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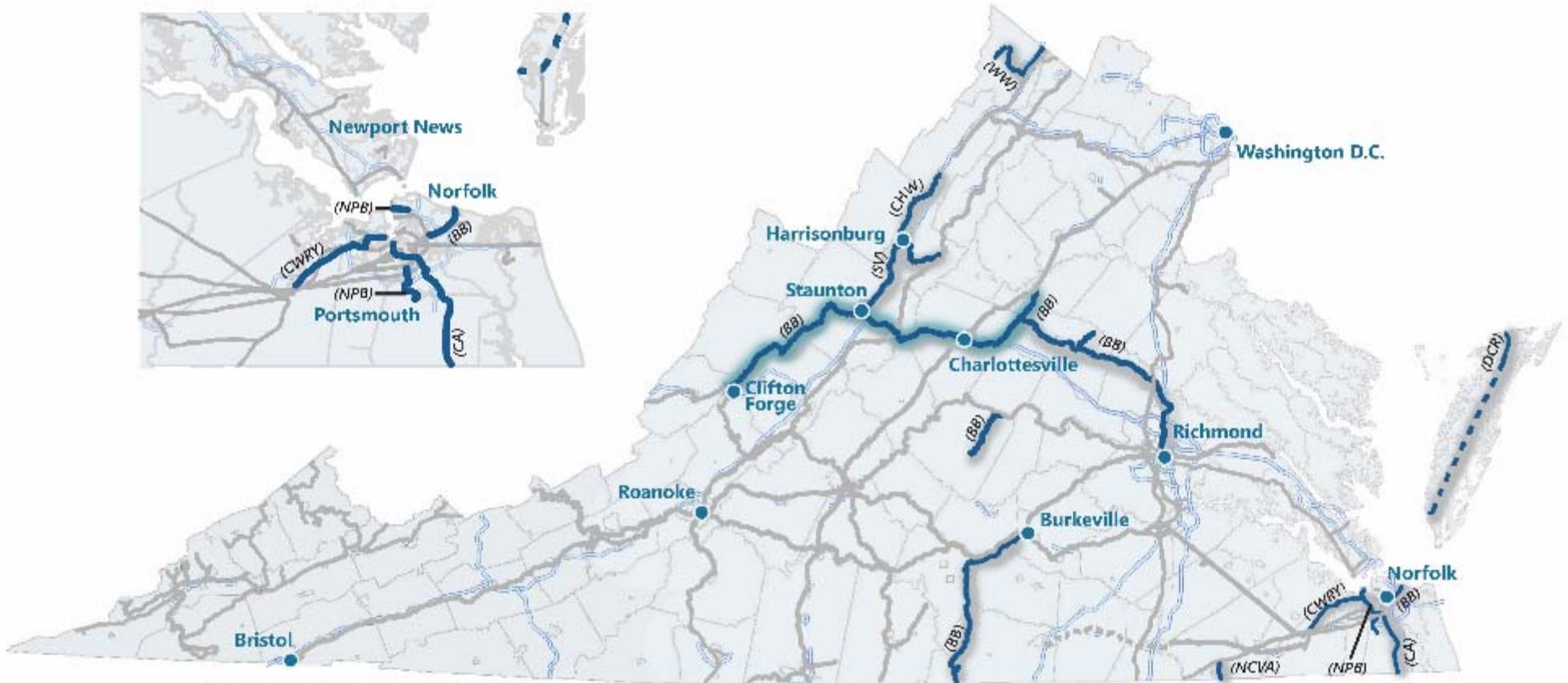
# **Rail Preservation Fund Evaluation Criteria**

## **CTB Rail & Transit Subcommittee – July 16, 2019**

**Jeremy Latimer, Director of Rail Programs**  
**Department of Rail and Public Transportation**



# Virginia Shortline Railroad Network



## Shortline Routes in Virginia

-  Out of Service Routes
-  Freight Routes
-  Passenger Routes
-  Cities/Towns

- |             |                                 |             |   |
|-------------|---------------------------------|-------------|---|
| <i>BCR</i>  | Bay Coast Railroad              | <i>DCR</i>  | Delmarva Central Railroad               |
| <i>BB</i>   | Buckingham Branch Railroad      | <i>NPB</i>  | Norfolk & Portsmouth Belt Line Railroad |
| <i>CA</i>   | Chesapeake & Albemarle Railroad | <i>NCVA</i> | North Carolina & Virginia Railroad      |
| <i>CHW</i>  | Chesapeake Western Railway      | <i>SV</i>   | Shenandoah Valley Railroad              |
| <i>CWRY</i> | Commonwealth Railway            | <i>WW</i>   | Winchester & Western Railroad           |

