



VIRGINIA
STATEWIDE RAIL PLAN

Rail Plan Workshop
April 2017 CTB Rail Committee



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



Vision

Virginia's multimodal transportation system will be **Good for Business, Good for Communities, and Good to Go**. Virginians 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.



Goals/Objectives

- 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*



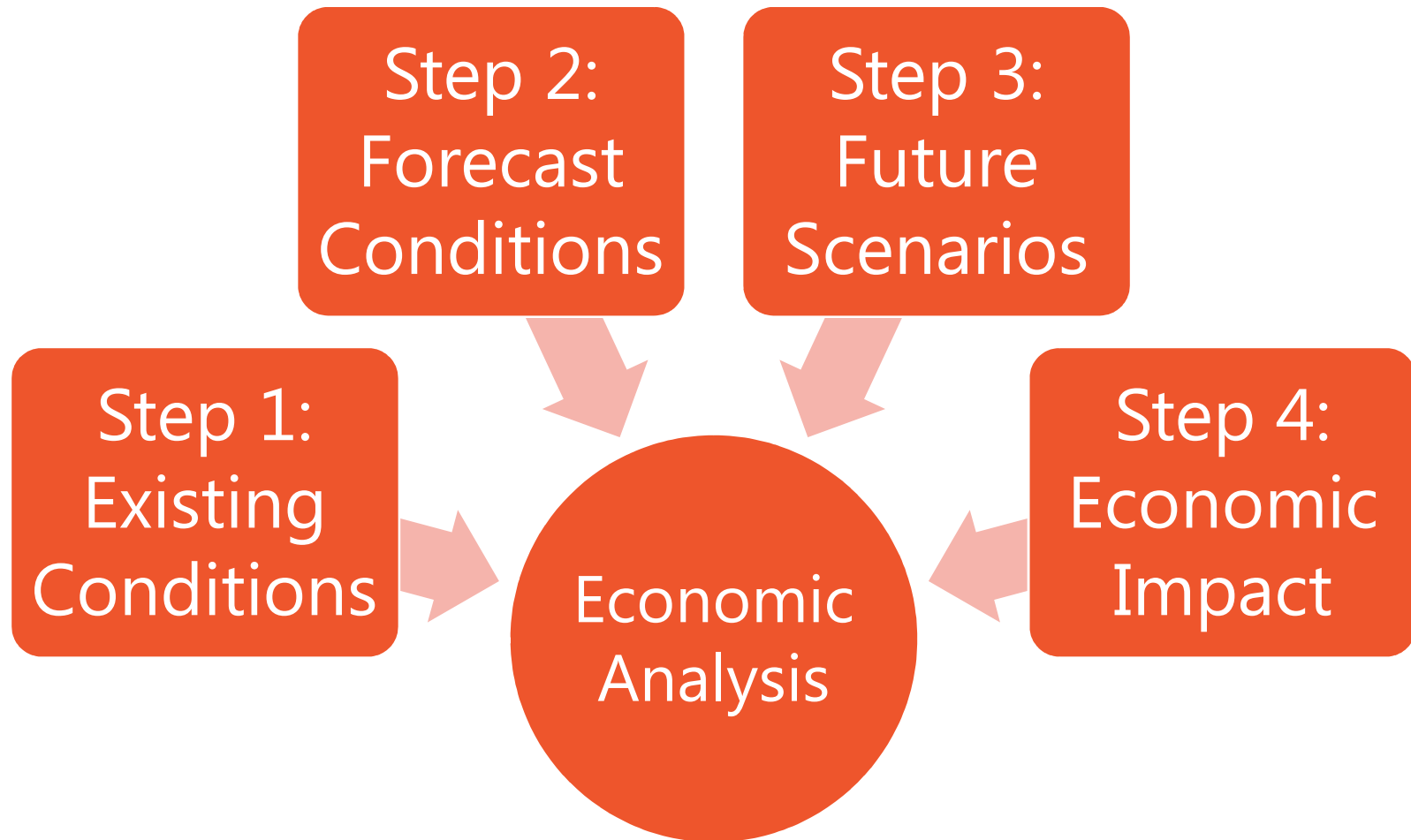


2.

Economic Analysis



Economic Analysis

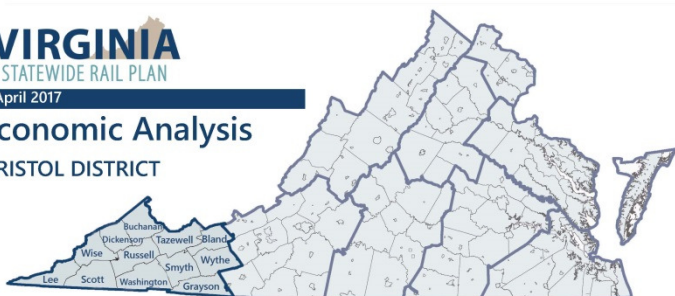


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STATEWIDE RAIL PLAN

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Economic Analysis

BRISTOL DISTRICT



Socioeconomics Breakdown and Business Facts

Population
348,739

Unemployment Rate: 6.6%
Highest: 10.5% (Buchanan County)
Lowest: 4.4% (Washington County)

