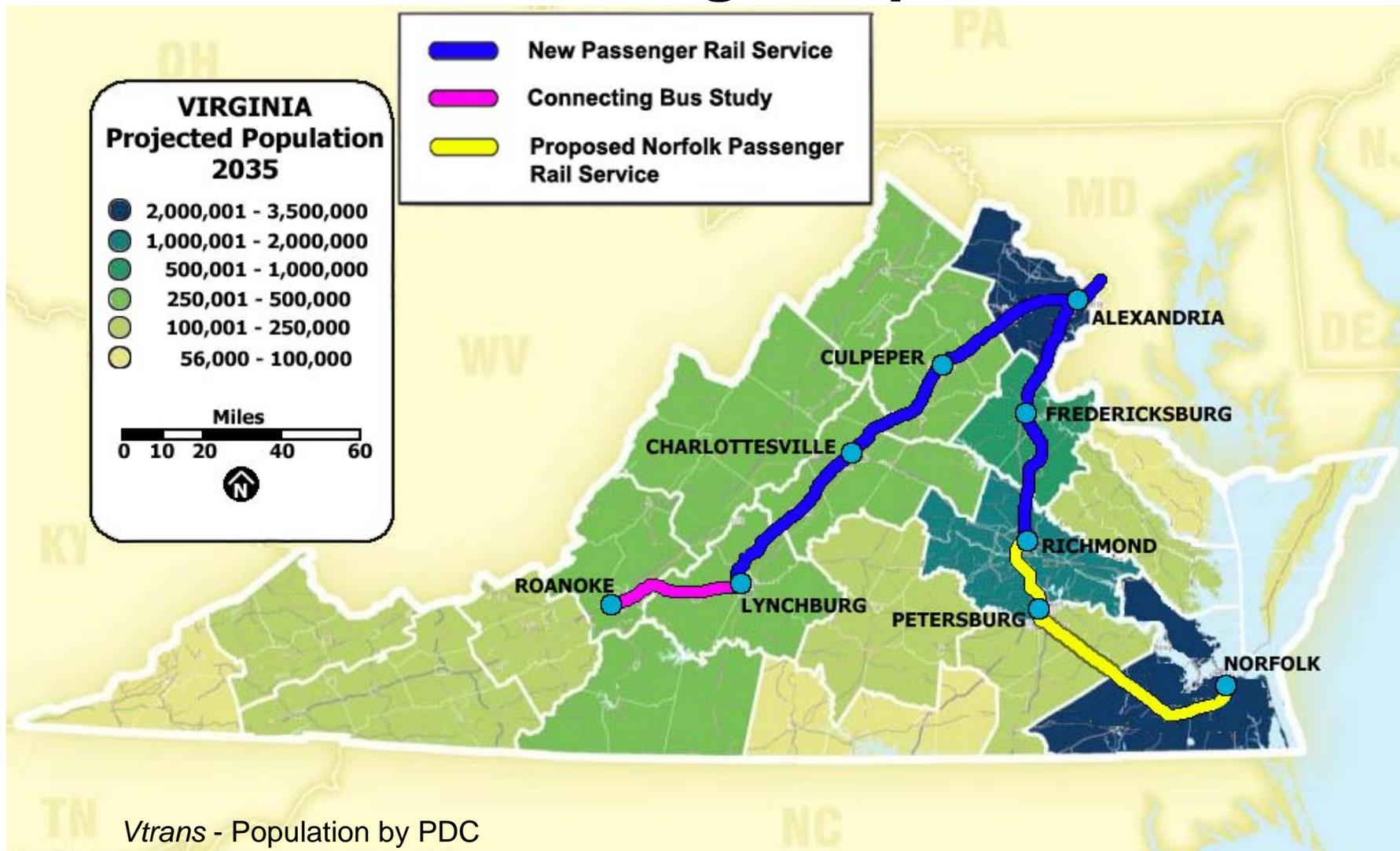


State-Funded Intercity Passenger Rail Service

- ❑ Existing state-funded service - Lynchburg to the Northeast Corridor, Richmond to the Northeast Corridor
- ❑ Planned extensions - Extend Richmond service to originate in Norfolk within three years
- ❑ Potential extensions - Extend Lynchburg service to Roanoke and Bristol, short term bus bridge from Roanoke under study