# Purpose and Need Review

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Background

- Grant Requests Exceed Program Capacity
- Previously DRPT has been able to prioritize and fund needs based on check list criteria
- Most priority projects received a 70/30 grant
- REF funds can supplement RPF as bond funds are fully spent down in FY20

*Need more quantitative evaluation criteria*

- Developed Prioritization Criteria
  - VRRRA Workshop
  - CTB-R Input
  - Staff Recommendations
- FY20 – FY25 Applications were scored with proposed Criteria

# VRRA Feedback

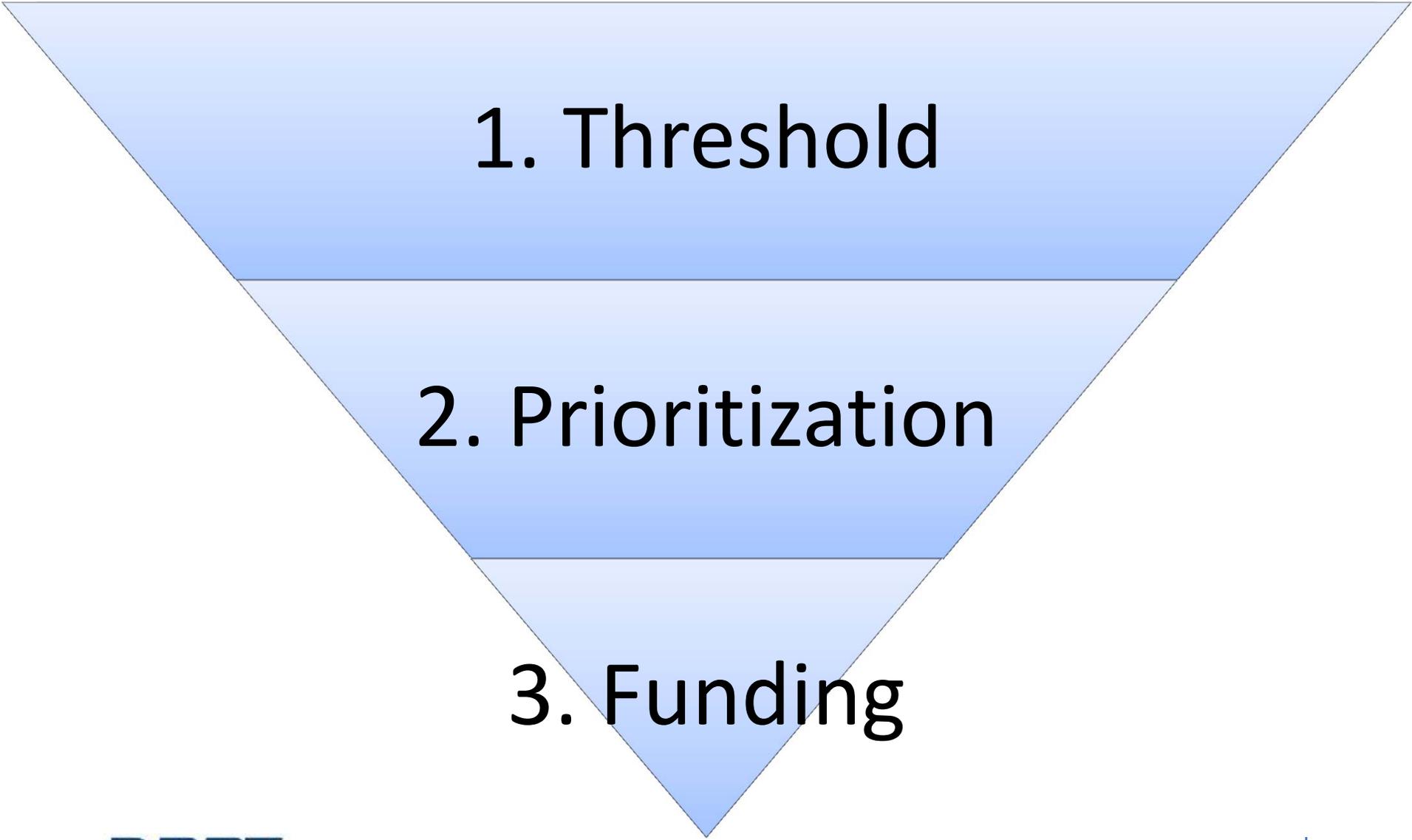
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Prioritize SOGR

