

Network for Success

# Local Programs Workshop



## Implementation of HB 2313

**HRTPO**

**HB2313 Regional Transportation Funds**  
*Proposed Programming Options*



# HB2313 Legislation Excerpt

CHAPTER 766 [H 2313]

Approved April 3, 2013

## §33.1-23.5:3. Hampton Roads Transportation Fund established.

- “The moneys deposited in the fund shall be used solely for **new construction projects on new or existing roads, bridges, and tunnels** in the localities comprising Planning District 23 as approved by the Hampton Roads Transportation Planning Organization.”
- “The Hampton Roads Transportation Planning Organization shall give priority to those projects that are expected to **provide the greatest impact on reducing congestion** and shall ensure that the moneys shall be used for such construction projects in all localities comprising Planning District 23.”

# Hampton Roads Project Prioritization: Project Utility Component

Highway Projects	
Criteria	Max Points
Congestion	30
System Continuity and Connectivity (Degree of Regional Impact)	25
Cost Effectiveness (Cost/VMT)	15
Compatibility with Existing Land Use Patterns and Future Plans and Development	10
Safety and Security	15
Model Enhancements	5
<b>TOTAL</b>	<b>100</b>

Bridge/Tunnel Projects	
Criteria	Max Points
Congestion	30
Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence)	20
System Continuity and Connectivity (Degree of Regional Impact)	10
Safety and Security	10
Cost Effectiveness (Cost/VMT)	15
Compatibility with Existing Land Use Patterns and Future Plans and Development	10
Model Enhancements	5
<b>TOTAL</b>	<b>100</b>

# HB2313 Regional Funding

## Hampton Roads Local Component (Millions)

Revenue Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
0.7% Local Sales Tax	\$114.3	\$129.6	\$134.8	\$139.9	\$144.7	\$149.7
2.1% Fuels Sales Tax	\$62.1	\$71.4	\$73.8	\$76.3	\$78.4	\$80.6
Total New Local Revenue	\$176.4	\$201.0	\$208.6	\$216.2	\$223.1	\$230.2

Source: Virginia Department of Transportation  
Date: August 19, 2013

# HB2313 Revenues Generated in Hampton Roads over 20 Years

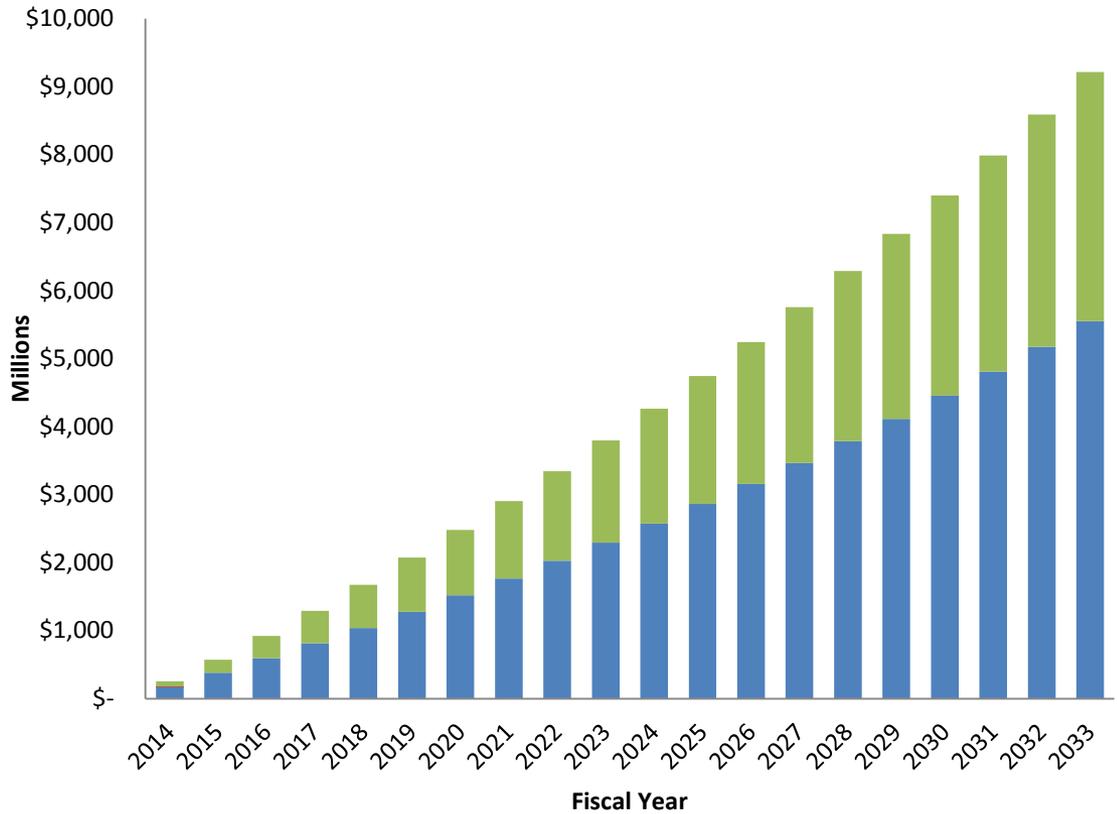
**\$3.6 billion** estimated revenue generated in Hampton Roads from the Statewide additional funding.



