



Virginia Department of Rail and Public Transportation

# Bedford Intercity Passenger Rail Service Study

Final Report  
CTB Rail Committee Meeting  
December 6, 2016

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Rail Transportation  
Programs  
Administrator

## Purpose of the Study

House Bill 30 states:

*"The Department of Rail and Public Transportation shall evaluate both the **costs of providing service** to the Town of Bedford as well as the **available funding** and provide this information to the Chairmen of the House Committees on Transportation and Appropriations, the Senate Committees on Transportation and Finance, and the Joint Commission on Transportation Accountability no later than **December 1, 2016.**"*



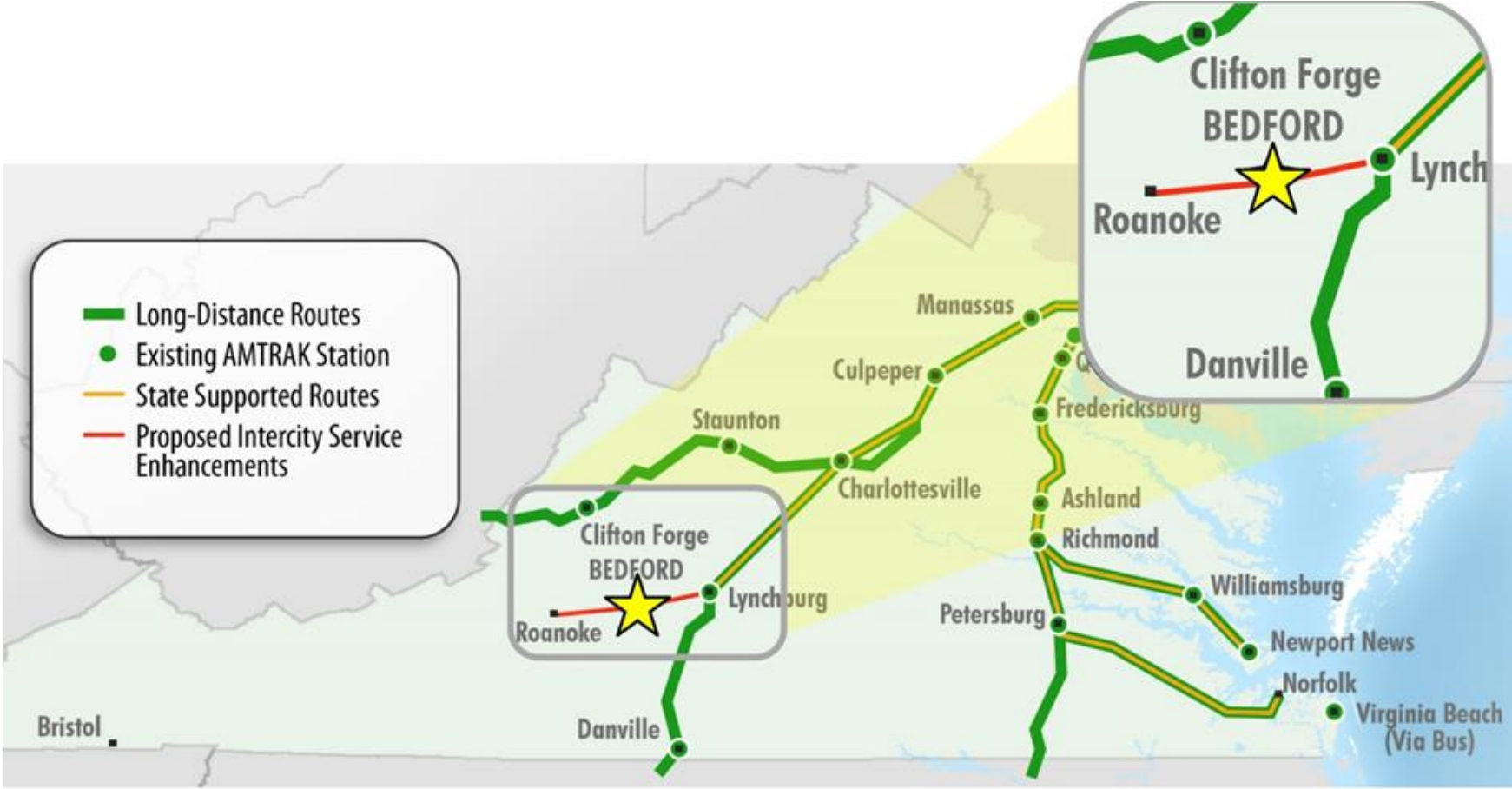
# Lynchburg to Roanoke Service Expansion

