DRAFT
Virginia Statewide Rail Plan
Overview

February 2013
Virginia Statewide Rail Plan Overview

- Chapter 1: Introduction and Purpose
- Chapter 2: Context of the Plan
- Chapter 3: Virginia Rail System
- Chapter 4: Rail Funding
- Chapter 5: Resource Allocation Plan
- Chapter 6: Future of Rail in Virginia
Chapter 1: Guiding Principles

- Purpose: To provide a defined vision for passenger and freight rail transportation in Virginia
- Consistent with the Six Year Improvement Program (SYIP) and VTrans 2035 Update and Surface Transportation Plan (STP)
- Prepared in coordination with FRA according to current guidelines
- Includes a Rail Resource Allocation Plan
- Incorporates coordination with railroads, rail providers, regional planning groups, public
Chapter 1: Guiding Principles

\[
\text{SHARED CORRIDORS} = \text{SHARED PLANNING}
\]
Chapter 1: Guiding Principles

Outreach

- Met with individually with railroads and passenger service providers for input on future projects
- VTrans Public Meetings August 2012
- Commonwealth’s Fall Transportation Meetings October and November 2012
- Coordinated with regional planning organizations
- Coordinated with other state agencies
Chapter 2: Rail Plan Context

- Recent Virginia rail accomplishments:
  - Construction and planning projects completed
  - New passenger service implemented
  - Intercity Passenger Rail Operating and Capital Fund (IPROC) created

- Growth Trends - Population, commuting patterns, employment growth for Virginia and its regions

- Freight and passenger rail trends

- Rail funding changes - PRIIA

- Trends for other modes of transportation
Chapter 2: Rail Plan Context

- Norfolk International Terminals Marshalling Yard
Chapter 2: Rail Plan Context

- Kilby Support Yard
Chapter 2: Rail Plan Context

- Norfolk Passenger Service
Chapter 2: Rail Plan Context

- Norfolk Southern Crescent Corridor: Berryville and Elkton
Chapter 2: Rail Plan Context

- VRE Automatic Train Control
Chapter 2: Rail Plan Context

- Heartland Corridor Double Stack
Chapter 2: Rail Plan Context

- Rail Preservation Program Projects for Shortlines
  - Tie replacements
  - Rail and crossover rehab
  - Technology improvements
Chapter 2: Rail Plan Context
Amtrak Virginia Lynchburg Service

- One daily roundtrip train between Lynchburg and Boston
- No changing trains in D.C., MD or NY – Same seat ride Lynchburg to Boston – Locomotive change in D.C.
- Faster than driving to D.C.
- Most successful state funded regional train in the Amtrak system
- Depart Lynchburg at 7:38 a.m. Arrive in NYC by 3:30 p.m.
Chapter 2: Rail Plan Context

Amtrak Virginia Richmond Service

- One daily roundtrip train between Richmond and Boston
- No changing trains in D.C., MD or NY – Same seat ride Richmond to Boston – Locomotive change in DC
- 7:00 a.m. departure offers hourly northbound service, more flexible southbound departures, D.C. to Richmond
Chapter 2: Rail Plan Context
Amtrak Virginia Norfolk Service

- December 15, 2010 – DRPT and NS executed agreement to start improvements necessary for three train slots between Petersburg and Norfolk
- May 20, 2011 – DRPT and CSX executed agreement to start improvements at the NS Collier Yard Connection for ability to move one train from Richmond Staples Mill Station to Petersburg
- Broke ground on improvements in early summer 2011
- Passenger Operations began December 12, 2012
- Preliminary ridership almost double expected
Chapter 2: Rail Plan Context
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
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 in 2014
- 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.
Chapter 3: Virginia Rail System

- Two passenger rail operators – Amtrak and Virginia Railway Express
- Eleven freight railroads –
  - Two national Class I Railroads: Norfolk Southern and CSX
  - Nine local shortline railroads
Chapter 3: Virginia Regional Amtrak Passenger Service
Chapter 3: Amtrak Service Summary

- **Current Amtrak Virginia**
  - 3 Staples Mill-Richmond (1 extends to Norfolk)
  - 2 Main Street Station-Richmond (2 extend to Newport News)
  - 1 Lynchburg

- **Current Other Amtrak Service**
  - 1 Auto Train
  - 1 Cardinal Su/Wed/Fri only
  - 1 Carolinian
  - 1 Crescent
  - 1 Palmetto
  - 1 Silver Star
  - 1 Silver Meteor
Chapter 4: Rail Funding

- Rail Enhancement Fund: $27.4 million
- Short Line Program: $7.3 million
- Port: $3 million
- Rail Industrial Access: $2.3 million

Source: DRPT Annual Budget, Fiscal Year 2013
Chapter 4: Rail Funding

- Rail Enhancement Fund
- Rail Industrial Access Funds
- Rail Preservation Fund
- Federal Funding Sources
- Local Funding
Chapter 5: Resource Allocation Plan
Chapter 5: Resource Allocation Plan