**\$5.5 billion** estimated revenue for the regional **Hampton Roads Transportation Fund (HRTF)**.



**\$9.1 billion** estimated total revenue stream coming to Hampton Roads over the next 20 years.



■ Hampton Roads Transportation Fund  
 ■ Hampton Roads Portion of Statewide Funding from HB2313

# Mega/Interstate Projects

- **3<sup>rd</sup> Crossing/Patriots Crossing: \$3 B project**
- **3<sup>rd</sup> Crossing/Craney Island Connector: \$500 M project**
- **3<sup>rd</sup> Crossing/I-664 Widening (Hampton to Chesapeake):  
\$2.5 B project**
- **I-64 Southside Widening (including High Rise Bridge):  
\$1.7 B project**

# Programming Options for HB2313 "Regional" Funds

## Mega/Interstate Projects

### Third Crossing

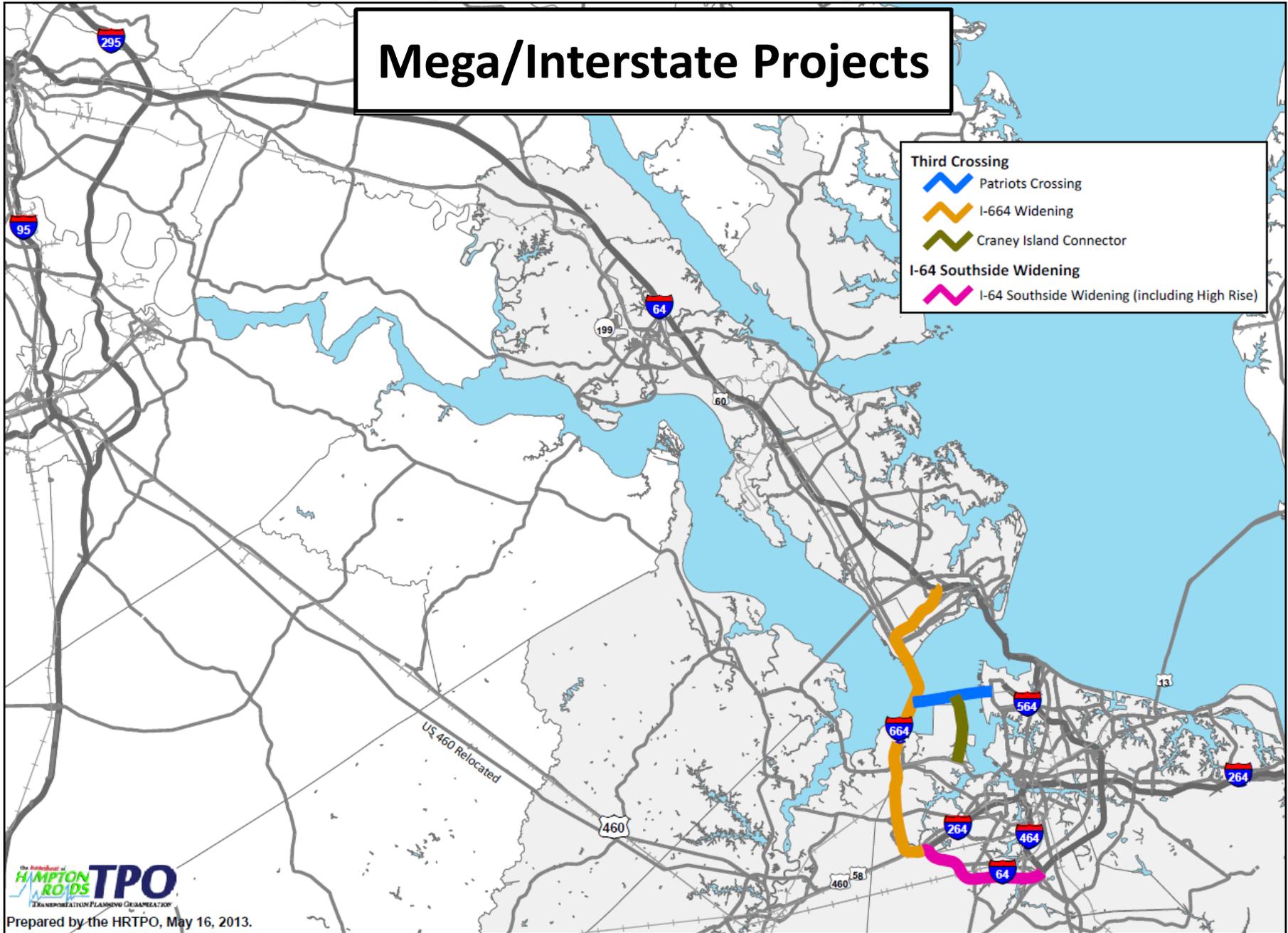
 Patriots Crossing

 I-664 Widening

 Craney Island Connector

### I-64 Southside Widening

 I-64 Southside Widening (including High Rise)



# Regionally Significant Projects

## Interstate/Interchange

- **Interstate Projects**
  - **I-64 Peninsula Widening: \$350 M project**
- **Interchange Projects**
  - **Fort Eustis Boulevard: \$150 M project**
  - **I-64/I-264: \$350 M project**
  - **Bowers Hill: \$350 M project**

# Interstate/Interchange Projects

# Interstate/Interchange Projects

- **I-64 Westbound Ramp to I-264 Eastbound: \$128.4 M additional funding**
- **I-264/Lynnhaven Parkway Interchange Phase II: \$116.9 M additional funding**
- **I-264 Widening from 0.4 mile east of Westbound I-64 to 0.5 mile east of Witchduck Road, including Greenwich Avenue Flyover: \$162.3 M additional funding**

# How to Pay for these Projects

- **Cash: \$200+ Million/year**
- **Bonding**
  - **A Bonding Authority would require action by the General Assembly**
  - **Up to \$3 Billion total bonding capacity**

# Next Steps

- **September/October 2013**
  - Determine which type of projects will receive HRTF revenues
  - Address the issue of a bonding authority

**HRTPO**

**HB2313 Regional Transportation Funds**  
*Proposed Programming Options*





*The Authority*  
for Transportation in Northern Virginia

# **HB2313 and the Roles of the Northern Virginia Transportation Authority (NVTA) and Member Jurisdictions**

VDOT Local Programs Workshop  
September 25, 2013

# What is the NVTA?



- The Northern Virginia Transportation Authority (NVTA) was created in 2002 (SB 576) to provide Northern Virginia communities with a regional organization responsible for:
  - 1) developing a long range transportation plan,
  - 2) supporting initiatives and Transportation Demand Management programs aimed at improving air quality and relieving congestion, and
  - 3) advocating for transportation needs before State and Federal Governments.
- NVTA has remained active in Northern Virginia transportation matters by:
  - completing its regional long range plan,
  - advocating for additional transportation funding,
  - supporting efforts to improve pedestrian safety,
  - encouraging growth near transit, and
  - providing jurisdictions with a streamlined process for the allocation of federal transportation funds to the region.

