



# Draft Statewide Rail Plan

## Virtual Public Meeting

September 27, 2022



# Agenda

Meeting Purpose: Introduce the Draft Rail Plan

- 1 2022 Statewide Rail Plan Purpose + Update
- 2 Virginia's "TOP 10" Highlights
- 3 Nationwide Rail Trends
- 4 Virginia as an Industry Leader
- 5 Lessons Learned + What We've Heard
- 6 Goals + Policies
- 7 Freight + Passenger Projects
- 8 Project Benefits
- 9 How to Use this Plan
- 10 Next Steps + Q&A

# Statewide Rail Plan Purpose + Update



Aligns with goals/objectives of VTrans.

Virginia's last Rail Plan was adopted by the Commonwealth Transportation Board (CTB) in 2018.

The Federal Railroad Administration (FRA) requires each state to update its SRP every four years.

Necessary to apply and receive federal rail funding for passenger and freight projects.

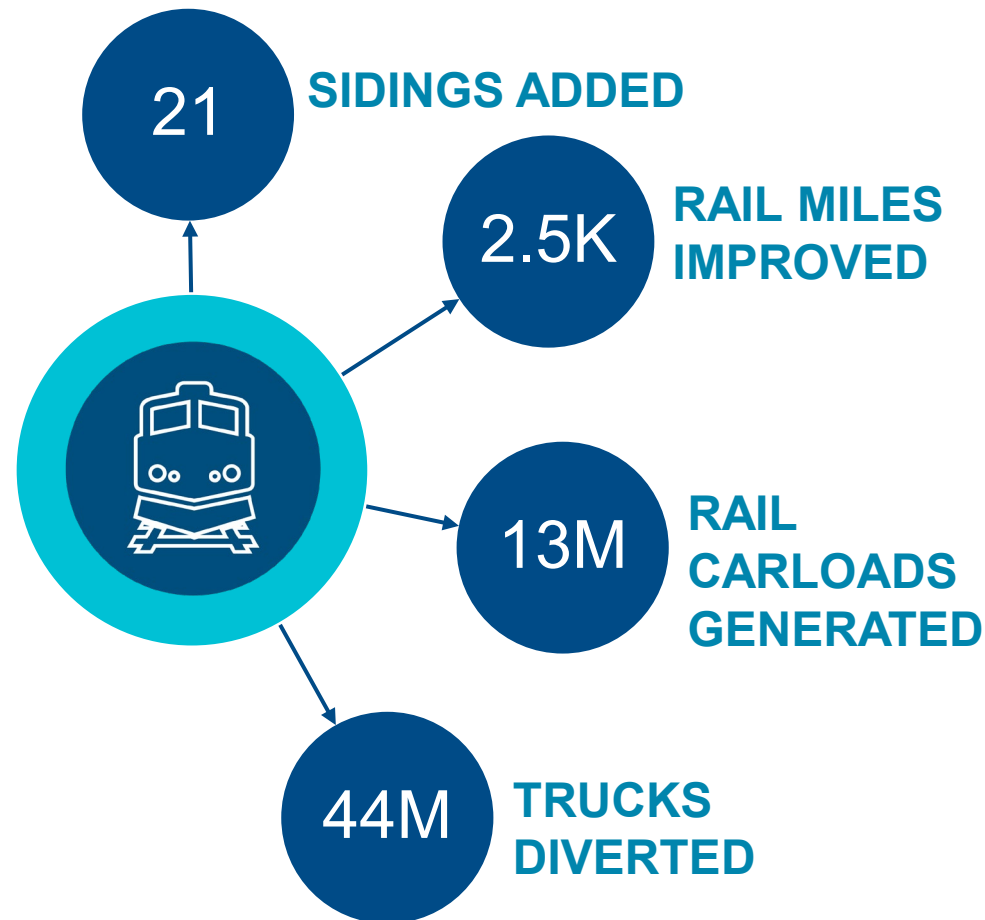
Includes 6-year and 20-year horizons.

Data points/metrics can be compared plan to plan and state to state.

Requires close coordination with the Virginia Passenger Rail Authority (VPRRA).

# Virginia's TOP 10 Rail Highlights

Since the last Statewide Rail Plan . . .

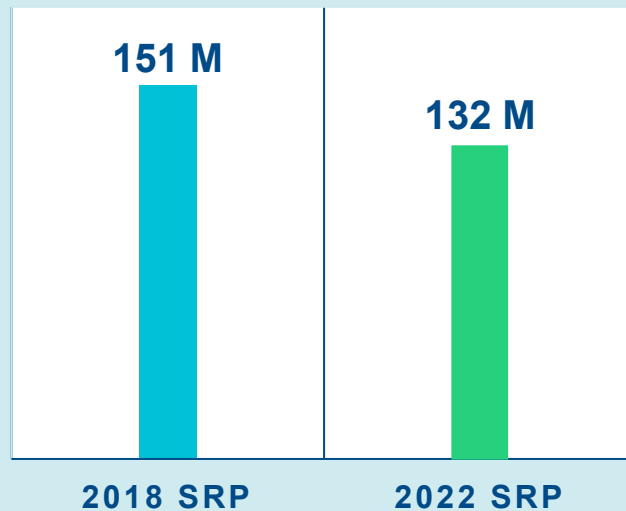


All thanks to DRPT's  
Rail Programs!

# Virginia's TOP 10 Rail Highlights



## FREIGHT TONNAGE REPORTED



Decline reflects decline in coal shipments.