Household Median Income: \$37,033
Highest: \$45,294 (Bland County)
Lowest: \$27,731 (Norton City)

The top three sources of employment are:

47%
Coal Mining and Shipping

8%
Non-Coal Mining

15%
Fiber and Fiber Products

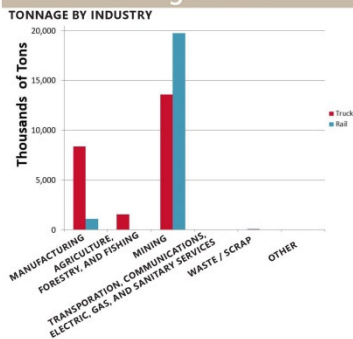
Sales volume is primarily driven by:

33%
Coal Mining and Shipping

37%
Bottle Manufacturing

Source: U.S. Census Bureau, Bureau of Labor Statistics, and InfoUSA

Tonnage Facts

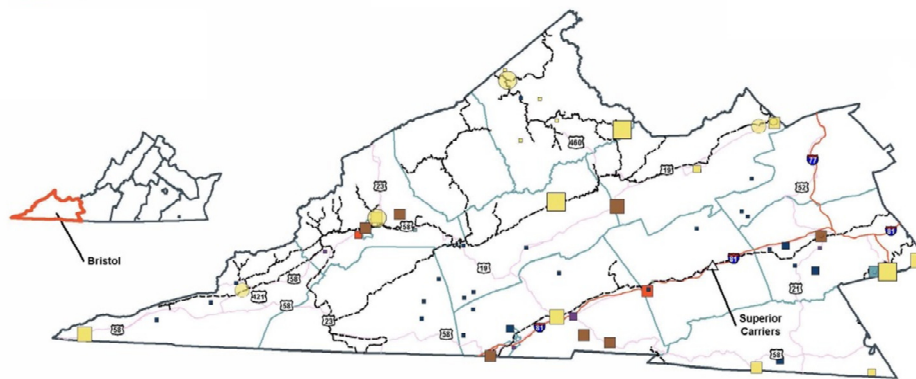


Network Facts

Bristol has **831** total miles of rail
AND
1006 total miles of highway

Interstates: 81 and 77
Highways: 58, 421, 23, 19, 460, 52 and 21.
Railroad systems: Norfolk Southern and CSX

ESTIMATED TONNAGE IN BRISTOL



Commodity Growth Explanation

- The products with the largest contribution to Highway truck tonnages in 2012 are: Broken Stone or Riprap (11 million tons), Petroleum Refining Products (2.3 million tons), Gravel or Sand (1.9 million tons), Stemmed or Redried Tobacco (1.2 million tons).
- Truck freight tonnages see an overall increase between 2012 and 2040 of 6.5 million tons leading to a Compound Annual Growth Rate (CAGR) of 0.8%.
- Coal mining dominates rail freight in the Bristol Planning District, accounting for 49% of total freight tons 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 tonnages see an overall decrease between 2012 and 2040 of 2.6 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



Source: AASHTO

Bristol's Benefits and Economic Impact Results

Benefit Categories	FREIGHT		PASSENGER	
	Total Freight Service Benefits (\$M)	Freight Service Benefits per Thousand Ton Miles (\$/000 Ton Miles)	Total Passenger Service Benefits (\$M)	Passenger Service Benefits per Thousand Passenger Miles (\$/000 Passenger Miles)
User Cost Savings	\$1,635.2	\$65.2	\$95.9	\$232.9
Pavement Savings	\$122.8	\$4.9	\$0.5	\$1.2
Congestion Savings	\$251.1	\$10.0	\$60.9	\$147.9
Truck / Auto Emissions	\$158.3	\$6.3	\$4.0	\$9.7
Truck / Auto Crash Reduction	\$71.2	\$2.8	\$28.4	\$68.9
Total	\$2,239.0	\$89.3	\$189.7	\$460.6

* Statewide Figures used as placeholder



Freight-users generate the most significant impact.