# NVTA Background



- The counties of Arlington, Fairfax, Loudoun and Prince William
- The cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park
- Membership:
  - One elected official from each of those jurisdictions
  - Two members of the House of Delegates
  - One State Senator
  - Two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board
  - One non-voting member rotated among several towns in Planning District 8
  - The Commonwealth Transportation Commissioner's designee (ex-officio)
  - The Director of the Department of Rail and Public Transportation (ex-officio)

# NVTA Partners

**metro**

LOUDOUN COUNTY VIRGINIA  
1757

COUNTY OF FAIRFAX  
1742  
VIRGINIA

ABINGDON COUNTY  
VIRGINIA

MANASSAS, VIRGINIA  
1873

CITY OF ALEXANDRIA  
VIRGINIA

VDOT  
Virginia Department of Transportation

PRTC

RAILWAY VIRGINIA EXPRESS

*The Authority*  
for Transportation in Northern Virginia

DRPT  
Virginia Department of Rail and Public Transportation  
*The Smartest Distance Between Two Points*

NVTC  
Northern Virginia Transportation Commission  
ESTABLISHED IN 1992

CITY OF FAIRFAX  
1805  
VIRGINIA

TOWN OF HERNDON VIRGINIA  
1879

CITY OF FALLS CHURCH  
INCORPORATED 1876  
1849  
VIRGINIA

TOWN OF VIENNA, VIRGINIA  
ESTABLISHED 1854  
INCORPORATED 1970

CITY OF LEESBURG  
ESTABLISHED 1758  
VIRGINIA

SEAL OF PRINCE WILLIAM COUNTY  
VIRGINIA

CITY OF MANASSAS PARK VIRGINIA

# NVTA Decisions



- A Quorum requires a majority of the Authority, including at least a majority of the representatives of the counties and cities embraced by the Authority.
- NVTA typically reaches decisions via consensus.
- Decisions of the Authority require the affirmative vote of:
  - Two-thirds of the members of the Authority present and voting; and
  - Two-thirds of the representatives of the member counties and cities who are present and voting; and
  - Two-thirds of the population represented by the Authority; and
  - Any project approval must receive an affirmative vote from the jurisdiction in which the project is located.

# Summary of HB 2313



- In April 2013, the General Assembly approved a new transportation funding bill. All the taxes and fees are imposed by the General Assembly.
- Statewide Components:
  - Eliminates the 17.5 cents per gallon gas tax.
  - Imposes a 3.5% wholesale gas tax and a 6% wholesale diesel tax.
  - Increases automobile sales tax from 3% to 4.15%, over three years.
  - Increases state sales tax from 5% to 5.3%.
  - Transfers an additional .175% (from .5% to .675%) of the state's portion of existing sales tax from the General Fund to transportation, phased in over five years.
  - Increases the fee for alternative fuel vehicles to \$64, including electric and hybrid vehicles, but excluding natural gas-powered vehicles.

# Summary of HB 2313



- Statewide Component (Continued)

- Dedicates potential federal revenues that would become available if Congress enacts the Marketplace Equity Act, which grants states legal authority to collect out-of-state sales taxes. If Congress does not pass the Act by January 1, 2015, the wholesale gas tax (not diesel) would increase to 5.1%.
- Prohibits tolling on I-95 south of Fredericksburg without prior General Assembly approval.
- Allocates \$300 million from the state maintenance funding, or other available revenue sources, to Dulles Rail Phase II over three years.

# Summary of HB 2313



- Northern Virginia Regional Component
  - Imposes a .7% sales tax, to a total of 6% for Northern Virginia.
  - Imposes a 2% regional Transient Occupancy Tax (hotel tax).
  - Imposing a regional congestion fee (grantors tax) of \$0.15 per \$100 valuation.
  - 70% will be provided to NVTA for:
    - regional projects included TransAction 2040 or future updates that have also been evaluated by VDOT for reducing congestion, or
    - mass transit capital projects that increase capacity.
    - The VDOT evaluation is not required for funds received in FY 2014.
  - 30% of funds will be distributed to localities to spend on urban or secondary road construction, capital improvements that reduce congestion, projects included in TransAction 2040 or its future updates, or for public transportation purposes.

# Summary of HB 2313



- Northern Virginia Regional Component (Continued)
  - Estimate annual revenues = approximately \$300 million
  - FY 2014 Revenues = approximately \$275 million
    - \$190 million (regional)
    - \$85 million (local)
  - Localities may lose funding if:
    - They use the funds for non-transportation purposes
    - They do not maintain the current level of local transportation funding in the future
  - Existing Code requires that the locality generally benefit from the revenues raised in the locality.
  - Requires NVRTA and its member jurisdictions to work with the towns when implementing these provisions to ensure that towns receive their respective share of transportation project revenues.

# Initial NVTA Project Selection



- Selection Criteria – First Tier
  - Congestion Relief
  - Contained in regional transportation plan (TransAction 2040)
  - Mass transit projects increase capacity
  - Provide the greatest congestion relief versus cost
  - Within NVTA member locality
  - Locality's long-term benefits approximately equal to revenues raised
  - Towns with a population of more than 3,500 must receive respective shares
- Selection Criteria – Second Tier
  - Improve auto and pedestrian safety
  - Project readiness:
    - In TIP/CLRP or air quality neutral
    - Resources available to move project forward
    - Funding will expedite completion
    - Begin or complete next phase
  - Balance transit, highways, and multimodal projects
  - Short-term priorities; partially funded from other sources

# Initial Project Selection–FY14



The Authority  
for Transportation in Northern Virginia

- A list of 47 multi-modal transportation projects was proposed for FY2014 and projects were evaluated to ensure compliance with HB 2313 requirements using the criteria identified above.
- An NVRTA working group recommended a subset of 33 projects from that list for funding in FY2014.
  - A total of \$500+ million in project requests received for \$190 million in funding.
- The NVRTA, after two public hearings (6/20 & 7/24) and multiple local public meetings, adopted two funding lists.
  - **FY14 Project List valued at \$116M of pay as you go projects (25 projects)**
  - **FY14 Bond List valued at \$93.7M (9 projects)\***
- 12 Road projects and 21 transit/pedestrian projects (53/47 funding split)
- All projects not selected this year will be considered through the Six-Year Planning Process
- Project implementation will largely be undertaken by NVRTA's member jurisdictions and agencies.