- AMTRAK Route 46 service will commence Fall 2017
- Two years of ridership data is necessary on the expanded route to Roanoke before any changes are considered to Route 46 service

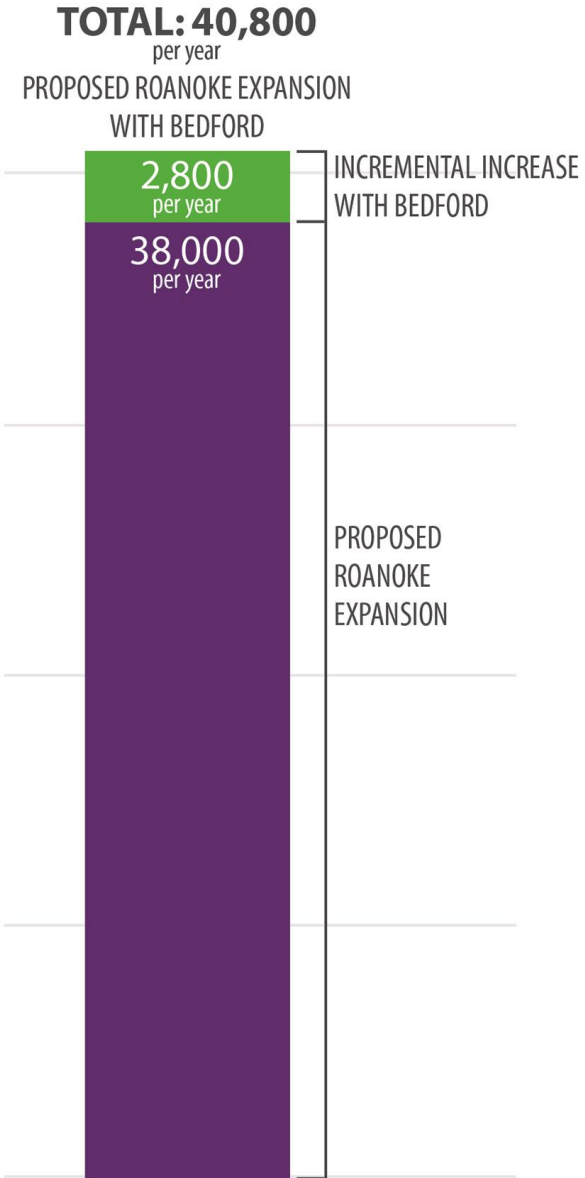


• **DRPT** •

# Study Area



# Ridership Projections



**Bedford Ridership**  
**2,800 Passengers Annually**

**Roanoke Ridership**  
**38,000 Passengers Annually**

(Amtrak Ridership Projections)

# Revenue Projections

	Proposed Roanoke Expansion	Incremental Increase with Bedford	Proposed Roanoke Expansion with Bedford
Total Revenue	\$4,785,000	\$242,000	\$5,027,000
Total Expenses (Loss)	(\$2,018,000)	(\$32,300)	(\$2,050,300)
NEC Revenue Contribution (Loss)	\$358,000	(\$39,500)	\$318,500
State Operating Credit	\$3,125,000	\$170,200	\$3,295,200

**\$170,200**  
**Annual State Revenue**





# KEY CONSIDERATIONS: Federal, AMTRAK and Norfolk Southern Requirements

## Federal

- ✓ 49 CFR Part 37: Transportation Services for Individuals with Disabilities
- ✓ 49 CFR Part 38: Americans with Disabilities Act

## AMTRAK

- ✓ Platform Requirements

## Norfolk Southern

- ✓ General Principles Guiding Norfolk Southern's Evaluations of Intercity and Commuter Passenger Rail Proposals (May 2013)
- ✓ Norfolk Southern Passenger Station Requirements (December 2011)



# Forecasted Service and Capital Cost

	High Level Platform		Low Level Platform	
	Low End of Range	High End of Range	Low End of Range	High End of Range
Trackwork	\$1,000,000	\$1,200,000	\$0	\$0
Station Platform	\$5,900,000	\$7,500,000	\$4,300,000	\$5,500,000
Sitework/Civil and Utilities	\$1,000,000	\$1,200,000	\$800,000	\$900,000
Railroad Systems	\$200,000	\$200,000	\$200,000	\$200,000
Real Estate	\$200,000	\$300,000	\$0	\$0
<b>SUBTOTAL</b>	<b>\$8,000,000</b>	<b>\$10,200,000</b>	<b>\$5,100,000</b>	<b>\$6,500,000</b>
Unallocated Contingency	\$1,000,000	\$1,200,000	\$600,000	\$800,000
<b>TOTAL</b>	<b>\$9,000,000</b>	<b>\$11,400,000</b>	<b>\$5,700,000</b>	<b>\$7,300,000</b>