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



Other Amtrak Service in Virginia

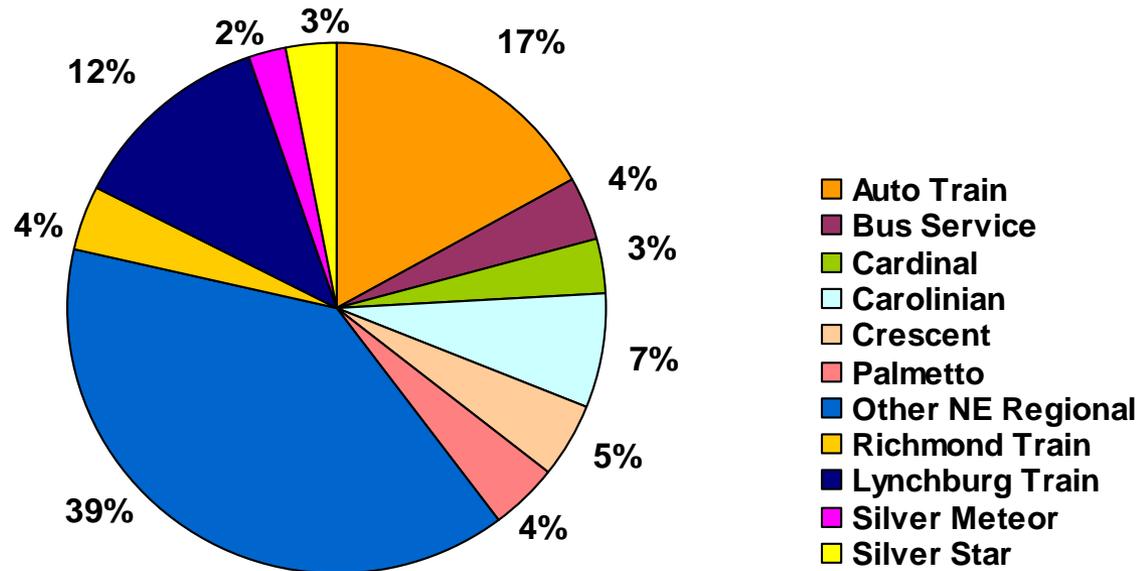
September 2010 Statewide Amtrak Ridership By Service

□ Long Distance

- Autotrain
- Cardinal
- Carolinian
- Crescent
- Palmetto
- Silver Meteor
- Silver Star

□ Regional

- Northeast Regional (non-state supported)
 - Two trains, Richmond to Washington, D.C.
 - Two trains, Newport News to Washington, D.C.