\*Innovation Center Metrorail Station is being funded under both lists.

# FY14 PAYGO Project List (Roads)



The Authority  
for Transportation in Northern Virginia

ROADWAY PROJECTS				
Item	Agency	Project	Funding Requested	Proposed Funding
1	Arlington	Columbia Pike Multimodal Improvement Project	\$12,000,000	\$12,000,000
2	Herndon	Herndon Parkway Intersection Improvements at Van Buren Street	\$500,000	\$500,000
3	Herndon	Herndon Parkway Intersection Improvements at Sterling Road	\$500,000	\$500,000
4	Prince William	Route 1 from Featherstone Road to Mary's Way	\$3,000,000	\$3,000,000
5	Loudoun	Belmont Ridge Road (Route 659), North of the Dulles Greenway is approximately 5,800 linear feet. The estimated stand alone cost is \$20,000,000.	\$20,000,000	\$20,000,000
6	Leesburg	The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass	\$5,000,000	\$1,000,000
7	Fairfax	Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50) \$20M. 6 to 8 Lanes - SB from the Dulles Toll Road to to Route 50 .	\$20,000,000	\$20,000,000
8	Fairfax	Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road) \$11.10M. 6 to 8 Lanes - NB from McLearen Road to Dulles Toll Road.	\$11,100,000	\$11,100,000
<b>Total Requested Funding:</b>				<b>\$68,100,000</b>

# FY14 PAYGO Project List (Transit)



The Authority  
for Transportation in Northern Virginia

TRANSIT PROJECTS				
Item	Agency	Project	Funding Requested	Proposed Funding
1	Alexandria	Shelters and Real-Time Transit Information for DASH/WMATA.	\$450,000	\$450,000
2	Alexandria	DASH Bus Expansion.	\$3,250,000	\$3,250,000
3	PRTC	PRTC New Gainesville Service.	\$580,000	\$580,000
4	Alexandria	Traffic Signal Upgrades/Transit Signal Priority.	\$660,000	\$660,000
5	WMATA	Traction Power Upgrades on the Orange Line in Virginia	\$5,000,000	\$5,000,000
6	Arlington	Crystal City Multimodal Center	\$1,500,000	\$1,500,000
7	Arlington	Blue/Silver Line Mitigation (ART Fleet Expansion) Purchase four Arlington-Transit (ART) buses in FY 2014.	\$1,000,000	\$1,000,000
8	Loudoun	Transit Buses – 40-foot transit buses	\$880,000	\$880,000
9	Herndon	Herndon Metrorail Intermodal Access Improvements	\$1,100,000	\$1,100,000
10	VRE	VRE Gainesville-Haymarket Extension Project Development	\$1,500,000	\$1,500,000
11	WMATA	Ten new buses on Virginia routes	\$7,000,000	\$7,000,000
12	Falls Church	Pedestrian Bridge	\$300,000	\$300,000
13	Falls Church	Funding for Bus Shelters	\$200,000	\$200,000
14	Falls Church	Pedestrian Access to Transit	\$700,000	\$700,000
15	Fairfax	Innovation Center Metrorail Station	\$89,000,000	\$21,000,000
16	NVTC (Falls Church)	Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II)	\$838,000	\$838,000
17	Alexandria	Potomac Yard Metrorail Station EIS	\$2,000,000	\$2,000,000

**Total**

**\$47,958,000**

**Grand Total**

**\$116,058,000**

# FY14 Bond Project List



The Authority  
for Transportation in Northern Virginia

FY 2014 Bond Projects				
Item	Agency	Project	Funding Requested	Proposed Funding
1	Loudoun	Leesburg Park and Ride	\$1,000,000	\$1,000,000
2	Loudoun	Route 28 Hot Spot Improvements	\$12,400,000	\$6,400,000
3	Fairfax	Innovation Center Metrorail Station	\$89,000,000	\$20,000,000
4	Arlington	Boundary Channel Drive Interchange	\$4,335,000	\$4,335,000
5	Prince William	Route 28 from Linton Hall Road to Fitzwater Drive	\$28,000,000	\$25,000,000
6	VRE	VRE rolling stock purchase (9 additional coaches)	\$19,800,000	\$19,800,000
7	VRE	VRE Lorton station second platform	\$7,900,000	\$7,900,000
8	VRE	VRE Alexandria station tunnel and platform improvements	\$1,300,000	\$1,300,000
9	Fairfax City	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place	\$9,500,000	\$5,000,000

**Total Funding: \$90,735,000**

# Approved Projects In Prince William County



- **Roadway Projects**

- Route 1 (Featherstone Road to Mary's Way) – Design/Build (\$3M)
- Route 28 widening (Vint Hill Road to Fitzwater Drive) - (\$28M - Bond)

- **Transit Projects**

- PRTC's new Gainesville Service – 1 Commuter Bus (\$580K)
- VRE Gainesville-Haymarket Extension Project Development (\$1.5M)
- VRE Rolling Stock (9 rail cars...service to the Manassas Line included) (\$19.8M - Bond)



# Approved Projects In Prince William County



The Authority  
for Transportation in Northern Virginia

Roadway  
Projects - Route  
28 Widening  
from 2 to 4  
lanes (Linton  
Hall Road to  
Fitzwater Drive)  
with relocation  
of Vint Hill Road