## TRACK MILES

5,927

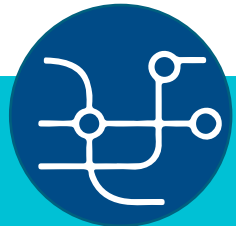
New data point made possible by GIS digitization effort (Route miles remained constant at approximately 3,000)

## ABANDONED RAIL MILES

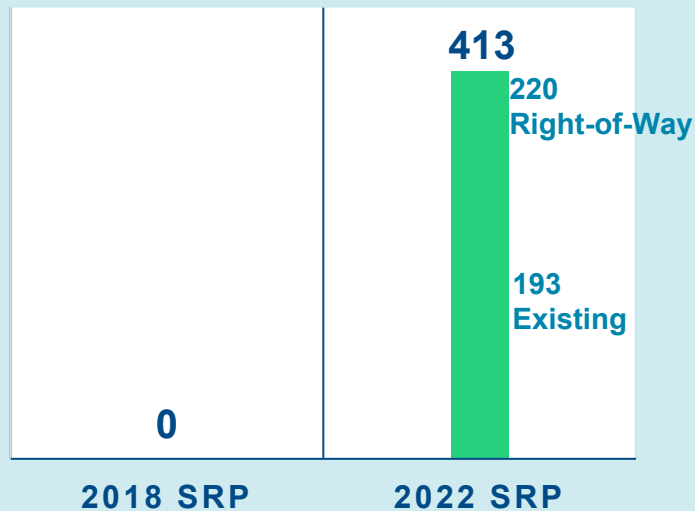
97

Up from 73 miles in 2018

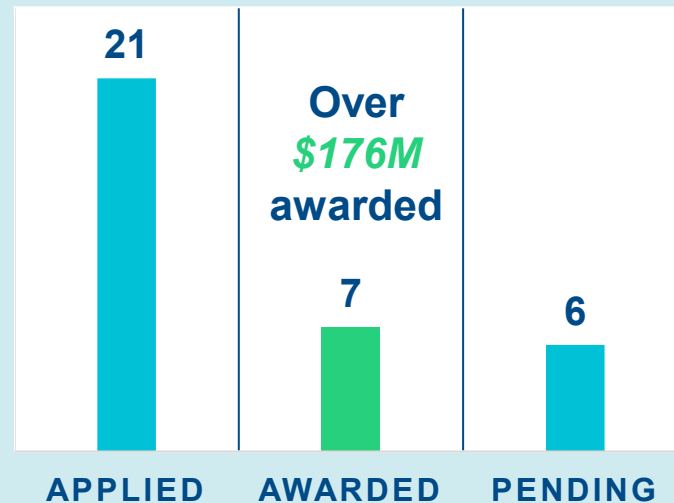
# Virginia's TOP 10 Rail Highlights



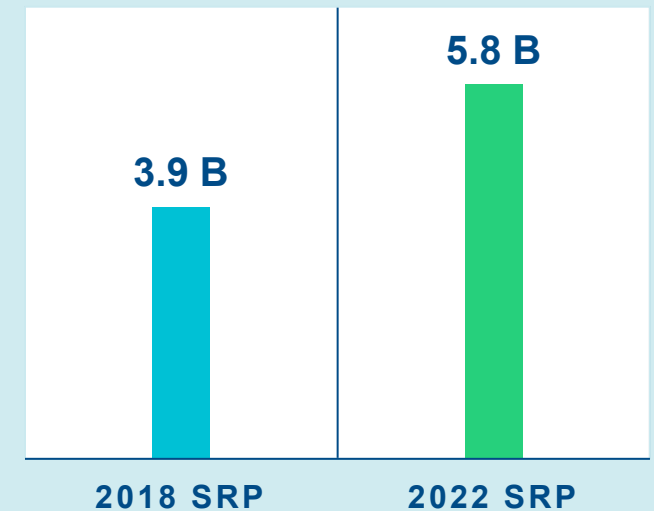
## RAIL MILES OWNED BY VIRGINIA



## FEDERAL GRANT APPLICATIONS

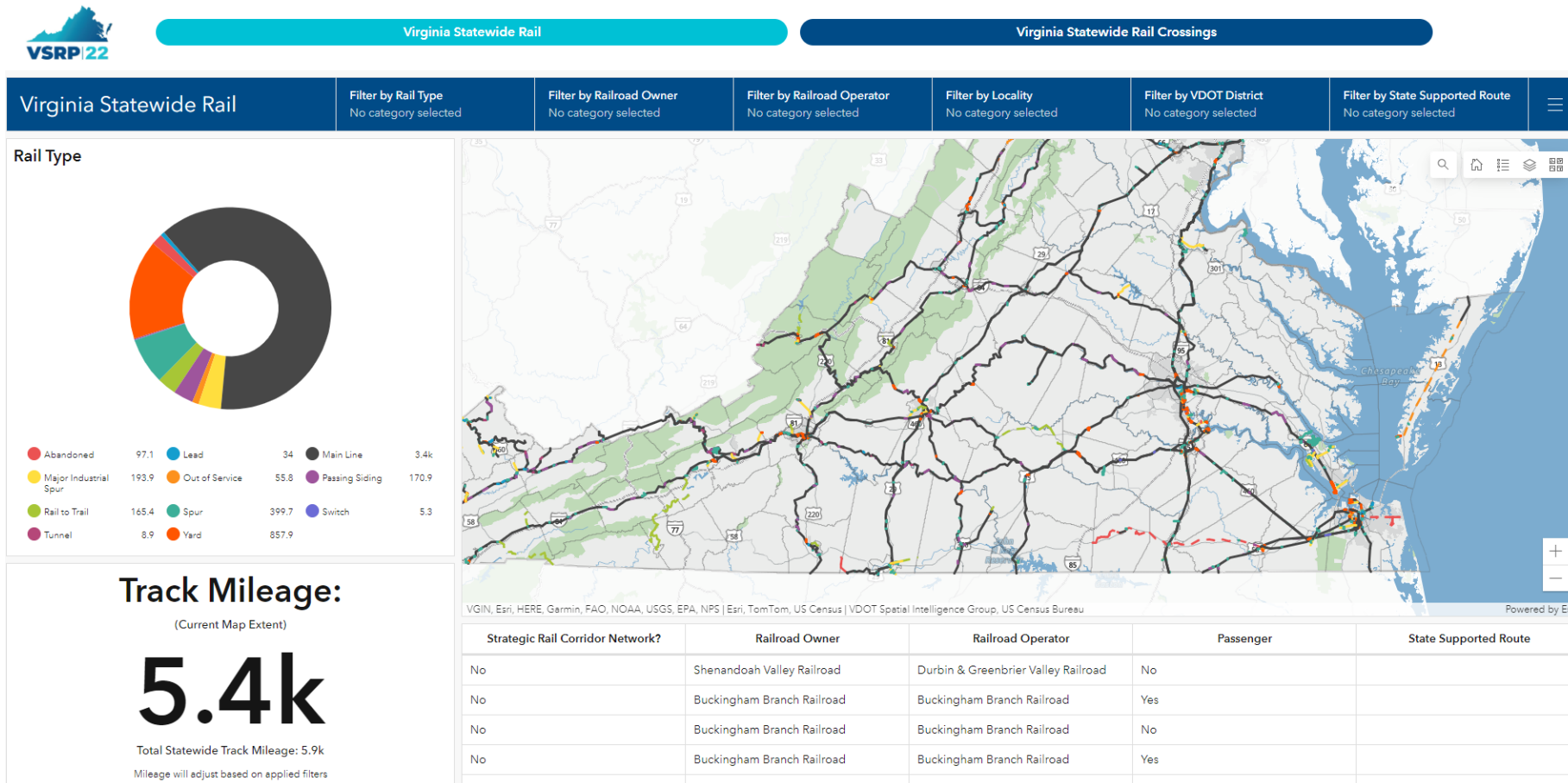


## TOTAL PLANNED INVESTMENT



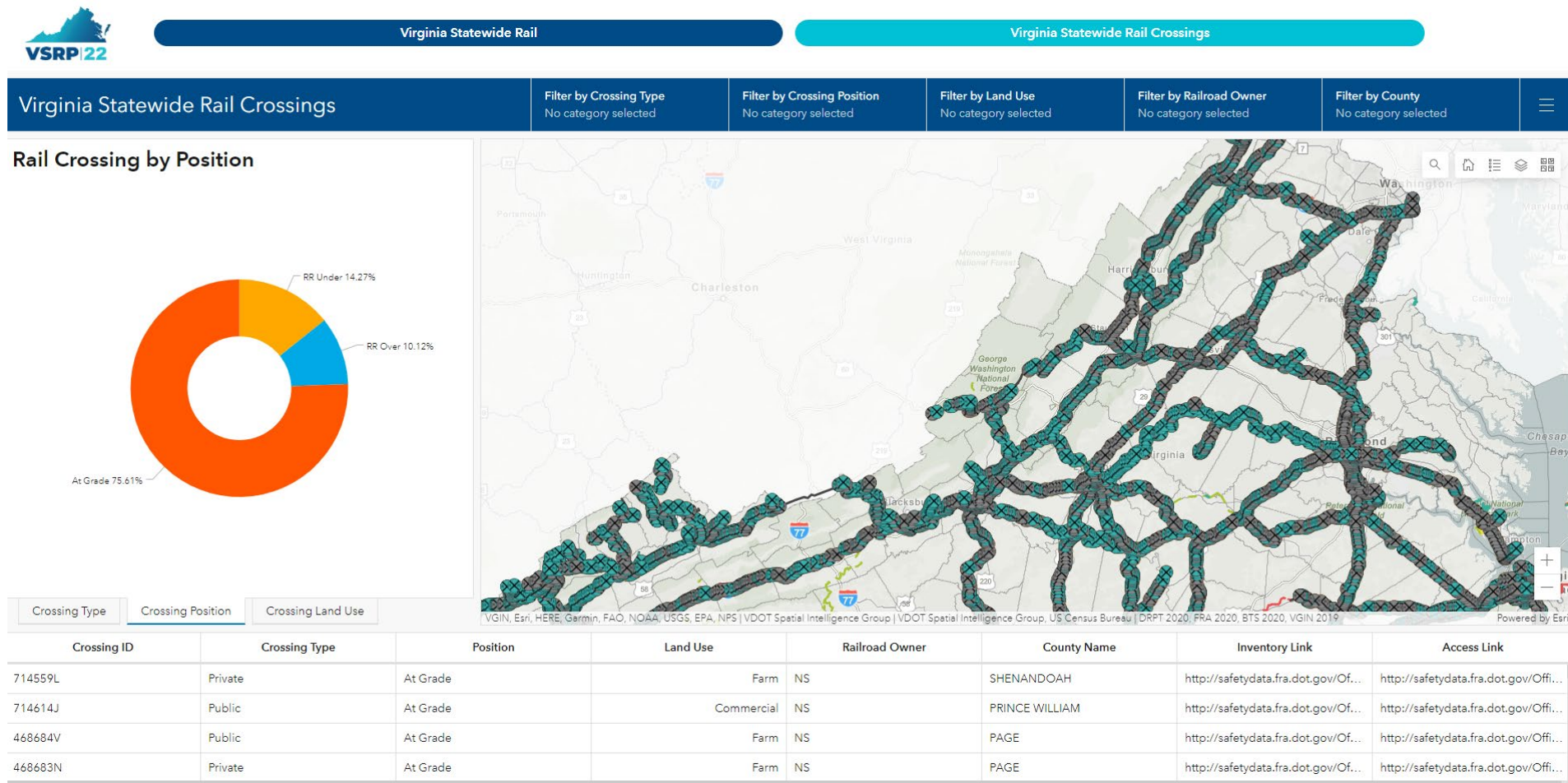


# GIS StoryMap: Rail Infrastructure



## Rail Infrastructure Overview

# GIS StoryMap: Rail Crossing Characteristics



## Rail Crossings Characteristics



# National Rail Trends



MARKETS BUSINESS INVESTING TECH POLITICS CNBC TV INVE

## STATE OF FREIGHT



**Deadline to avoid a national rail strike which could cost economy \$2 billion a day is near**

## THE WALL STREET JOURNAL.

### BUSINESS

#### Why Railroads Are Making Freight Trains Longer and Longer

Pressure from investors and competition from trucking drive railroads to add cars to improve efficiency. But some say the trend is misguided and, potentially, a safety hazard.