**\$5.7 Million to \$11.4 Million**

(Depending on infrastructure configuration and platform design)





# Funding Opportunities



## FEDERAL

- FRA HSIPR
- USDOT TIGER Grants
- Other Federal Programs

## STATE, REGIONAL, LOCAL

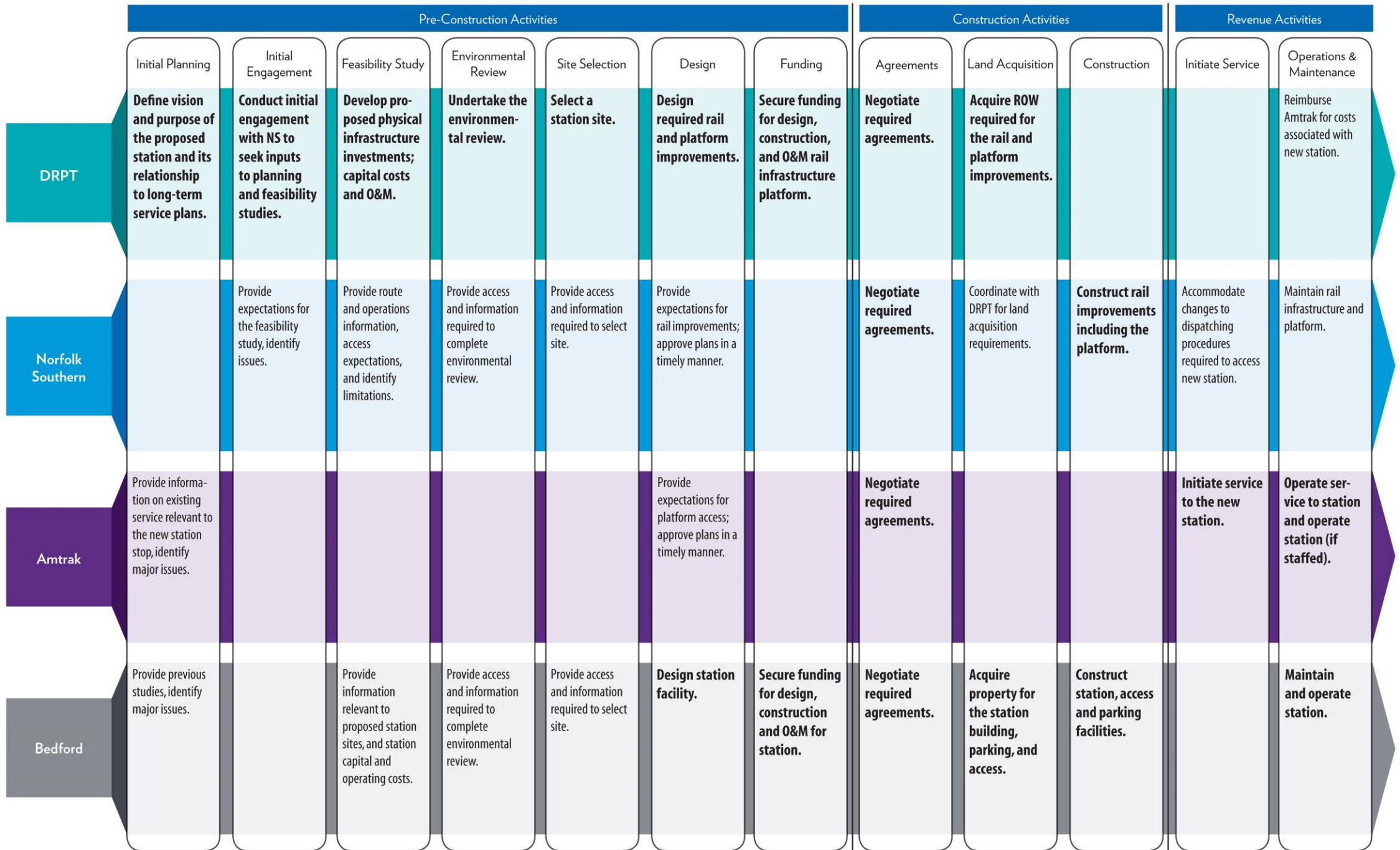
- Transit and Intercity Rail Capital Program
- Other Sources

## PUBLIC- PRIVATE

- Tax Increment Financing (TIF)
- Special Districts
- Developer Contributions
- Joint Development

## OPERATING

- Fare Revenues
- Parking Fees
- Advertising
- Retail/Concessions





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Questions?