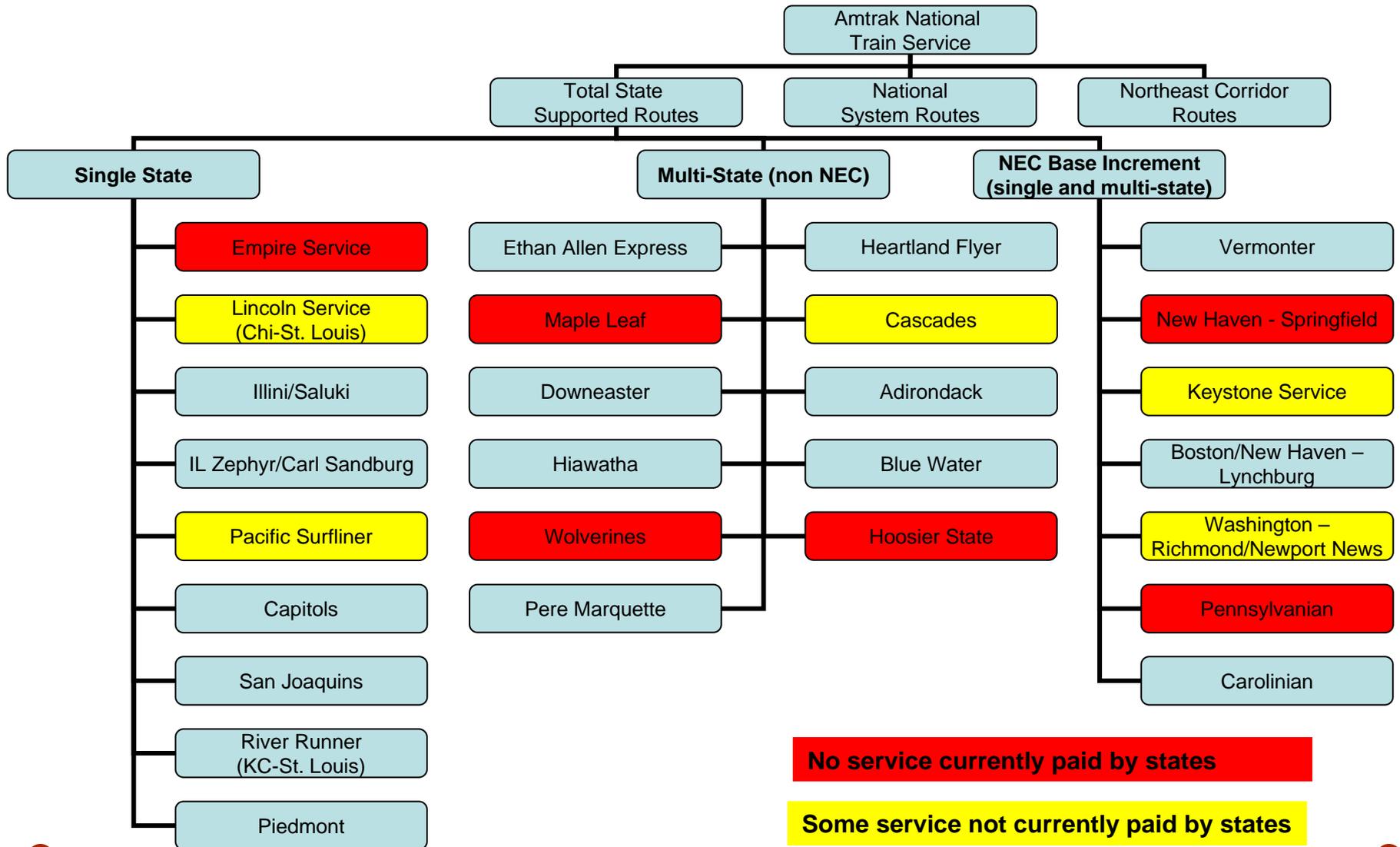


Passenger Rail Investment and Improvement Act of 2008

PRIIA

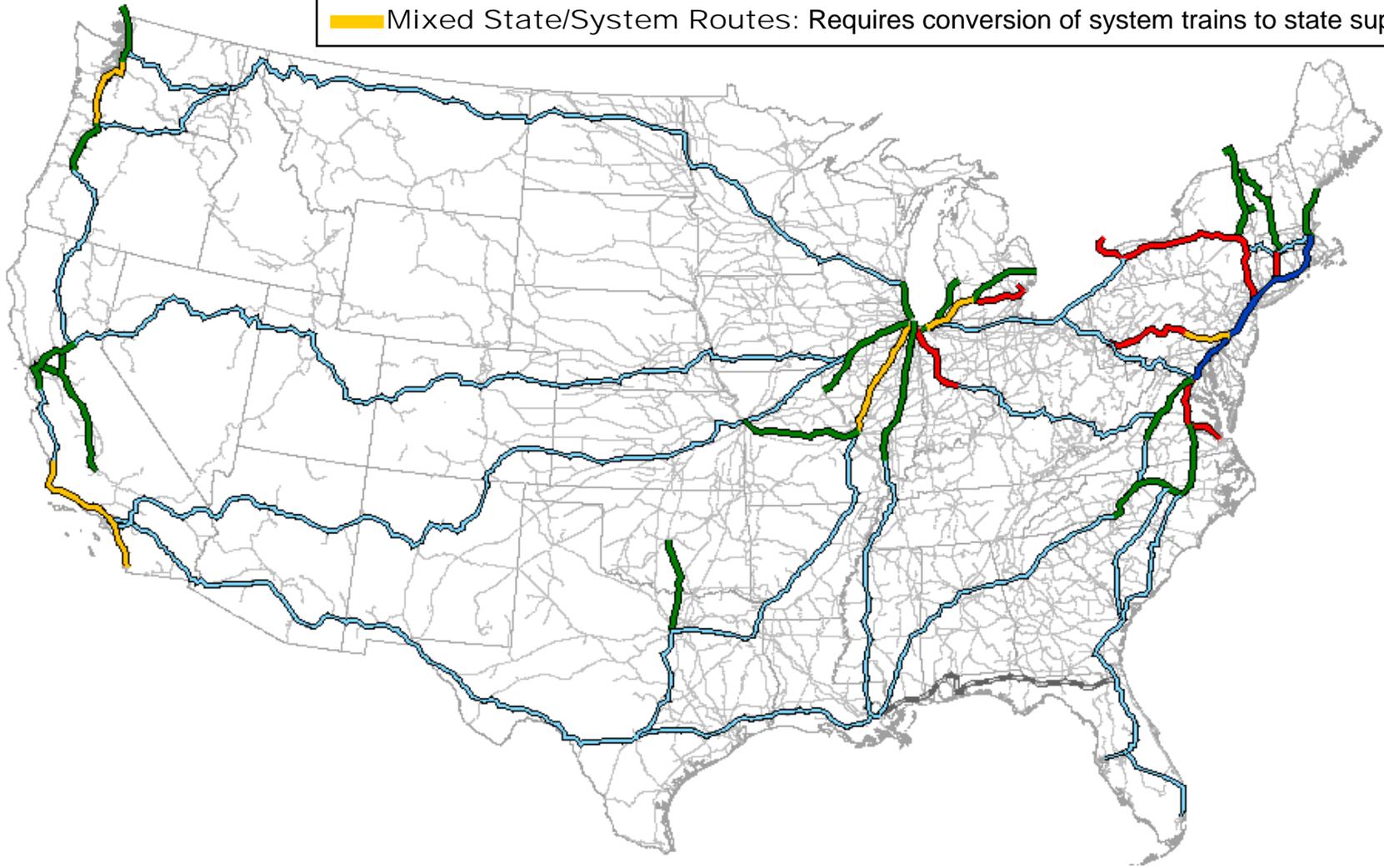
- ❑ PRIIA changed America's approach to intercity passenger rail development
 - High Speed Corridor Program is identified
 - Section 201 Defined Amtrak's national system
 - Section 209 Defined the Role of the States and Amtrak to establish a consistent cost structure
 - Federal government transition to invest only in long distance routes of greater than 750 miles between endpoints and in Amtrak's Northeast Corridor
 - Operating costs for regional routes under 750 miles will transition to the states
 - Capital program funding identified with no operating funding to states to cover costs

Segmentation of Amtrak's National Train Service



Corridor Services – Impacted Routes

- NEC Spine: Excluded from Section 209
- State Supported Routes: Require consistent agreements under Section 209
- System Corridor Routes: Require new agreements, no state support in place
- Mixed State/System Routes: Requires conversion of system trains to state support



Virginia Impact

- ❑ Virginia will continue to support the two state supported services operating today as well as the planned Norfolk extension.
- ❑ Virginia will begin to support four additional regional trains
 - Two trains, Richmond to Washington, D.C.
 - Two trains, Newport News to Washington, D.C.
- ❑ No dedicated source of passenger rail operating or capital funds.
- ❑ Unless operating and associated capital funding is identified, these regional routes will be terminated.