Distribute Funding among Applicants

Maintain Predictability

# Phased Approach



1. Threshold

2. Prioritization

3. Funding

# Phase 1: Threshold

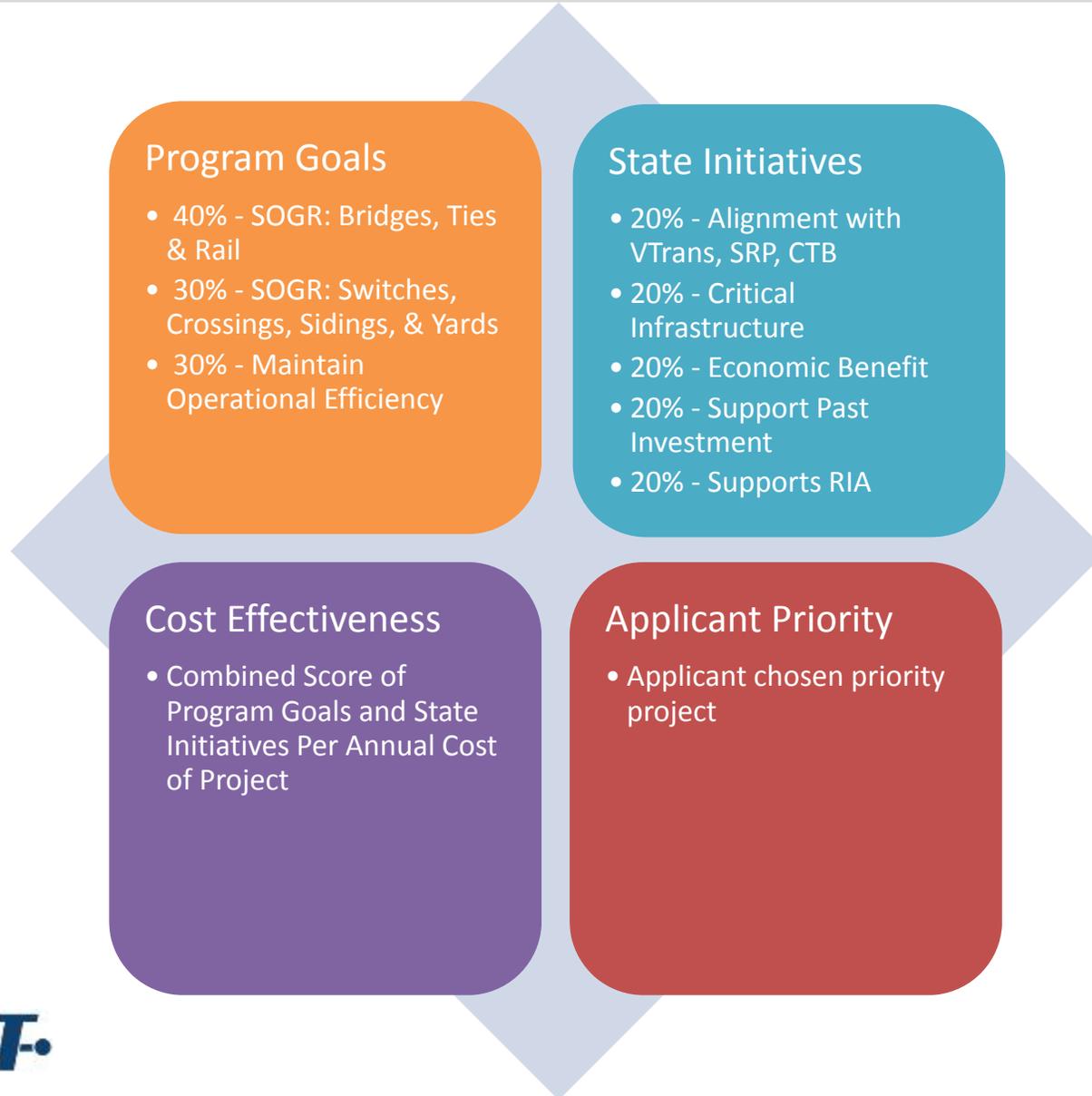
The Shortline Railway Preservation and Development Fund is intended to retain, maintain, and improve the shortline railway network, and support facilities, for freight service.

