Workshop

• 1. Goals/Objectives
• 2. Economic Analysis
• 3. Stakeholder Feedback

Agenda

Conduct a workshop to gather feedback on the draft goals and objectives for the State Rail Plan and preliminary results for the Economic Analysis
1. Goals/Objectives
Virginia's multimodal transportation system will be Good for Business, Good for Communities, and Good to Go. Virginian's will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable and cost-effective manner.
1. Optimize Return on Investments
2. Ensure Safety, Security and Resiliency
3. Efficiently Deliver Programs
4. Consider Operational Improvements and Demand Management First
5. Ensure Transparency, Accountability, and Promote Performance Management
6. Improve Coordination Between Transportation and Land Use
7. Ensure Efficient Intermodal Connections

**Handout to Include More Details**
2. Economic Analysis
Economic Analysis

Step 1: Existing Conditions

Step 2: Forecast Conditions

Step 3: Future Scenarios

Step 4: Economic Impact

Economic Analysis
Economic Analysis

**Handout to Include More Details**
Economic Analysis

Commodity Growth Explanation

- The products with the largest contribution to Highway vehicle tonnage in 2012 are: Broken Stone or Riprap (11 million tons), Petroleum Refining Products (2.3 million tons), Gravel or Sand (1.9 million tons), and Steel (1.2 million tons).

- Truck freight tonnage saw an overall increase between 2012 and 2040 of 6.5 million tons leading to a Compound Annual Growth Rate (CAGR) of 0.5%.

- Coal mining dominates rail freight in the Bristol Planning District, accounting for 49% of total rail freight movements either originating or destined for the district.

- Bristol Planning District is forecast to see a fall in rail Coal tonnage of 13% between 2012 and 2040. This is part of a state-wide fall in Coal rail tonnage.

- Rail freight tonnage saw an overall decrease between 2012 and 2040 of 2.5 million tons leading to a CAGR of -0.4%.

Potential Project Recommendations

- Develop new uses for underutilized coal rail lines.

- Develop rail corridor preservation policies.

- Identify new rail shippers based on possible diversion of appropriate commodities from truck to rail.

Bristol's Benefits and Economic Impact Results

<table>
<thead>
<tr>
<th>Benefit Categories</th>
<th>FREIGHT</th>
<th>PASSENGER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Freight Service Benefits ($M)</td>
<td>Freight Service Benefits per Thousand Ton Miles ($/000 Ton Miles)</td>
</tr>
<tr>
<td>User Cost Savings</td>
<td>$1,635.2</td>
<td>$65.2</td>
</tr>
<tr>
<td>Pavement Savings</td>
<td>$127.8</td>
<td>$4.9</td>
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<tr>
<td>Congestion Savings</td>
<td>$251.1</td>
<td>$10.0</td>
</tr>
<tr>
<td>Truck/Auto Emissions</td>
<td>$158.3</td>
<td>$6.3</td>
</tr>
<tr>
<td>Truck/Auto Cash Reduction</td>
<td>$71.2</td>
<td>$2.6</td>
</tr>
<tr>
<td>Total</td>
<td>$2,239.0</td>
<td>$89.3</td>
</tr>
</tbody>
</table>

* Statewide Figures used as placeholder
Stakeholder Feedback
Stakeholder Feedback

What is the cost to Virginia for losing a rail line?

What is the cost of a rail line compared to the cost of highway?
### Stakeholder Feedback

**Cost for losing rail line:**

<table>
<thead>
<tr>
<th>Benefit Categories</th>
<th>Total Freight Service Benefits (SM)</th>
<th>Total Passenger Service Benefits (SM)</th>
<th># of Rail Miles Lost</th>
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</thead>
<tbody>
<tr>
<td>User Cost Savings</td>
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<td>$50k/mile</td>
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<tr>
<td>Pavement Savings</td>
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<td>$35k/mile</td>
<td>0.5</td>
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<td>Congestion Savings</td>
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<td>$75k/mile</td>
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<td>Truck / Auto Emissions</td>
<td>$158.3</td>
<td>$45k/mile</td>
<td>4.0</td>
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<tr>
<td>Truck / Auto Crash Reduction</td>
<td>$71.2</td>
<td>$20k/mile</td>
<td>18.4</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$2,239.0</strong></td>
<td><strong>$650k/mile</strong></td>
<td><strong>89.7</strong></td>
</tr>
</tbody>
</table>

\[ \div 3,394 \text{ miles of rail} \]
Stakeholder Feedback

**Pro**
- Regionally Specific
- Mirrors economic analysis and REF BCA
- Forefront of performance based rail planning

**Con**
- Not Rail Line Specific
- Assumes 100% transfer of rail traffic to HWY
Stakeholder Feedback

Cost Comparison to Highway:

<table>
<thead>
<tr>
<th>Rail / mi</th>
<th>HWY / mi</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction</strong></td>
<td>$3M</td>
</tr>
<tr>
<td><strong>O &amp; M</strong></td>
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Thank You

Questions?