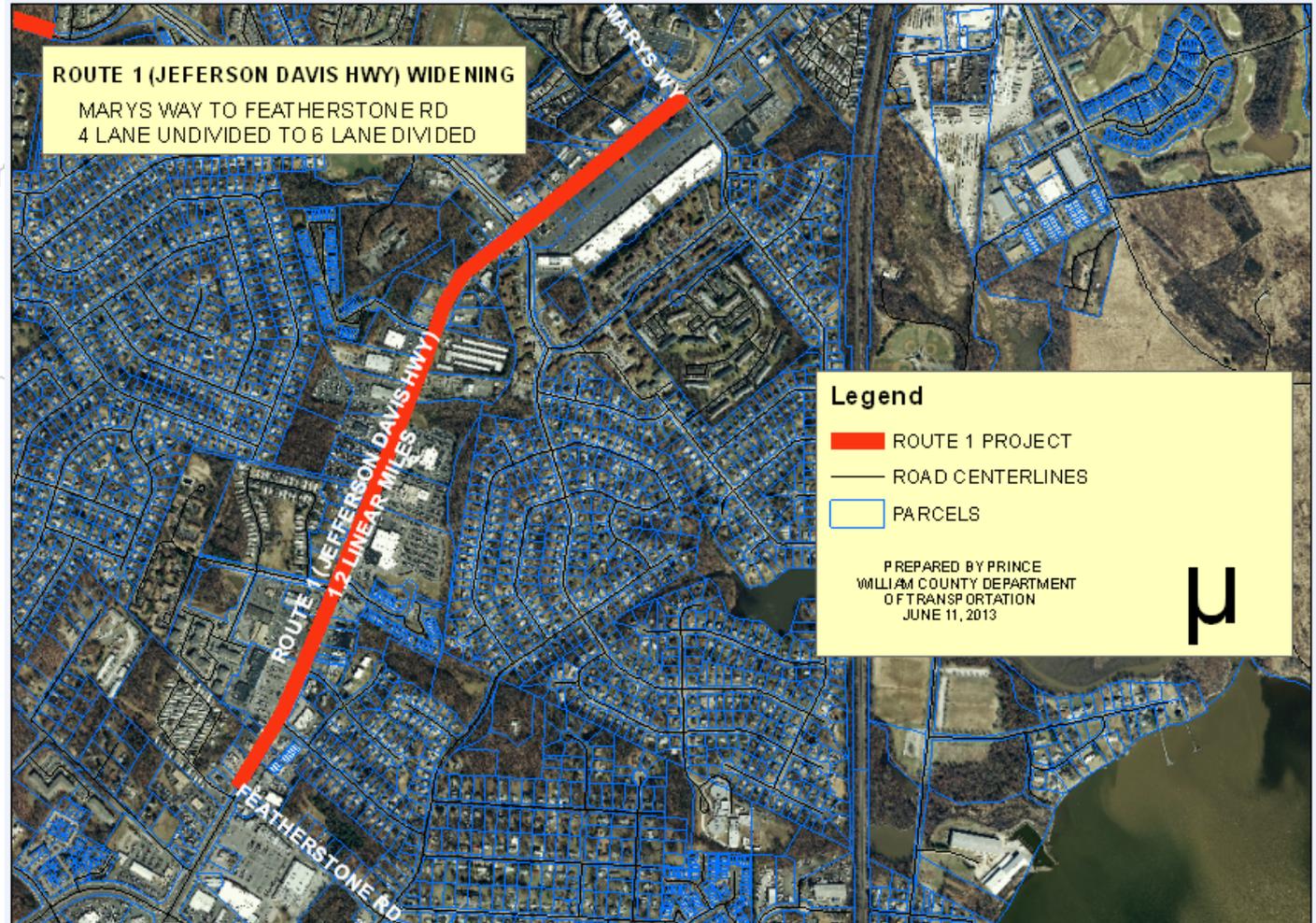




# Approved Projects In Prince William County



Roadway  
Projects -  
Route 1  
(Featherstone  
Road to Mary's  
Way) – Design  
and Build