A project must meet at least one criteria:

## Criteria Matches Virginia Code and Rail Plan Goals and Objectives:

- Raise the Class of Track up to FRA Class 2 Track Safety Standards
- Maintain FRA Class 2 Track Safety Standards
- Support 286K load capacity on bridges
- Improve reliability to serve existing and new customers
- Retain shortline service

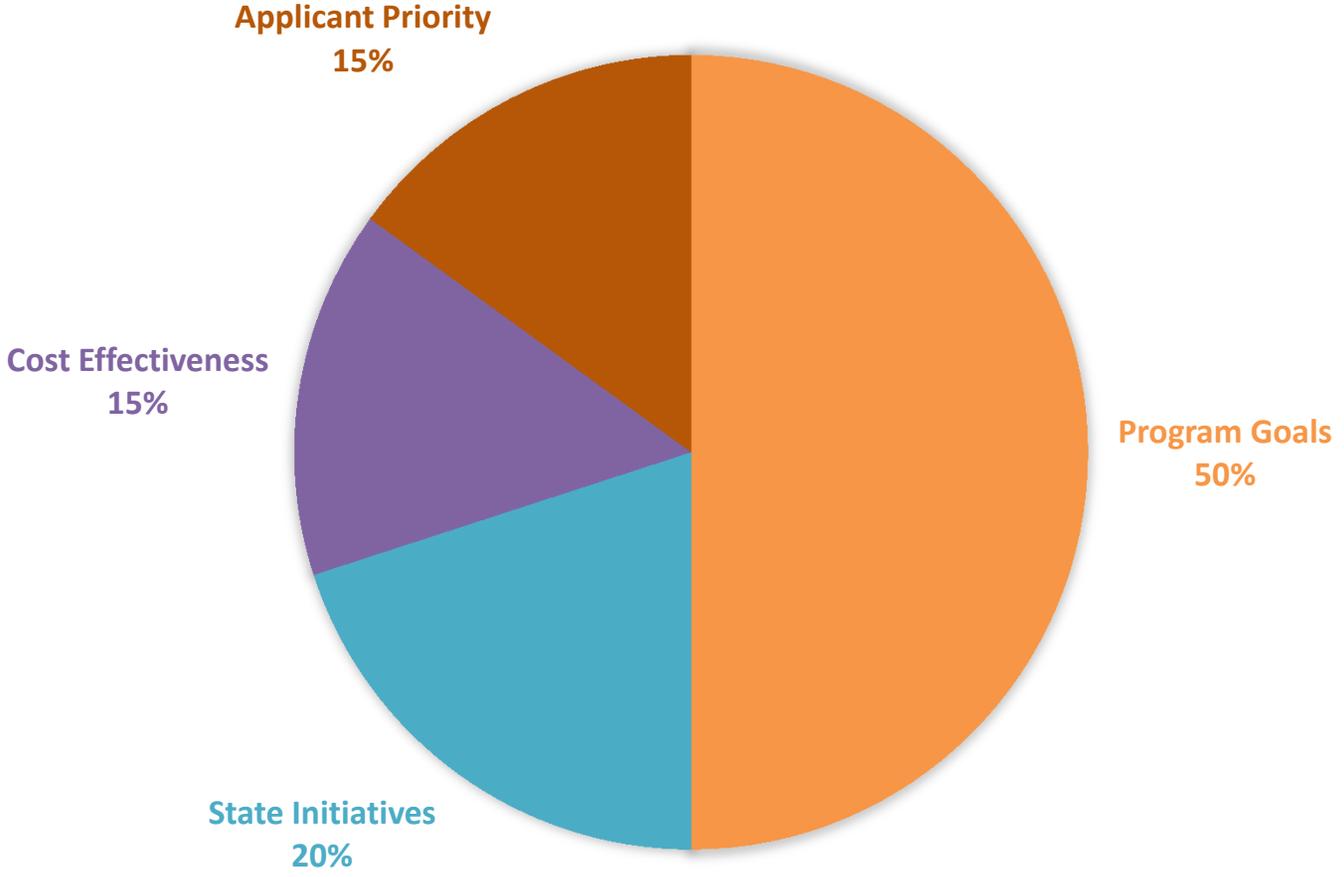
# Phase 2: Scoring Criteria



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## WEIGHTING



# Phase 3: Funding (FY20 Applications)

Railroad	Project Description	Request (State Share)
Buckingham Branch RR	FY22-25 Bridge Upgrades on R&A Division	\$1,400,000
Buckingham Branch RR	FY20 Gordonsville Transload	\$980,000
Buckingham Branch RR	FY21-22 Little Creek Yard Upgrade	\$3,094,000
Buckingham Branch RR	FY20 Norfolk Division Tie Upgrade	\$1,400,000