- Phase 1 = SYIP
- Future Phases = Unfunded Needs
- Timing for future service is uncertain, therefore only capital costs are reflected

<table>
<thead>
<tr>
<th>Projects by Corridor</th>
<th>Total Cost ($2012)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-95/IA-64 Transportation Corridor</td>
<td>$5,035,920,476</td>
</tr>
<tr>
<td>I-95 Passenger Service Capital Costs</td>
<td>$287,956,518</td>
</tr>
<tr>
<td>Phase I</td>
<td>$194,141,762</td>
</tr>
<tr>
<td>Phase II</td>
<td>$92,913,760</td>
</tr>
<tr>
<td>I-95 Passenger Service Operating Costs</td>
<td>$108,063,569</td>
</tr>
<tr>
<td>Phase I</td>
<td>$17,279,871</td>
</tr>
<tr>
<td>Phase II</td>
<td>$78,253,593</td>
</tr>
<tr>
<td>Phase III</td>
<td>$12,530,095</td>
</tr>
<tr>
<td>Southeast High Speed Rail</td>
<td>$3,301,571,620</td>
</tr>
<tr>
<td>Phase I–Tier I RAPS</td>
<td>$930,225,119</td>
</tr>
<tr>
<td>Phase II–RAPS Improvements</td>
<td>$1,655,154,650</td>
</tr>
<tr>
<td>Phase III–Hampton Roads Tier II</td>
<td>$101,994,923</td>
</tr>
<tr>
<td>Phase IV–Richmond to Raleigh Improvements</td>
<td>$1,143,196,928</td>
</tr>
<tr>
<td>National Gateway</td>
<td>$178,789,400</td>
</tr>
<tr>
<td>Phase I</td>
<td>$53,076,686</td>
</tr>
<tr>
<td>Phase II</td>
<td>$125,712,714</td>
</tr>
<tr>
<td>I-64 Passenger Service Capital Costs</td>
<td>$46,637,139</td>
</tr>
<tr>
<td>Phase I</td>
<td>$11,637,139</td>
</tr>
<tr>
<td>Phase II</td>
<td>$35,000,000</td>
</tr>
<tr>
<td>I-64 Passenger Service Operating Costs</td>
<td>$71,599,240</td>
</tr>
<tr>
<td>Phase I</td>
<td>$12,131,823</td>
</tr>
<tr>
<td>Phase II</td>
<td>$59,371,417</td>
</tr>
<tr>
<td>VRE</td>
<td>$1,042,300,000</td>
</tr>
<tr>
<td>Phase I</td>
<td>$32,500,000</td>
</tr>
<tr>
<td>Phase II</td>
<td>$1,009,800,000</td>
</tr>
<tr>
<td>I-81 Transportation Corridor</td>
<td>$13,027,478,168</td>
</tr>
<tr>
<td>Crescent Corridor</td>
<td>$628,485,743</td>
</tr>
<tr>
<td>Phase I</td>
<td>$185,973,700</td>
</tr>
<tr>
<td>Phase II</td>
<td>$61,900,000</td>
</tr>
<tr>
<td>Phase III</td>
<td>$380,114,043</td>
</tr>
<tr>
<td>US 29, 460 &amp; I-81 Passenger Service Capital Costs</td>
<td>$505,320,063</td>
</tr>
<tr>
<td>Phase I–Lexington Service</td>
<td>$103,658,630</td>
</tr>
<tr>
<td>Phase II–Extension to Roanoke</td>
<td>$128,364,197</td>
</tr>
<tr>
<td>Phase III–Extension to Bristol</td>
<td>$47,594,234</td>
</tr>
<tr>
<td>Phase IV–Two Roundtrips to Lynchburg</td>
<td>$91,338,957</td>
</tr>
<tr>
<td>Phase V–Two Roundtrips to Roanoke</td>
<td>$109,786,726</td>
</tr>
<tr>
<td>Phase VI–Extension to Richmond</td>
<td>$24,477,319</td>
</tr>
<tr>
<td>US 29, 460 &amp; I-81 Passenger Service Operating Costs</td>
<td>$8,465,962</td>
</tr>
<tr>
<td>Phase I</td>
<td>$2,049,849</td>
</tr>
<tr>
<td>Phase II</td>
<td>$6,416,113</td>
</tr>
<tr>
<td>Route 460 Heartland Transportation Corridor</td>
<td>$60,375,000</td>
</tr>
<tr>
<td>Phase I</td>
<td>$36,375,000</td>
</tr>
<tr>
<td>Phase II</td>
<td>$24,000,000</td>
</tr>
<tr>
<td>Port of Virginia</td>
<td>$62,618,177</td>
</tr>
<tr>
<td>Phase I</td>
<td>$9,517,806</td>
</tr>
<tr>
<td>Phase II</td>
<td>$53,006,371</td>
</tr>
<tr>
<td>Shortline Program</td>
<td>$119,057,269</td>
</tr>
<tr>
<td>Phase I</td>
<td>$82,312,519</td>
</tr>
<tr>
<td>Phase II</td>
<td>$36,744,750</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6,420,248,690</strong></td>
</tr>
</tbody>
</table>
Chapter 5: Resource Allocation Plan
I-95 Passenger Service