Senate Joint Resolution 63

- ❑ Requested by Senator Yvonne Miller in 2010 General Assembly Session
- ❑ Required DRPT to:
 - Assess the most efficient and beneficial method by which high speed and intercity passenger rail operations should be funded.
 - Submit a report to the governor and the General Assembly communicating its findings and recommendations.
- ❑ Report submitted to General Assembly on November 23, 2010 for their consideration

Intercity Passenger Rail Operating and Capital Needs FY2011-FY2021 (\$ in millions)

Operating Needs	Fiscal Year											Total
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
PRRA Trains (2 Richmond and 2 Newport News)				\$8.6	\$13.3	\$13.7	\$14.1	\$14.5	\$14.9	\$15.4	\$15.8	\$110.2
Lynchburg Train Subsidy	\$2.9	\$3.5	\$3.0	3.9	4.0	4.2	4.3	4.4	4.6	4.7	4.8	44.2
Richmond Train Subsidy	2.1	2.7	2.6	2.9	3.1	3.4	3.5	3.6	3.7	3.8	3.9	35.3
Richmond to Norfolk Train Subsidy (3 trains transition over time).				4.0	4.1	8.5	13.1	13.5	13.9	14.3	14.8	86.2
Total Operating Needs	\$5.0	\$6.2	\$5.6	\$19.4	\$24.5	\$29.7	\$35.0	\$36.0	\$37.1	\$38.2	\$39.3	\$276.0
Capital Needs												
Amtrak Capital Charge for Equipment*				TBD								
I-95 Corridor Petersburg to Washington, D.C. – Match to Federal funding	.9	25.8	102.4	57.7	38.2	28.3	18.9	29.9	51.1			353.2
Total Capital Needs[†]	\$.9	\$25.8	\$102.4	\$57.7	\$38.2	\$28.3	\$18.9	\$29.9	\$51.1			\$353.2
Total Operating and Capital Needs[†]	\$6.0	\$31.9	\$108.0	\$77.0	\$62.8	\$58.0	\$53.8	\$66.0	\$88.2	\$38.2	\$39.3	\$629.2

State Supported Intercity Passenger Service and Sources of Revenue for Operations

State	Number of Routes Supported with State Funds	Intercity Passenger Rail Operation Funding Source	Dedicated or Non-dedicated Funding Source
Virginia	2	Available Commonwealth Transportation Funds and General Assembly Special Budget Language.	Non-Dedicated
California	3	Public Transportation Account <ul style="list-style-type: none"> •diesel fuel tax •portion of gas tax •sales tax on a portion of the excise tax on gas 	Dedicated
Illinois	3	General Fund Allocation	Non-Dedicated
Michigan	2	Transportation Fund Allocation	Non-Dedicated
Missouri	1	General Fund Allocation	Non-Dedicated
New York	1	Transportation Fund Allocation <ul style="list-style-type: none"> •Passenger & Freight Rail Infrastructure capital Program (expires 2010) 	Non-Dedicated
North Carolina	2	Transportation Fund Allocation	Non-Dedicated
Oregon	1	Personalized license plate fees Transportation Operating Fund (gas tax)	Dedicated and Non-Dedicated
Pennsylvania	1	Transportation Trust Fund Allocation	Dedicated
Texas	1	Transportation Fund Allocation Non-Dedicated Revenue Sources (Leases)	Non-Dedicated

Current State Funding Mechanisms

- ❑ Rail Enhancement Fund
- ❑ Shortline Railway Preservation and Development Fund
- ❑ Capital Project Bonds
- ❑ Fund for Construction of Industrial Access Railroad Tracks
- ❑ Transportation Trust Fund
- ❑ Transportation Efficiency Improvement Fund
- ❑ CTB Authority
- ❑ Commuter Rail and Multi-Modal Connectivity Funding

Funding Proposals in SJ63 Report

- ❑ Establish an Intercity Passenger Rail Operating and Capital Fund
 - Appropriation of funds could be achieved by:
 - Annual allocations from the General Fund
 - Annual allocations from the Transportation Trust Fund (TTF)
- ❑ Create a dedicated revenue source, review and consider the following mechanisms:
 - Increasing the current Rental Car Tax by three percent
 - Re-direction of three of the four percent of Rental Car Tax revenues currently given to localities
 - Potential allocation of 4.3% of the TTF
 - Potential revenue from the privatization of the Alcoholic Beverage Control (ABC) stores
 - Potential revenue from the addition of a sales tax to be charged in addition to the rental car tax on rental fees
 - Other mechanisms adopted by other states such as:
 - Assessing additional fees to personalized license plate fees
 - Redirecting tax revenues from the sale of new and used motor vehicles
 - Redirecting vehicle weight fee revenues

Thank You!



Questions?