## Roll Call

### POLICY

#### Hit by pandemic, Amtrak is making cuts that may endure

With ridership still low and additional COVID-19 aid uncertain, the rail service has no clear path to restore reduced long-distance routes



Amtrak CEO William J. Hynne says the company will need at least \$4.9 billion for fiscal 2021 to avoid 2,400 more job cuts and capital improvement delays. (Roll Call file photo)

# Virginia Rail Industry Responds



## West Coast Port Congestion Leads Norfolk Southern, Union Pacific to Test New Ideas in Cross-Country Rail Shipping

By Lori Ann LaRocco, CNBC • Published September 7, 2022 • Updated on September 7, 2022 at 11:00 am



A Norfolk Southern freight train pulled by Locomotive 7565, a GE ES44DC Evolution Series diesel locomotive.



## Amtrak ridership in Virginia hits all-time high

Will Gonzalez - Aug 31

React Comments 1 Share Save

RICHMOND, Va. (WRIC) — Amtrak and the Virginia Passenger Rail Authority has announced that ridership of state-supported trains hit an all-time high in Virginia in July.



Amtrak ridership in Virginia hits all-time high  
© Provided by WRIC Richmond

## The Virginian-Pilot

BUSINESS

## As deadline looms, railroads say strike would cost \$2B a day

By Josh Funk  
The Associated Press • Sep 09, 2022 at 8:04 am



# Statewide Rail Plan Public Outreach

## 2021

- May 2021
  - Statewide Rail Plan Public Outreach website launch
  - Virginia Statewide Rail Plan Stakeholder Outreach Survey opens
  - Virtual Meetings for Stakeholders + Public
  - Virginia Statewide Rail Plan Public Outreach Survey opens
  - Social media campaign for survey participation begins
  - Stakeholders meeting
- June 2021
  - Social media campaign for survey participation continues
- July 2021
  - Commonwealth Corridor Public Outreach Survey opens
  - Social media campaign for survey participation continues

## 2022

- Aug 2022
  - Social media campaign for public meeting begins
- Sep 2022
  - Virtual Meetings of draft SRP for Stakeholders + Public
- Oct 2022
  - Public comment period for draft SRP
- DRPT presented to CTB Rail and Transit Subcommittee on a regular basis in 2021 and 2022





# What We Heard

- 📍 Upgrade **train schedules**, not only infrastructure, to improve freight and passenger reliability
- 📍 **Prioritize** rail service investments to locations with **multimodal connections and economic opportunities**
- 📍 Identify strategies for rail that **complement the multimodal freight network** and present **solutions to known problems**, like trucker shortages and port congestion
- 📍 Upgrade **technology for at-grade crossings** for safety and predictable wait times
- 📍 **Past freight rail investments to serve the Port of Virginia are paying off**

# Transportation Planning Goals

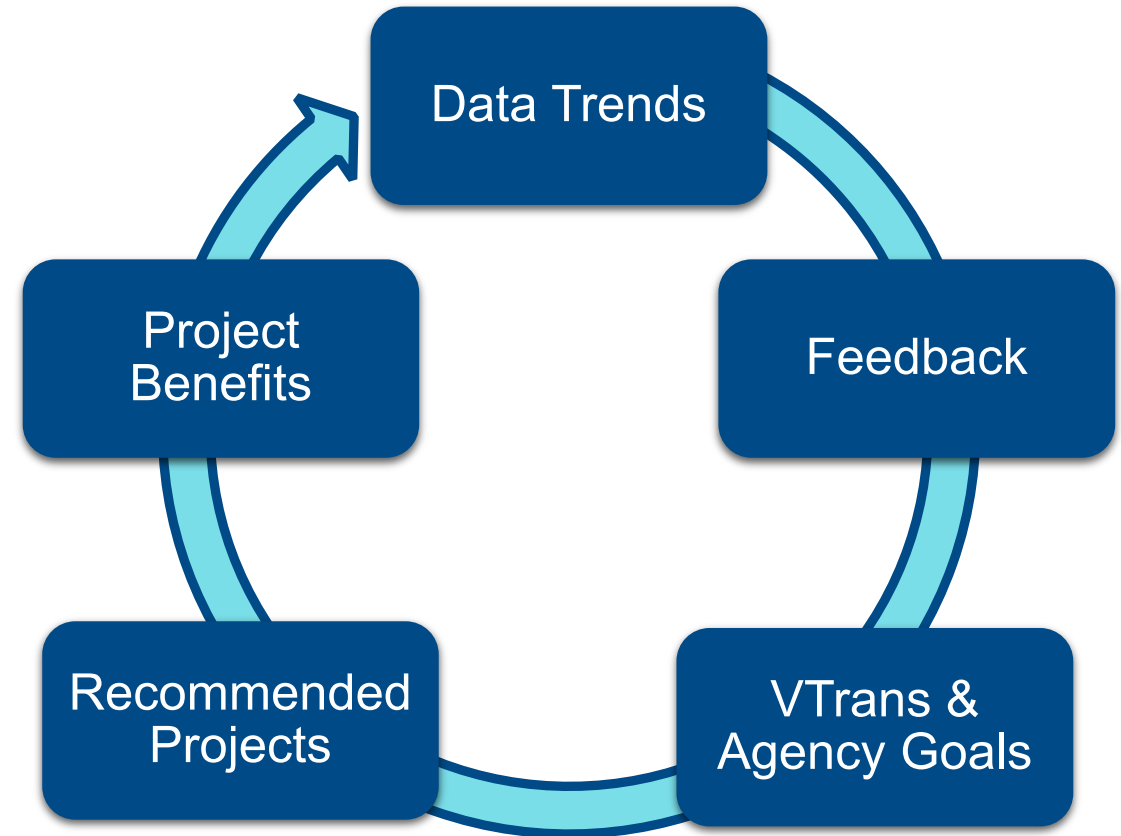


- Align with VTrans
- Data/trends, input, and goals inform policy framework and recommended projects
- Goals used to measure benefits of rail projects





# Rail Planning Steps



## POLICY FRAMEWORK : FREIGHT

Invest in the rail freight network to support rail transportation alternatives that **complement the Virginia highway system and create economic opportunities.**

**Prioritize the preservation of rail right-of-way** for rail and transportation use while facilitating proposals for co-located recreational uses as appropriate.