Chesapeake & Albemarle	FY20-25 Rail/Tie Upgrade	\$2,952,552
Delmarva Central RR	FY19-20 Rail/Tie Upgrade	\$2,723,875
Norfolk & Portsmouth BL RR	FY24-25 Crossing Rehab/Upgrades	\$1,358,000
Norfolk & Portsmouth BL RR	FY20-25 Mainline Bridge Upgrades	\$945,000
Norfolk & Portsmouth BL RR	FY20-25 Programmatic Tie Upgrade	\$1,064,000
Norfolk & Portsmouth BL RR	FY21-23 Track Infrastructure Upgrade	\$5,705,000
Shenandoah Valley RR	FY24 Bridge 118 Upgrade	\$189,840
Shenandoah Valley RR	FY23 Rebuild Weyers Cave Siding	\$401,555
Shenandoah Valley RR	FY25 Staunton Yard Switch Move/Yard Imp.	\$223,706
Shenandoah Valley RR	FY25 Tie Replacement/Track Bed Upgrade	\$514,224
Shenandoah Valley RR	FY22 Verona Siding Expansion	\$76,773



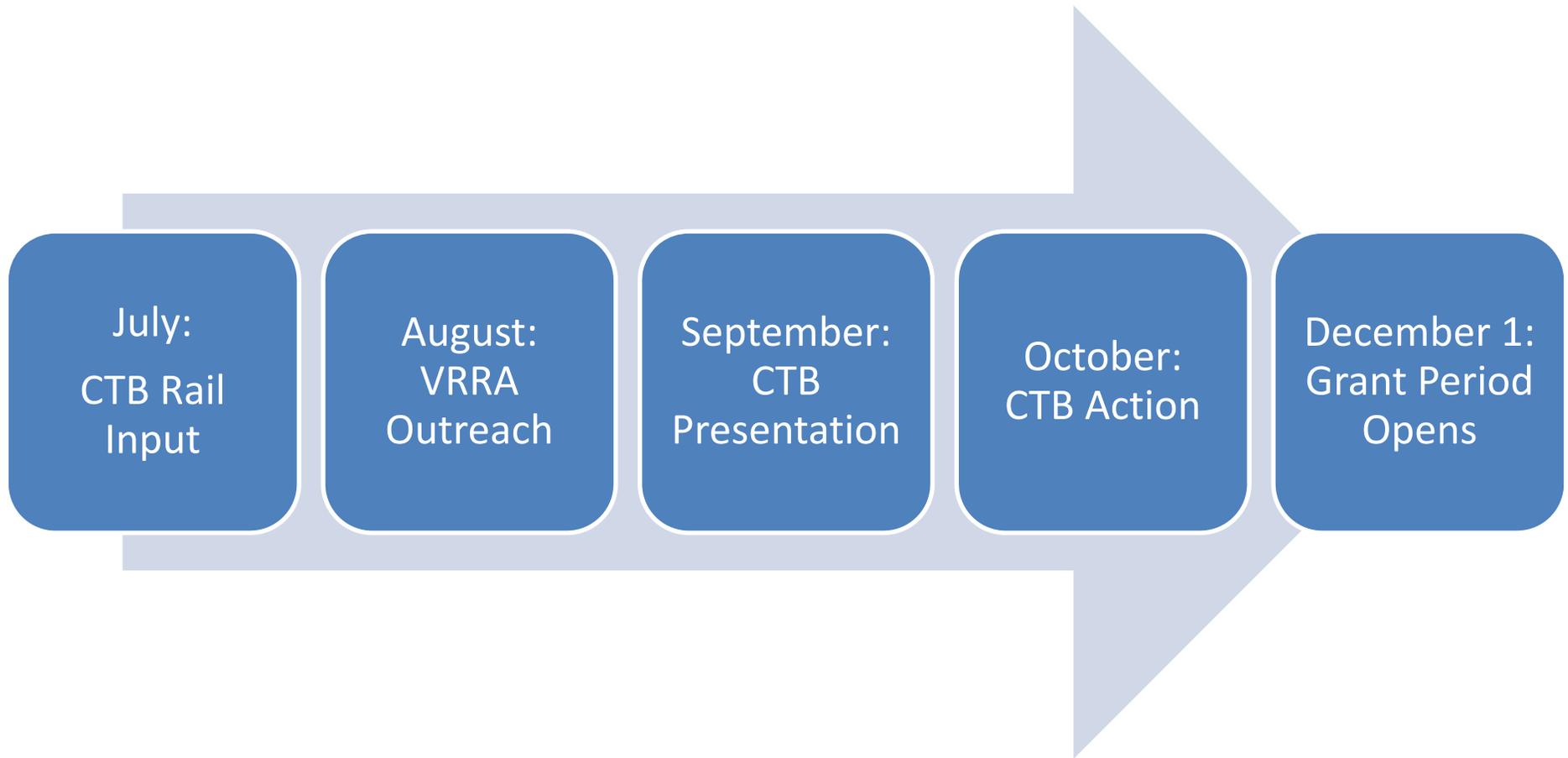
# Phase 3: Funding - Illustrative Example

