



DRPT RAIL GRANT FUNDING & PROCEDURES

MICHAEL TODD | JULY 2021



WHAT IS OUR PURPOSE TODAY?

Gather feedback and direction from CTB on the policy framework of existing and future rail projects funded by the Commonwealth Rail Fund.

01

REF PROJECTS

EXISTING PROJECTS, APPLIED FOR UNDER REF GUIDELINES, WILL BE MANAGED PER REF GUIDANCE.

02

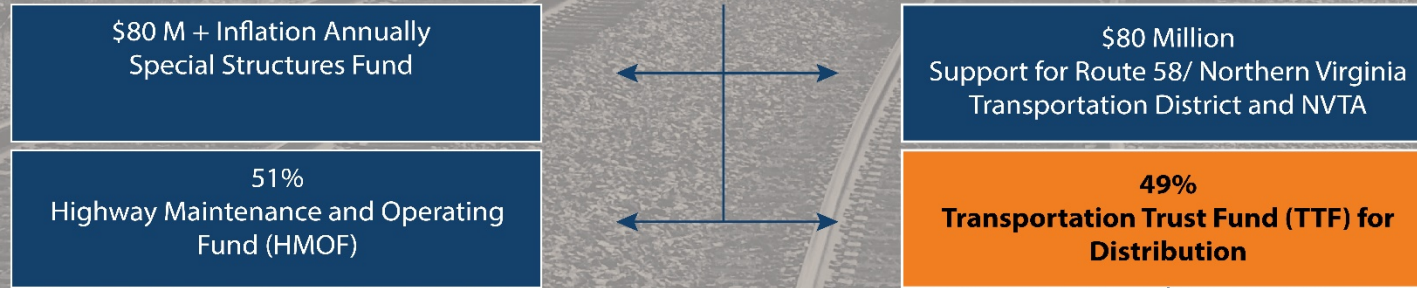
NEW PROJECTS

MOVING FORWARD WE HAVE OUTLINED THE STRUCTURE OF A NEW GRANT PROGRAM.

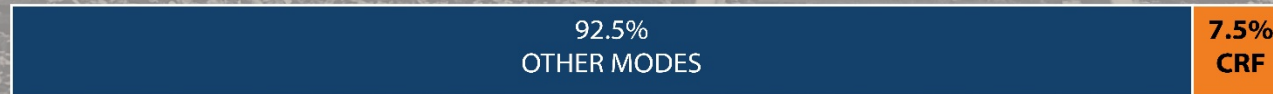
MAJOR STATE REVENUES

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base Car: \$20.75 CTF Share	Tax on Motor Fuels 26.2 cents/ gallon + CPI Gasoline 27 cents/ gallon + CPI Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% 0.1% GF Transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% WMATA Capital Fund	Insurance Premium Taxes 1/3
--	--	--	---------------------------------	--	---	--	---	--------------------------------

COMMONWEALTH TRANSPORTATION FUND



TRANSPORTATION TRUST FUND



COMMONWEALTH RAIL FUND (CRF)



DRPT RAIL FUNDS



CRF REVENUE PROJECTIONS

	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
VPRA (93%)	\$136.6	\$122.2	\$137.6	\$141.6	\$145.7	\$146.3	\$830.0
DRPT (7%)	\$10.3	\$9.2	\$10.3	\$10.7	\$11.0	\$11.0	\$62.5

Dollar amounts represented in Millions

PROGRAM IMPACTS



REF

- Freight/Passenger Capacity
- 70/30 Split
- Robust BCA
- Performance Reporting

DRPT



IPROC

- Passenger Capacity
- Passenger Operations
- No match/BCA Required
- DRPT Sponsored Projects

VPRA



RPF

- Shortline State of Good Repair
- Class II Track Development
- 70/30 Split
- Multi-year Approach

DRPT



RIA

- Economic Development
- Funding Based on Private Investment
- Spending Cap
- "Last Mile" Connectivity

DRPT

DRPT F.R.E.I.G.H.T. FUND



**FREIGHT RAIL ENHANCEMENT
TO INCREASE GOODS AND
HIGHWAY THROUGHPUT**

A funding program of the Virginia
Department of Rail and Public
Transportation.

BENEFIT VIRGINIA HIGHWAYS

IMPROVE ECONOMY

INCREASE GOODS MOVEMENT

§ 33.2-1526.4. Commonwealth Rail Fund

"... The remaining seven percent shall remain in the Fund for the Department of Rail and Public Transportation for planning purposes and for grants for rail projects not administered by the Virginia Passenger Rail Authority."