Work with freight railroads and other stakeholders to **optimize existing freight rail infrastructure.**

Work with freight railroads and other stakeholders **to increase rail mode share at critical freight bottlenecks, including the Port of Virginia.**



## POLICY FRAMEWORK : STATIONS

### Multimodal Connections

Stations are a gateway to communities and create opportunities for multimodal connections, including **passenger rail, intercity bus, transit, rideshare, bike, and pedestrian access**.

### Improvement Priorities

Virginia investments in passenger rail stations will support achieving compliance with the **Americans with Disability Act** design standards, maintaining a **state of good repair**, and partnering with stakeholders to fund **capacity** improvements, **new stations**, and other improvements which support multimodal access, equity, and a positive **customer experience**.

### Serves Unique Community Needs

Planning for passenger rail stations should recognize stations are a **regional transportation asset** to serve **unique community needs through community consensus** within a multimodal transportation network.

### Location Decisions

Station location decisions should consider service levels appropriate to the **population of the region, existing stations within the region, multimodal connectivity, and statewide service planning goals**.

### Funding Partnerships

The Commonwealth will partner with regions to support a funding strategy for station needs that considers potential local, state, and federal funding, plus appropriate match. Support could be in the form of **technical assistance to pursue a federal grant, or incremental funding (subject to availability) to close a project funding gap**. The strategy will help guide decisions by the Commonwealth for state funding.



# Recommended Rail Projects

Total Number of Projects

174

Total Planned Investment

\$5.8 B



Number of  
Freight Projects

93



Number of Passenger  
Rail Projects

81

Short-term Investment

\$227.9 M

Long-term Investment

\$213.8 M

Short-term Investment

\$4.4 B

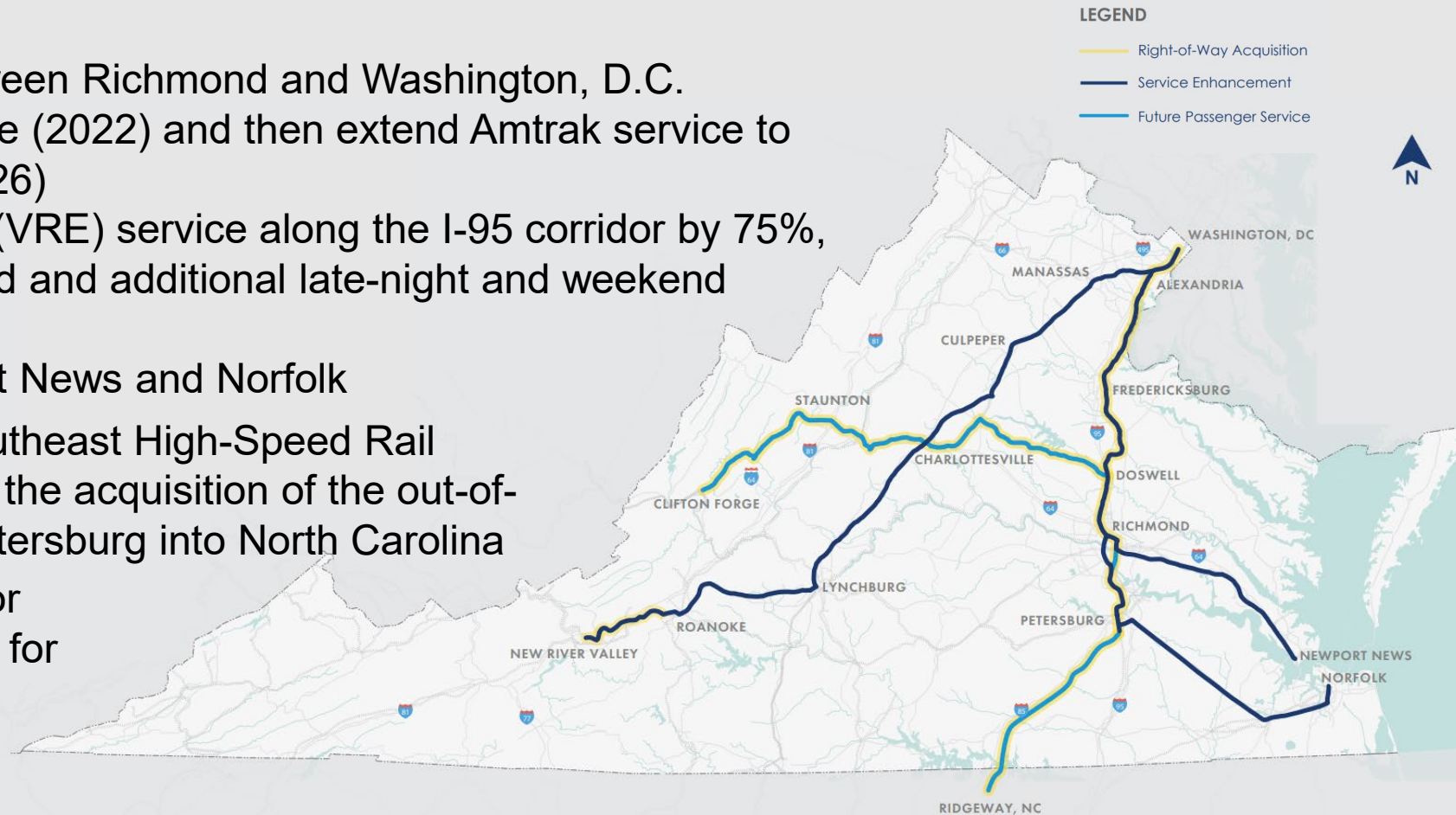
Long-term Investment

\$935 M

Short-term investments planned within 6 years  
Long-term investments planned beyond 6 years

# Transforming Rail in Virginia will . . .

- Double Amtrak service in Virginia
- Provide hourly Amtrak service between Richmond and Washington, D.C.
- Increase Amtrak service to Roanoke (2022) and then extend Amtrak service to the New River Valley (expected 2026)
- Increase Virginia Railway Express (VRE) service along the I-95 corridor by 75%, with more service in the peak period and additional late-night and weekend service
- Increase Amtrak service to Newport News and Norfolk
- Lay the foundation to make the Southeast High-Speed Rail (SEHSR) corridor possible through the acquisition of the out-of-service S-Line, which runs from Petersburg into North Carolina
- Preserve the existing freight corridor between Doswell and Clifton Forge for future east-west passenger service