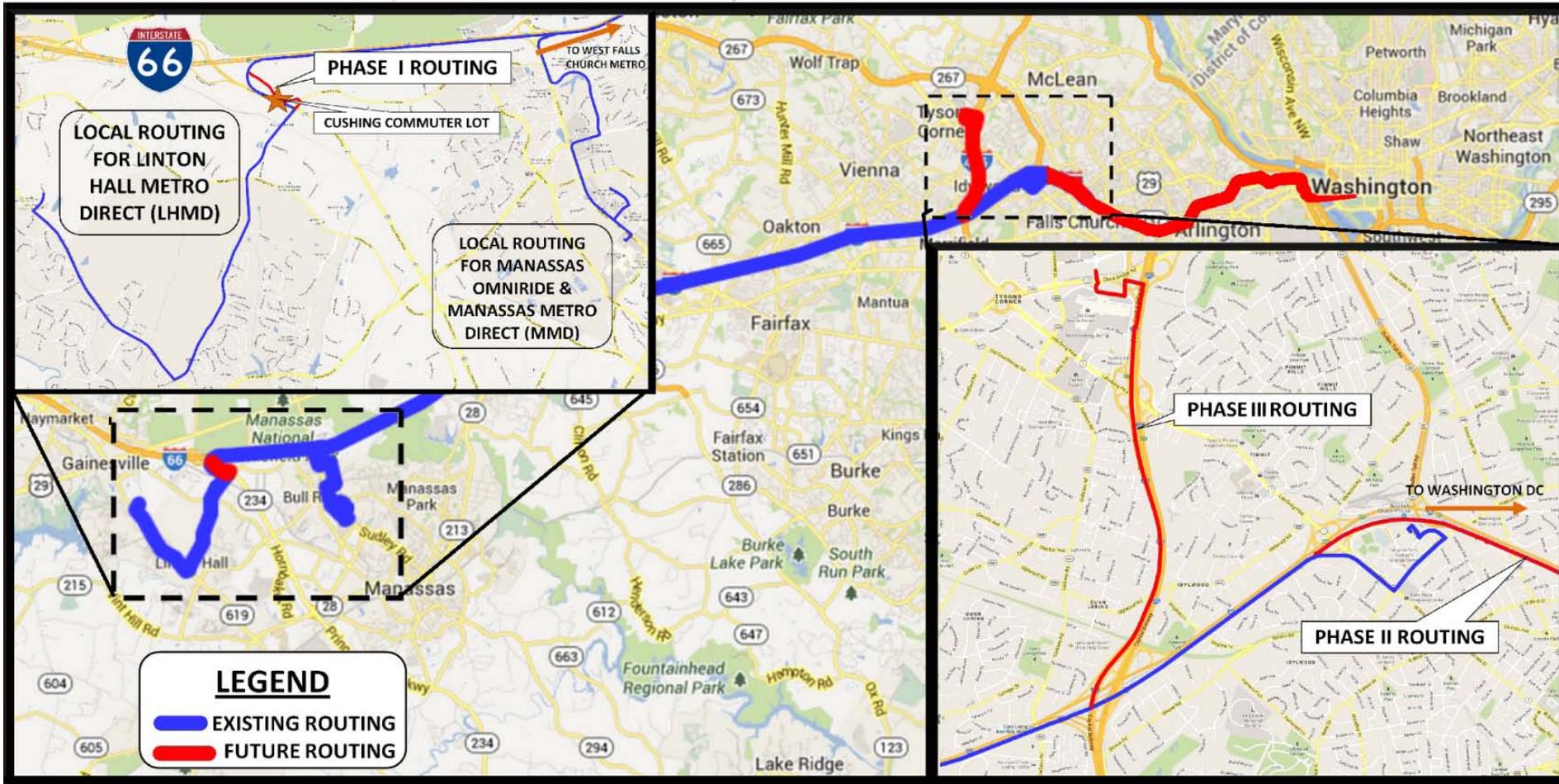




# Approved Projects In Prince William County



## PRTC's new Gainesville Service – Purchase of 1 Commuter Bus





# Approved Projects In Prince William County



## Virginia Railway Express (VRE)

- **Gainesville-Haymarket Extension Project Development** - This project involves a corridor study and preliminary project development for a potential 11 mile VRE extension from Manassas to the Gainesville-Haymarket area of Prince William County. An extension along the Norfolk Southern (NS) B Line will be studied; other VRE options that address the need for the service may be investigated as well. The project will also identify VRE existing core system capacity improvements necessary to support the existing service and the extension.
- **Rolling Stock Purchase** - This project is for the purchase of 9 VRE coaches to expand system capacity to accommodate existing and future passenger demand. Service to the Manassas Line is included.

# Local Share of NVTA Funds (30%)

- The bill constrains the local share (30%) to be used for these specific purposes:
  - Additional urban or secondary road construction
  - Other capital improvements that reduce congestion
  - Transportation capital improvements in the long range transportation plan adopted by the NVTA, **or**
  - Public transportation purposes
- May not be used to repay debt issued before July 1, 2013

# Qualifying for Local Portion



- Localities must enact a Commercial and Industrial (C&I) Property Tax at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation.
- Options:
  - Implement C&I Tax at \$.125 per \$100 valuation
  - Set aside an equivalent amount of money from other local source(s)
  - Implement C&I Tax at a lower amount and supplement with other local revenues
  - Implement C&I Tax at a lower amount and don't supplement
  - Do not implement the C&I Tax or set aside other revenues
- Hold these revenues in a separate fund.
- If total amount set aside is not = to 100% of C&I Tax (at \$.125) share of 30% funding, it must be adjusted proportionally.
- Revenues not claimed will be redistributed with regional funds.

# Qualifying for Local Portion

- Maintenance of Effort Baseline Calculation
  - Each locality must maintain its average level of transportation expenditures between July 1, 2010 and June 30, 2013 (FY 11-FY 13)
    - This 3 year average will be made up of the total local funds, proffers and gas tax expended or disbursed by the locality
    - Bond proceeds, debt service payments and federal/state grants are excluded from the calculation of this 3-year baseline average expenditure level
  - If a locality does not maintain its previous level of effort, it will not receive regional transportation funding in the following year

# Options for Local Share



- Depending on the localities policies and guidelines, each locality may use their 30% share for transportation purposes by:
  - Leveraging federal and state funds and proffer funds for construction projects.
  - Match federal, state or other funds for projects.
  - Pay debt service on debt issued after July 1, 2013.
  - Start a new bond program.
  - Use cash to construct capital projects.

# Beyond FY 2014



- VDOT Project Prioritization based on congestion relief and emergency evacuation.
- NVTA will be considering ways to develop a Six Year Program.
- Significant coordination with state agencies and local governments will be needed to ensure projects are funded from optimal source.
- Many projects may be funded from multiple sources.
- Coordination with VDOT and the Commonwealth Transportation Board.
- Coordination with Transportation Planning Board (NOVA's MPO).
- NVTA will consider identifying an annual budget and needed staff.
- NVTA will develop a "Call for Projects" for FY15 and beyond.
- Bond validation hearing (September 30)



*The Authority*  
for Transportation in Northern Virginia

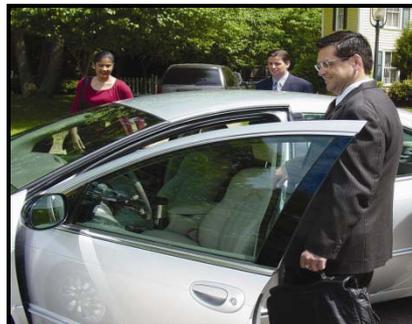
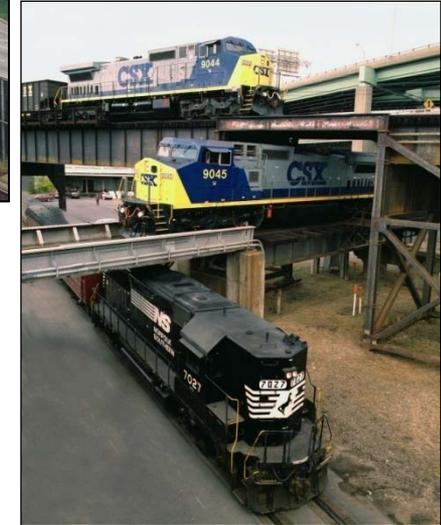
# **HB2313 and the Roles of the Northern Virginia Transportation Authority (NVTA) and Member Jurisdictions**