SUMMER:

- ADOPT SYIP
- NOTIFY GRANTEES
- REVIEW GUIDANCE

RAIL GRANT CYCLE

SPRING:

- RECOMMEND APPS
- DRAFT SYIP
- NOTIFY GRANTEES

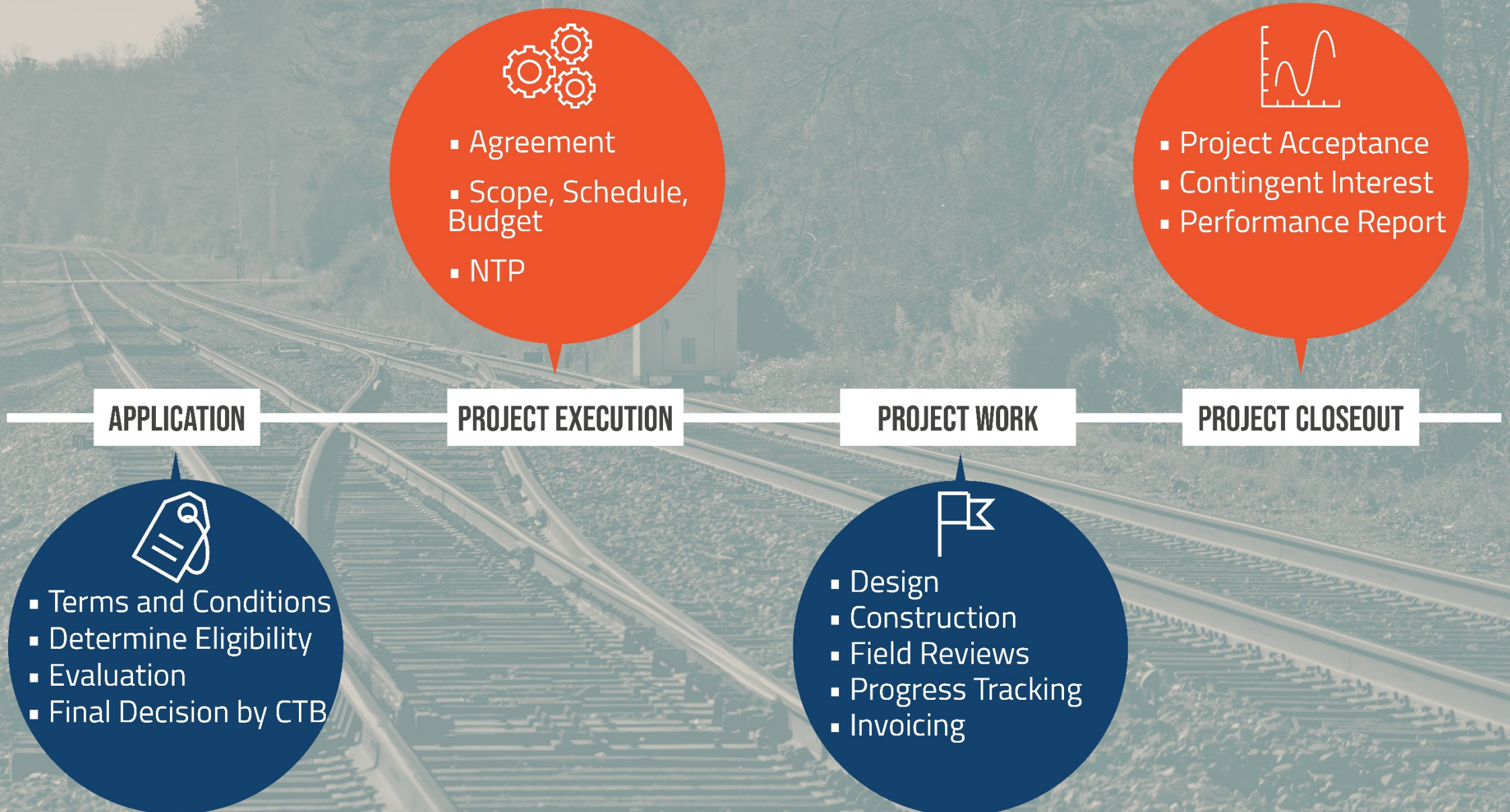
FALL:

- UPDATE GUIDANCE
- NOTIFY GRANTEES
- UPDATE ADMIN PROCESS

WINTER:

- OPEN APP. PORTAL
- NOTIFY GRANTEES
- REVIEW APPLICATIONS

PROGRAM PROCESS



ELIGIBILITY



ALIGN WITH STATE GOALS



NETWORK CAPACITY EXPANSION



MINIMUM OF 30% DESIGN COMPLETE

Eligible Projects



Improvements to:

- Railways
- Railroad equipment
- Rolling stock
- Rights-of-way
- Rail facilities
- Engineering and design
- Environmental
- 30% Design Complete

Eligible Recipients



- Freight rail operators
- Virginia Port Authority
- Local and Regional governments
- Non-profit organizations
- Private companies
- Any combination thereof

Not Eligible



- Railroad operating expenses
- Passenger rail subsidies
- Passenger rail capacity expansion
- Equipment to handle, store, process, load or unload goods

SCORING

All grant applications must meet the minimum threshold of eligibility.

POINT VALUES

BENEFIT-COST ANALYSIS	7
MATCHING FUNDS	6
PROJECT READINESS	4
STATEWIDE GOALS	3
<hr/>	
TOTAL	20



BENEFIT-COST ANALYSIS

- 3 points = BCA score below 50th percentile of applications
- 6 points = BCA score 50th percentile, or above
- 7 points = project with highest BCA score



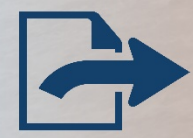
MATCHING FUNDS

- 2 points = 30% match
- 3 points = 40% match
- 6 points = 50% match



PROJECT READINESS

- 2 points = 60% design complete
- 4 points = 90% design complete



STATEWIDE GOAL ALIGNMENT

- 1 point awarded for each goal met in Statewide Rail Plan (up to 3 points).

GRANT MANAGEMENT



AGREEMENTS

Once a project has been approved and funded, an agreement is executed, which allows the grantee to further develop a detailed scope, schedule, and budget.



NOTICE TO PROCEED

The scope, schedule, and budget is used to request a notice to proceed for construction. DRPT must issue a notice to proceed before construction activities commence.

GRANT MANAGEMENT



AGREEMENTS

Once a project has been approved and funded, an agreement is executed, which allows the grantee to further develop a detailed scope, schedule, and budget.



NOTICE TO PROCEED

The scope, schedule, and budget is used to request a notice to proceed for construction. DRPT must issue a notice to proceed before construction activities commence.



DRPT OVERSIGHT

DRPT will conduct routine site visits and gather progress reporting as the project moves forward. The grantee is responsible for project management duties.



REIMBURSEMENT

The FREIGHT program is reimbursement based, meaning the grantee spends money up front and is reimbursed once an appropriately document invoice is submitted.

GRANT MANAGEMENT

PROJECT EXECUTION

PROJECT WORK

PROJECT CLOSEOUT



AGREEMENTS

Once a project has been approved and funded, an agreement is executed, which allows the grantee to further develop a detailed scope, schedule, and budget.



NOTICE TO PROCEED

The scope, schedule, and budget is used to request a notice to proceed for construction. DRPT must issue a notice to proceed before construction activities commence.



DRPT OVERSIGHT

DRPT will conduct routine site visits and gather progress reporting as the project moves forward. The grantee is responsible for project management duties.



REIMBURSEMENT

The FREIGHT program is reimbursement based, meaning the grantee spends money up front and is reimbursed once an appropriately document invoice is submitted.



CONTINGENT INTEREST

The Commonwealth will hold an interest in the improvements to ensure the infrastructure remains in service. Recommended length of interest is 6 years, or longer as determined by BCA.



REPORTING

Grantee will be responsible for reporting annual carload information, to track the impact of investment over time; recommended length of reporting is 6 years, or longer as determined by BCA.



SUMMER

**CTB APPROVAL OF
FREIGHT RAIL PROGRAM
GUIDELINES**

FALL

**UPDATE ADMIN
PROCESS TO
INCORPORATE NEW
GUIDANCE**

WINTER

**OPEN APPLICATION
PORTAL
DECEMBER 1, 2021**

NEXT STEPS

A freight train is crossing a steel trestle bridge over a river. The bridge is supported by a complex network of steel beams. In the background, there are several tall buildings, including one with a 'Bank of America' sign. The scene is captured in a dark, blue-tinted style. A large, semi-transparent grey box with the text 'THANK YOU' is centered over the bridge.

THANK YOU