# GIS StoryMap: VPRA Projects



Dashboard

VPRA Budget

VPRA Projects

Filter by Project Type  
No category selected

Filter by Grantee  
No category selected

VPRA Projects by Type



Capital Grants 22  
Capital Projects 9  
Operating Budget 5

Projects by Type

Projects by Grantee

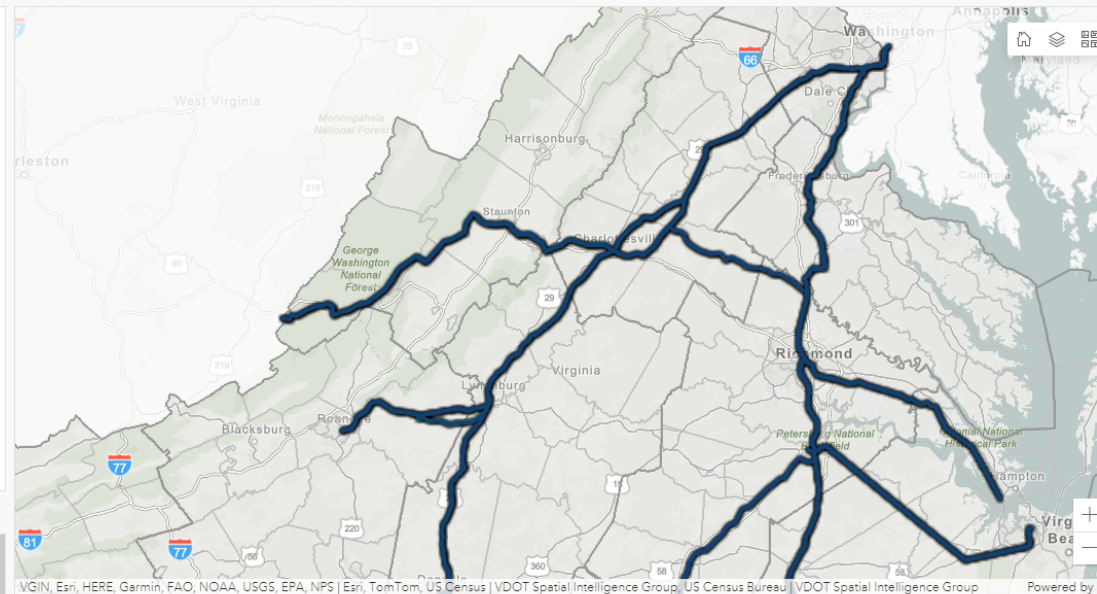
VPRA Projects

VPRA Projects by Type

Type

Capital Grants  
Capital Projects  
Operating Budget

VPRA Projects by Grantee



Projects

- Alexandria 4th Track
- Alexandria Station Pedestrian Tunnel
- Amtrak Capital Equipment Maintenance
- Amtrak Marketing
- Amtrak Operational Support
- Amtrak Passenger Information Display System: Ashland and Richmond Main Street Stations
- Amtrak Train Equipment - New Service
- Arkendale to Powell's Creek Third Track Construction and Island Platforms
- Bedford Amtrak Thruway Intercity Bus Connector
- Broad Run Station & 3rd Track Improvements
- Brooke & Leeland Road Station Improvements
- Crystal City Platform
- Ettrick Station Improvements - State-of-Good-Repair
- Franconia to Lorton 3rd Mainline
- Franconia-Springfield Bypass
- L'Enfant Platform
- Manassas Park Parking Garage and Bridge
- Manassas Station Platform Extension
- New Long Bridge for Passenger Rail
- Newport News Station, Platform, and Service Facility
- Other TRV Infrastructure
- Positive Train Control

Expenditures (VPRA)

Expenditure will adjust based on applied filters

3.5B

State Funded

1B

Grant Funded

4.6B

Total

# GIS StoryMap: VRE Projects



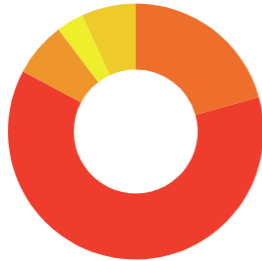
Dashboard

VRE Budget

VRE Projects

Filter by Project Type  
No category selected

## VRE Projects by Type



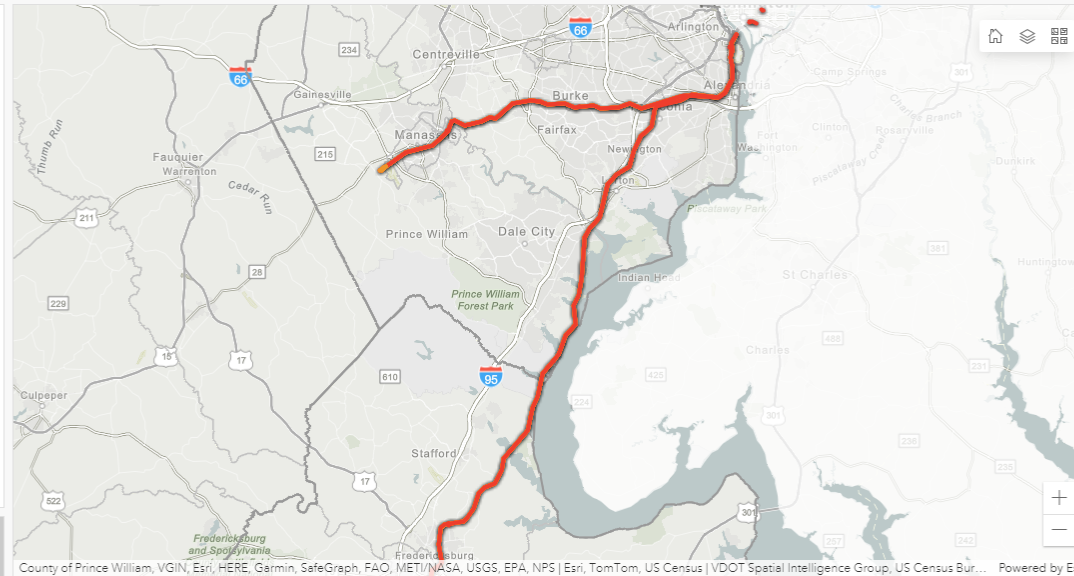
Asset Management	6	Expansion	18
New Installation	2	Rehabilitation	1
Replacement and Rehabilitation	2		