VDOT Local Programs Workshop  
September 25, 2013

# **Impacts of House Bill 2313 (Chapter 766) – Funding for Rail and Public Transportation**

**Amy Inman**  
**September 25, 2013**

# DRPT Customers



# Grant Programs

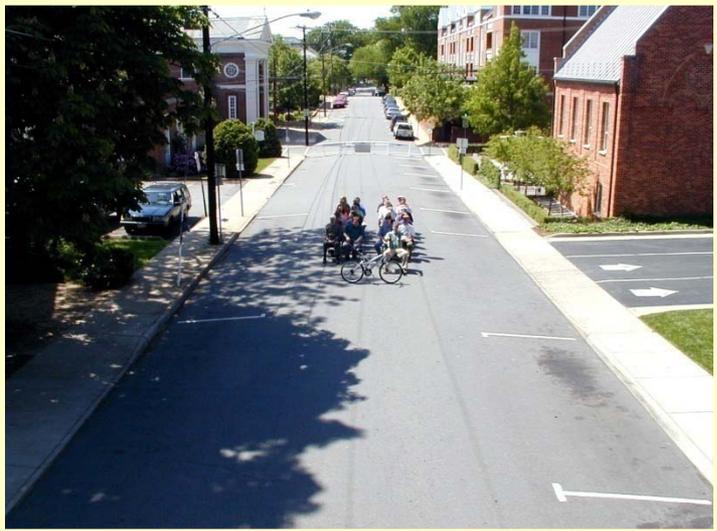
## State Programs

- Operating Assistance**
- Capital Assistance**
- Demonstration
- Technical Assistance
- Public Transportation Intern
- TDM /Commuter Assistance
- Transportation Efficiency Improvement Funds (TEIF)**
- Senior Transportation Program
- Telework!VA
- Rail Preservation
- Rail Industrial Access
- Rail Enhancement
- Intercity Passenger Rail Operating and Capital Fund (IPROC)**

## Federal Transit Administration Programs

- Sec. 5303 MPO Planning
- Sec. 5304 State Planning
- Sec. 5307 Urban Transit Formula Assistance
- Sec. 5339 Bus and Bus Facilities
- Sec. 5310 Elderly & Disabled
- Sec. 5311 Rural Transit Formula Grants
- Sec. 5316 Job Access/Reverse Commute
- Sec. 5317 New Freedom

# Maximize Capacity of Existing Roadways



# Transportation Funding Bill HB2313

## □ Impact to DRPT

- \$300 million for the Dulles Metrorail Corridor Extension
- Designated revenue source for Intercity Passenger Rail Operating and Capital Fund (IPROC) – Approx. \$44.3M in the first year to \$56.1M in fifth year
- Increase of transit funding
  - Approximately \$66.5M in the first year to \$84.1M in fifth year
- Funding .3% increase statewide sales and use tax increase
  - .125% Dedicated to Rail and Transit:
    - .075% Transit (60%)
    - .05% IPROC (40%)

# Market Place Fairness Act

- ❑ If Congress passes the MFA the sales tax will go into the TTF which means 14.7% additional to transit – approximately \$20M
- ❑ If Congress fails to pass MFA the alternative funding will go into the HMOF and transit will not receive additional funds

# Regional Revenues and Authority

- ❑ Redefinition of applicable planning districts to be a population of 1.5M or more, 1.2M or more registered vehicles and 15M or more transit riders per year. Currently only 2 regions meet this definition – NoVa and Hampton Roads. However, this will apply to any region that meets this criteria
  - 0.7% additional sales tax
  
- ❑ Regions that have a population of 2M or more, 1.7M or more registered vehicles and 50M or more transit riders a year can also charge: (currently only NoVa meets this definition)
  - \$0.15/100 grantors tax
  - 2% transient occupancy tax
  
- ❑ Hampton Roads now will collect 2.1% gas tax but can only be used for road construction

# HB 2313 Estimated Revenues Rail and Transit

(\$ in millions)

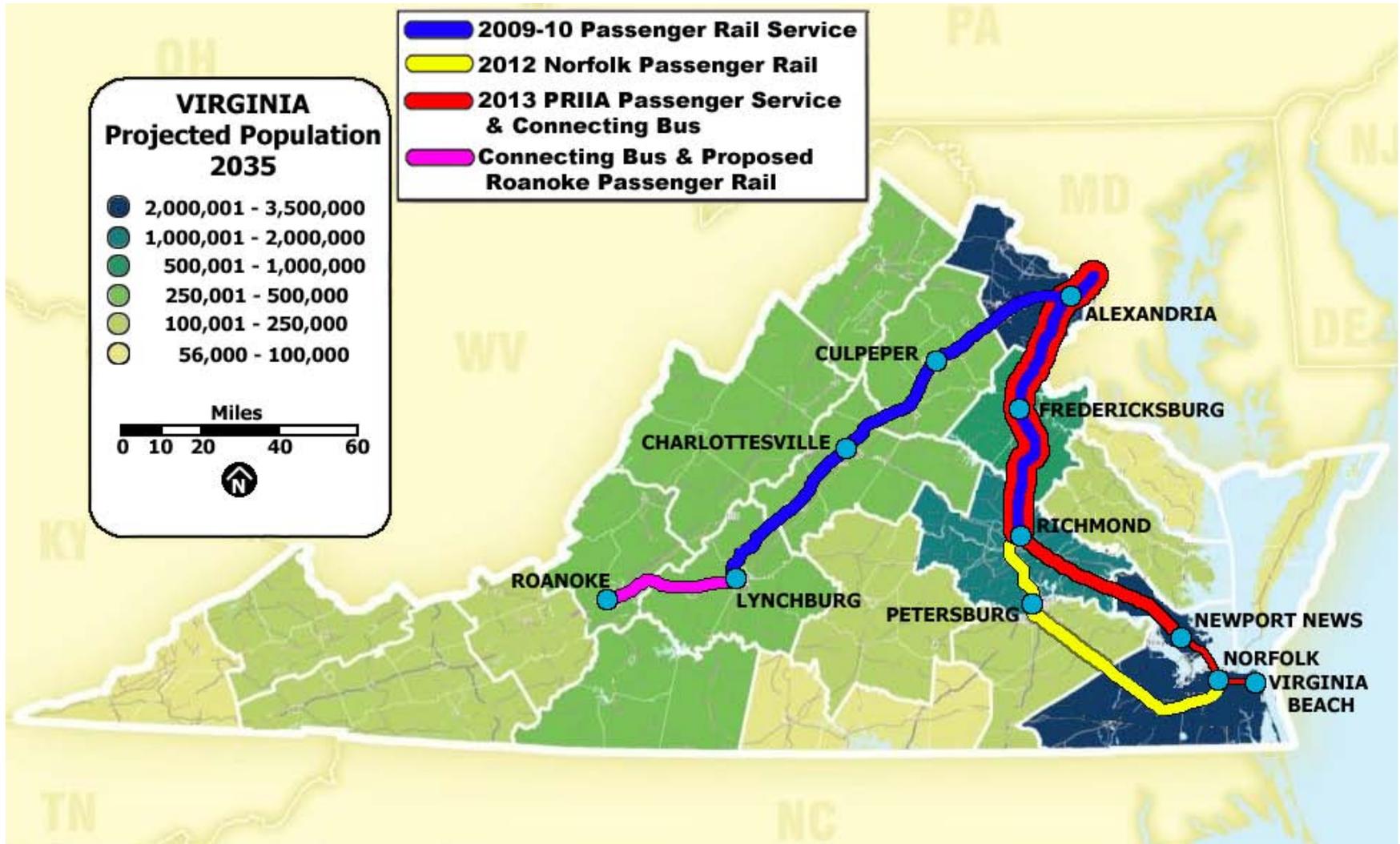
	FY 14	FY 15	FY 16	FY 17	FY 18	Total
IPROC	44.3	50.2	52.2	54.2	56.1	257.0
Mass Transit Trust	66.5	75.3	78.3	81.3	84.1	385.5
Total without MEA	110.8	125.5	130.5	135.5	140.2	642.5
MEA (Mass Transit)	21.3	24.1	25.1	26.1	27.0	123.6
Total with MEA	132.1	149.6	155.6	161.6	167.2	766.1