Railroad	Project	Cost	Cost per FY	SOG: Bridge, Rail & Tie	SOG: Other	Operational Capacity	Align with State Goal	Critical Infrastructure	Economic Development	Support Past Investment	Support RIA	Cost Effectiveness	Applicant Priority	Total Sum	Total Rank	Cumulative Request
Shenandoah Valley RR	FY25 Staunton Yard Switch Move/Yard Imp.	\$ 223,706	\$ 223,706	15	10	10	1	0	0	3	0	10	0	49	1	\$ 223,706
Chesapeake & Albemarle	FY20-25 Rail/Tie Upgrade	\$ 2,952,552	\$ 492,092	15	10	0	2	3	0	3	0	5	10	48	2	\$ 715,798
Norfolk & Portsmouth BL RR	FY20-25 Mainline Bridge Upgrades	\$ 945,000	\$ 157,500	15	0	10	3	3	0	3	0	10	0	44	3	\$ 873,298
Norfolk & Portsmouth BL RR	FY20-25 Programmatic Tie Upgrade	\$ 1,064,000	\$ 177,333	15	0	0	3	0	0	3	0	10	10	41	4	\$ 1,050,631
Buckingham Branch RR	FY20 Norfolk Division Tie Upgrade	\$ 1,400,000	\$ 1,400,000	15	10	0	1	0	0	3	0	0	10	39	5	\$ 2,450,631
Shenandoah Valley RR	FY22 Verona Siding Expansion	\$ 76,773	\$ 76,773	0	10	10	3	0	2	3	0	10	0	38	6	\$ 2,527,404
Delmarva Central RR	FY19-20 Rail/Tie Upgrade	\$ 2,723,875	\$ 1,361,938	15	0	0	2	3	1	3	3	0	10	37	7	\$ 3,889,342
Shenandoah Valley RR	FY25 Tie Replacement/Track Bed Upgrade	\$ 514,224	\$ 514,224	15	0	0	3	0	0	3	0	5	10	36	8	\$ 4,403,566
Shenandoah Valley RR	FY24 Bridge 118 Upgrade	\$ 189,840	\$ 189,840	15	0	0	3	3	0	3	0	10	0	34	9	\$ 4,593,406
Norfolk & Portsmouth BL RR	FY24-25 Crossing Rehab/Upgrades	\$ 1,358,000	\$ 679,000	0	10	10	3	1	0	3	0	5	0	32	10	\$ 5,272,406
Buckingham Branch RR	FY21-22 Little Creek Yard Upgrade	\$ 3,094,000	\$ 1,547,000	15	10	0	2	0	1	3	0	0	0	31	11	\$ 6,819,406
Norfolk & Portsmouth BL RR	FY21-23 Track Infrastructure Upgrade	\$ 5,705,000	\$ 1,901,667	15	0	10	3	0	0	3	0	0	0	31	11	\$ 8,721,073
Shenandoah Valley RR	FY23 Rebuild Weyers Cave Siding	\$ 401,555	\$ 401,555	0	10	10	2	0	0	3	0	5	0	30	13	\$ 9,122,628
Buckingham Branch RR	FY22-25 Bridge Upgrades on R&A Division	\$ 1,400,000	\$ 350,000	15	0	0	1	3	0	3	0	5	0	27	14	\$ 9,472,628
Buckingham Branch RR	FY20 Gordonsville Transload	\$ 980,000	\$ 980,000	0	0	0	2	0	1	0	0	0	0	3	15	\$ 10,452,628

# Findings

- Program needs exceeds funding capacity
- Emphasis given to SOGR: Rail and Tie Projects perform best
- Capacity Improvements do not score well
- Lower Cost Projects perform better
- Projects of critical importance, with high dollar values, may be difficult in the future
- Every Railroad may not receive funding
- Multi-year projects take up future funding capacity

# Proposed Schedule



# Thank you!

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