## VRE Projects by Type

Project Type



VDOT Districts



Total Expenditures (VRE)

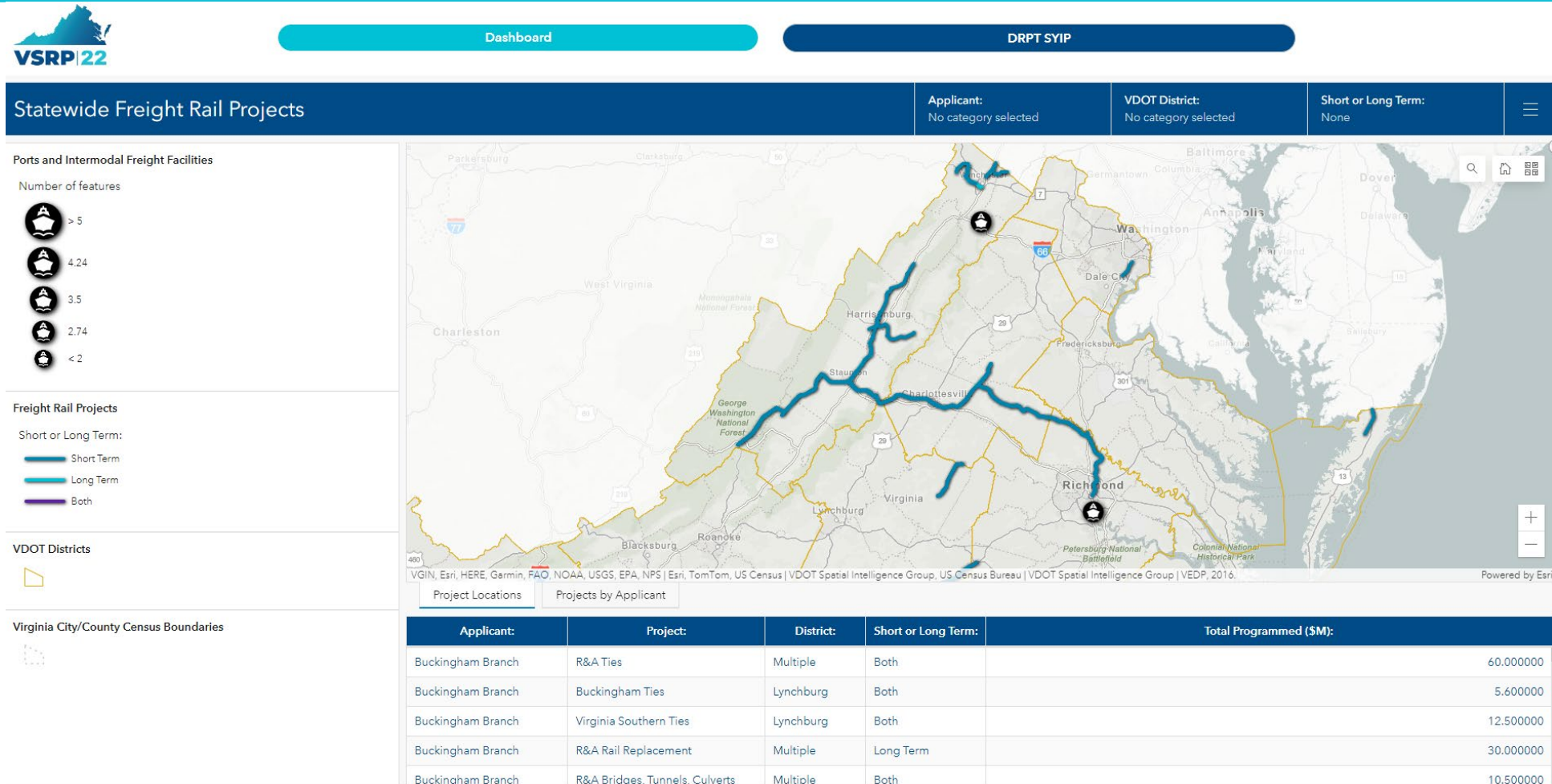
**815.8M**

Expenditure will adjust based on applied filters

## Projects

Alexandria Station Improvements
Automatic Passenger Counters
Backlick Road Station Improvements
Broad Run Expansion (BRX)
Brooke Station Improvements
Crossroads MSF Storage Expansion
Crystal City Station Improvements
Enhancement Grant - Security
Equipment Asset Management Program
Facilities Asset Management Program
Fleet Expansion Coaches - Fredericksburg Line
Fleet Expansion Coaches - Manassas Line
Forklifts Purchase
Franconia Springfield Station Improvements
Fredericksburg Station Rehabilitation
Leeland Road Parking Improvements
Leeland Road Station Improvements
L'Enfant Station Improvements
L'Enfant Train Storage Track - South
Lifecycle Overhaul & Upgrade (LOU) Facility
Manassas Park Parking Improvements
Manassas Station Improvements
New York Avenue Midday Storage Facility
Quantico Station Improvements
Real-Time Multimodal Traveler Information

# GIS StoryMap: Statewide Freight Rail Projects





# Freight Project Highlights - Port of Virginia Support

- **Background:** DRPT consistently supports growth at Port of Virginia, and contributed approximately \$10M annually between 2009 and 2020 through its Rail Enhancement Fund.
- **Current Rail Plan:** DRPT has committed close to \$50 million through its FREIGHT grant program.