# Transportation Funding Bill

## HB2313 - Impact on Rail Programs

- ❑ Provides sufficient funding to continue and expand regional passenger train service in Virginia that connects to the Northeast Corridor
  - Unfunded balance of \$162 million from last year is now funded
  - Includes trains that originate in Lynchburg, Richmond (2), Norfolk, and Newport News (2)
  
- ❑ Provides capital funds for Intercity Passenger Rail Projects
  - Extension of passenger train service to Roanoke
  - Addition of trains 2 & 3 for Norfolk-Washington route
  - Track Performance Improvements
    - Newport News-Richmond
    - Richmond-Washington

# Virginia Regional Amtrak Passenger Service Projected Population Areas



# State Sponsored Conventional Speed Train Service



Lynchburg Service 2009



Richmond Service 2010



Norfolk Service 2012

**AMTRAK**  
**VIRGINIA** <sup>SM</sup>



**Next Stop  
Roanoke!**

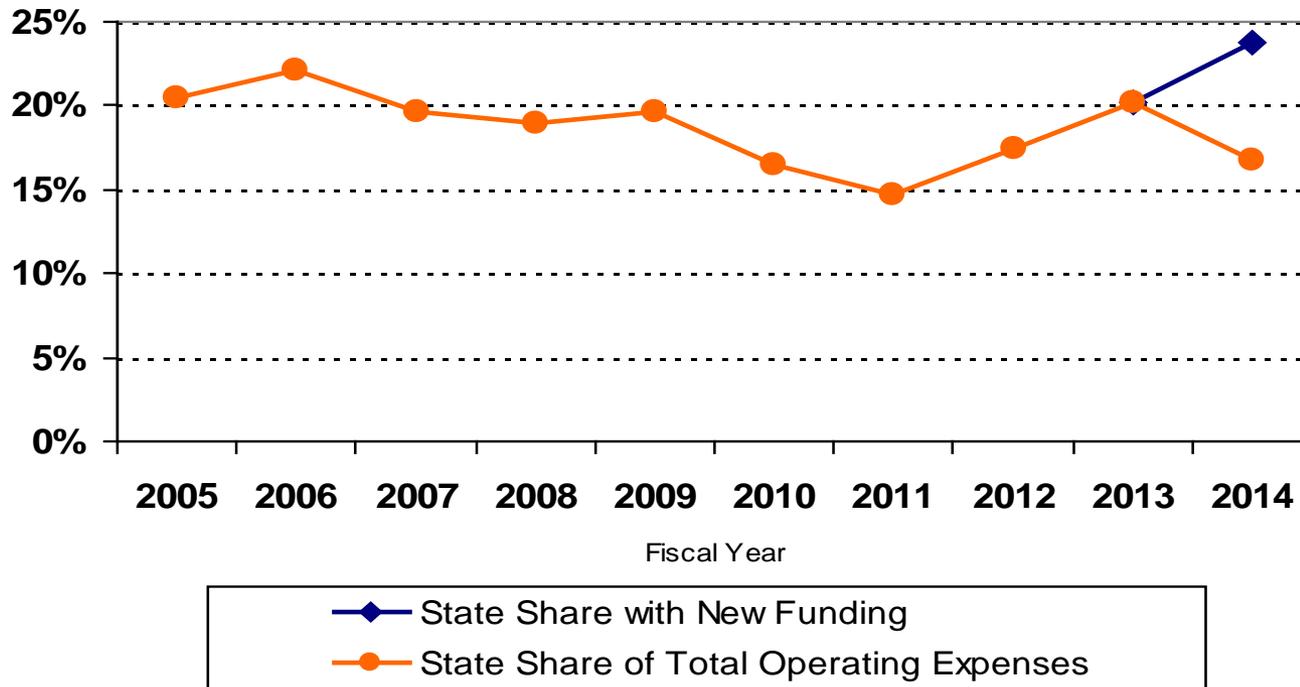
# Transportation Funding Bill HB2313 – Impact on Transit

- ❑ Increase in state share of transit operations
  - FY 14 will be 24% with new funding compared to 17%
  - Intended to supplement new service as well as relieving the local share which has grown in recent years
  
- ❑ Capital funds increased by approximately \$19 M a year
  - Allows the Commonwealth to establish fixed levels of capital funding for different categories of assets; thereby, allowing transit providers a stable and reliable source of capital funding

# Public Transportation Operations Funding

17% of Total Costs; 24% with New Funding

Public Transportation Operating Funds





**[www.drpt.virginia.gov](http://www.drpt.virginia.gov)**

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Network for Success

# Local Programs Workshop



## Implementation of HB 2313