- SYIP
  - Capacity improvements, yard rehabilitation and connection tracks for service to Norfolk
  - Operating costs for existing intercity service

- Future Phases
  - Continued capacity improvements for additional trains to Norfolk
  - Continued operating costs for service at current levels, plus additional Norfolk service
Chapter 5: Resource Allocation Plan
SOUTHEAST HIGH SPEED RAIL

- SYIP
  - Tier II EIS from Richmond to DC
  - Arkendale’s to Powells Creek 3rd Main
- Future Phases
  - Tier II EIS from Richmond to Hampton Roads
  - Capacity improvements to initiate service
Chapter 5: Resource Allocation Plan
National Gateway

- SYIP
  - Double Stack Clearance - Virginia Avenue Tunnel NEPA and PE, bridgework and yard upgrades

- Future Phases
  - Reconstruct Virginia Avenue Tunnel
Chapter 5: Resource Allocation Plan
I-64 Passenger Service

- SYIP
  - Amtrak capital and operating costs
- Future Phases
  - Station area improvements and increased capacity at Bland Boulevard
  - Continued operating support for service
Chapter 5: Resource Allocation Plan
VRE

- **SYIP**
  - Capacity improvements to extend service to Spotsylvania

- **Future Phases**
  - Increase rolling stock
  - Expand station access and parking
  - Construct train storage and maintenance
  - Expand rail infrastructure
Chapter 5: Resource Allocation Plan
Crescent Corridor

- **SYIP**
  - Tunnel clearances
  - Multiple sidings, passing and double tracks

- **Future Phases**
  - Additional sidings, passing and double tracks to increase capacity and alleviate train conflicts
Chapter 5: Resource Allocation Plan
Crescent Passenger Service

- **SYIP**
  - Amtrak capital and operating costs
  - Capacity improvements to support expanded service

- **Future Phases**
  - Continued operating costs
  - Capacity improvements to extend services beyond Lynchburg
Chapter 5: Resource Allocation Plan
Heartland Corridor

- SYIP
  - Capacity study for Lynchburg to Roanoke
  - Elliston Intermodal Facility and related roadway work

- Future Phases
  - Double stack tunnel clearances
Chapter 5: Resource Allocation Plan
Port of Virginia

- **SYIP**
  - Craney Island Connector NEPA and PE
  - NIT Marshalling Yard expansion

- **Future Phases**
  - Construct Craney Island Connector
  - APM terminal yard expansion
Chapter 5: Resource Allocation Plan

Shortline Program

- 9 shortlines in VA
- Provide “last mile” service
- Maintain FRA class 2 standards
  - safety, signaling and reliability
Chapter 5: Resource Allocation Plan
Shortline Program

- SYIP
  - Tie replacement
  - Rail upgrades
  - Interchange upgrades
  - Yard improvements
  - Bridge rehabilitation

- Future Phases
  - Transload facility and spur to Wallops Island
  - Switch replacement, CSX connection track and bridge rehab to serve POV
  - Crossing upgrades, additional capacity and yard expansion in Staunton
Chapter 5: Resource Allocation Plan
Amtrak Service Summary - Proposed

- **Amtrak Virginia Near Future**
  - 2 Richmond extend to Norfolk (approx. 2022)
  - 1 Lynchburg extend to Roanoke (approx. 2016 - 2017)

- **Amtrak Virginia Future**
  - 1 new to Lynchburg
  - 1 Roanoke extend to Bristol
  - 1 new Lynchburg to Roanoke
  - 1 new Richmond to Lynchburg

- **SEHSR** – 4 new DC to Raleigh

- **Richmond to Hampton Roads Passenger Rail** – 1 new to Newport News + 6 total Norfolk from Richmond
Chapter 6: Future of Rail in Virginia

- Summary of public comments
- Virginia rail system’s strengths and weaknesses
- Pros/cons of shared freight and passenger corridors
- How Virginia’s rail plan fits into the national framework in the absence of a national rail plan
- Other topics resulting from draft plan feedback
Chapter 6: Feedback Themes

- Coordination between freight and passenger interests
- Grade Crossings
- Mode-neutral transportation planning
- Funding
- Land use
- Stations
- Rails with Trails
- Passenger rail support – in general and in specific locations: Charlottesville, Hampton Roads, I-95 Corridor (Southeast High Speed Rail), I-81 Corridor, Lynchburg, Roanoke, US Route 29 Corridor
Thank You!