Project Description	DRPT FREIGHT Grant	Other Sources Port of Virginia / Local / Federal	Total Project Estimate
Norfolk International Terminals (NIT) Central Rail Yard Expansion	\$21 M	\$41 M	\$62 M
Commonwealth Railway (CWRV) Marshalling Yard	\$20 M	\$8 M	\$28 M
Virginia Inland Port (VIP) Inside the Gate	\$7.7 M	\$3.3 M	\$11 M
Total	\$49 M	\$52 M	\$101 M

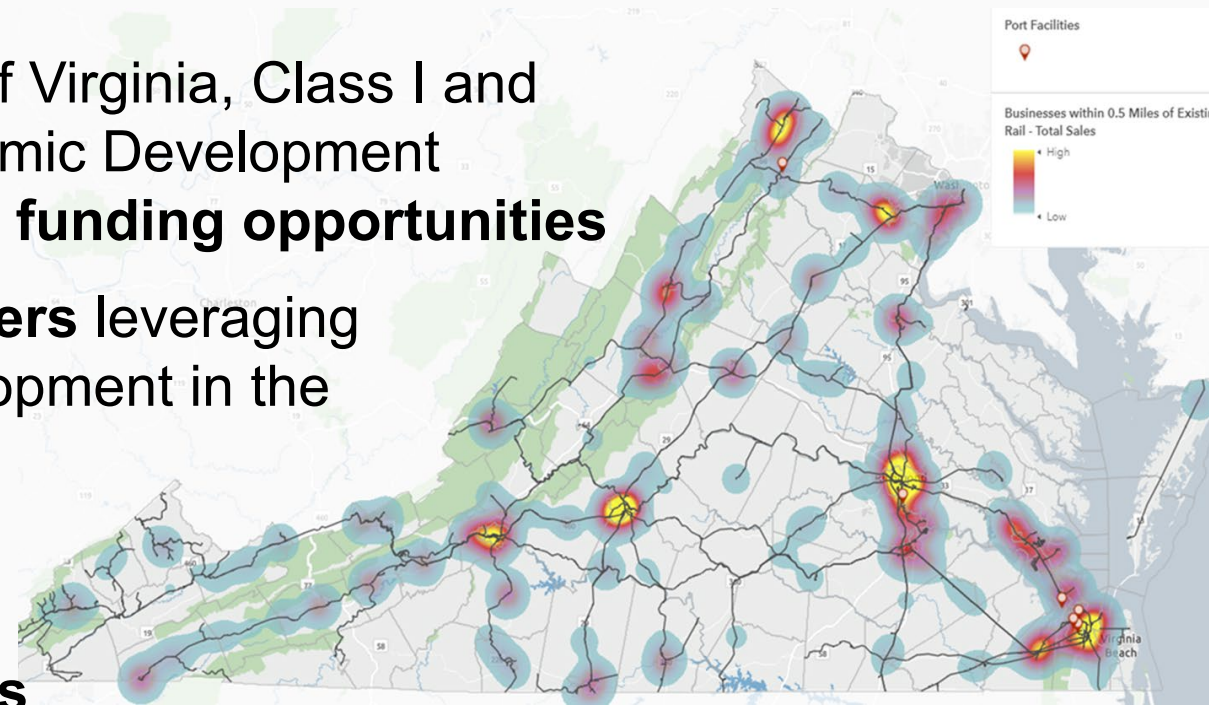
# Transforming Freight in Virginia

Bold plan that identifies technology, equipment, and infrastructure enhancements to maximize the capacity and efficiency of Virginia's transportation network by **increasing the percentage of goods moving in and out of the Port of Virginia by rail**

**Builds upon existing efforts** initiated by the Port of Virginia, Class I and shortline railroads, localities, and the Virginia Economic Development Partnership, **leveraging existing funding and new funding opportunities**

Focus on **collaboration with freight industry leaders** leveraging the power of freight rail to enhance economic development in the Commonwealth

**Brings together multiple agencies and private sector partners to deliver a program of projects from a systems perspective at strategic locations**





# Program Benefits

## Save Money



Freight Rail

**\$2.1 billion**  
in annual benefits

About 10 cents per  
ton-mile of rail use



Passenger Rail

**\$171 million**  
in annual benefits

About 42 cents per  
passenger-mile  
of rail use

*Benefits are largely derived from savings from diverting freight and passengers from highways to rail and includes congestion savings and crash reduction benefits and do not account for total economic benefit associated with job creation, tourism, tax generation, etc.*

## Breathe Easier



On average, railroads are **four times** more fuel efficient than trucks



Moving freight by rail instead of truck generates **75% less** greenhouse gas emissions



The total estimated level of rail service in Virginia in 2019 was about **21 billion ton-miles**



**2.4M tons**  
of CO<sub>2</sub> emissions avoided (6% of total in Virginia per year)

## Travel Safe



Shipping by rail avoids about  
**1.5 billion miles**  
of truck travel in Virginia



Passenger travel by rail avoids about  
**266 million miles**  
of personal travel in Virginia



**\$84M**  
Saved from reducing crash-related  
accidents, injuries, and deaths

## Relieve Congestion

**\$296M**

Annual in  
congestion  
savings



Passenger  
Railcar

1 = 30



Passenger Vehicles



Freight  
Railcar

1 = 3.4



Semi-Trailer Trucks

**\$85M**

Annual pavement  
maintenance  
savings

# How to Use this Plan



**Executive Summary**

**Role of Rail  
in Statewide  
Transportation**

**Chapter 1**

**Virginia's  
Existing  
Rail System**

**Chapter 2**

**Passenger Rail  
Improvements  
& Investments**

**Chapter 3**

**Freight Rail  
Improvements  
& Investments**

**Chapter 4**

**Virginia's  
Rail Service &  
Investment Plan**

**Chapter 5**

**Public  
Involvement &  
Coordination**

**Chapter 6**

Link to the [2022 Virginia Statewide Rail Plan](#)





# Next Steps

- October 2022** Review Draft Rail Plan. Send comments to [DRPTPR@drpt.virginia.gov](mailto:DRPTPR@drpt.virginia.gov) by October 27, 2022.
- November 2022** DRPT to Finalize Rail Plan.
- December 2022** DRPT to submit plan to the Federal Railroad Administration.