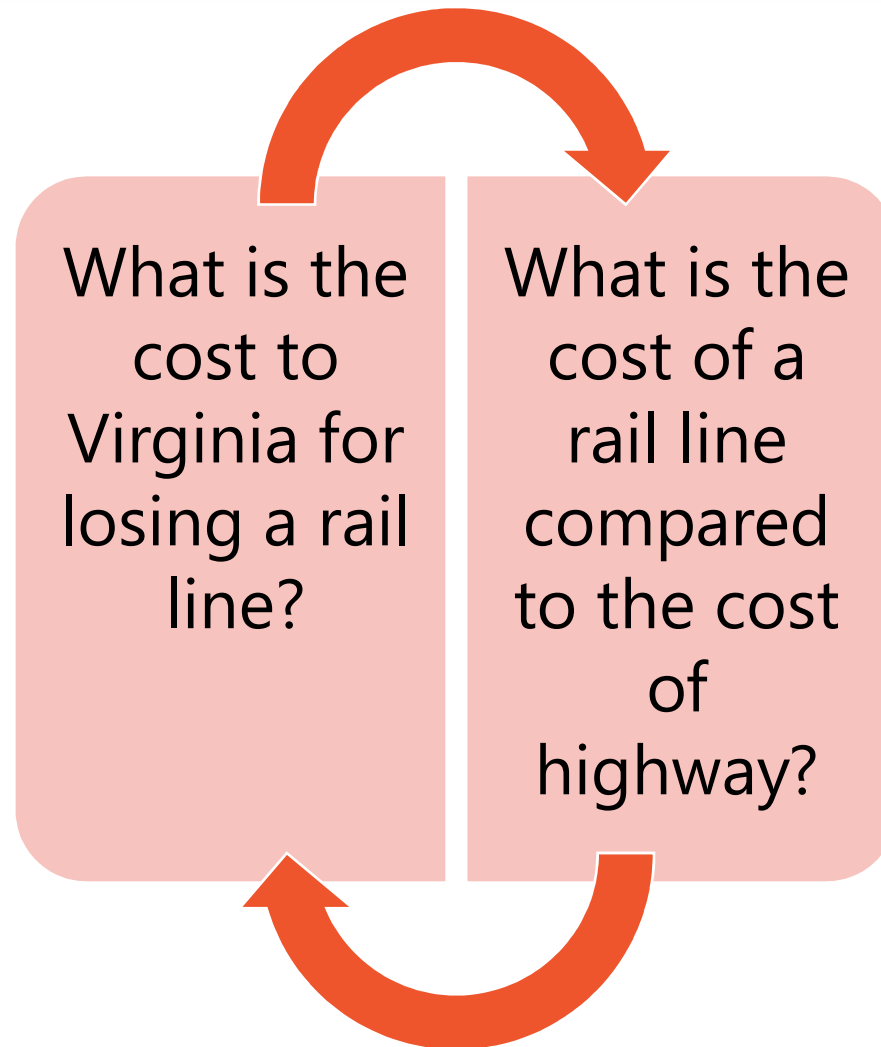


3.

Stakeholder Feedback



Stakeholder Feedback



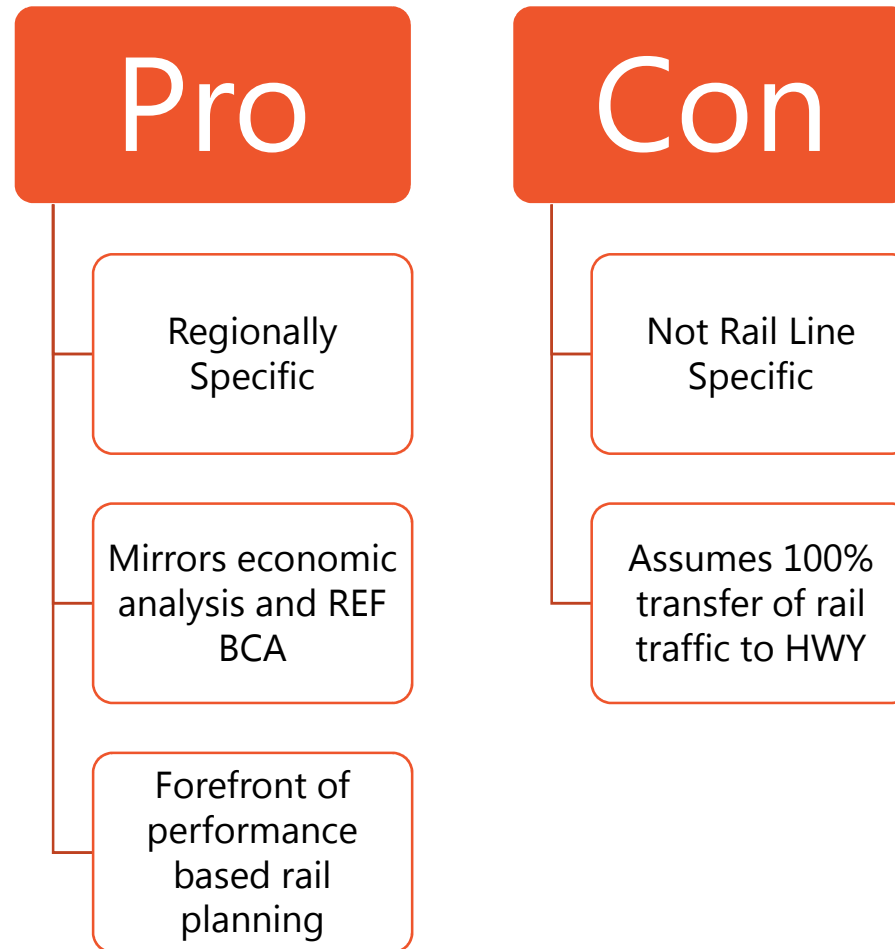
Cost for losing rail line:

Benefit Categories	Total Freight Service Benefits (\$M)	FREIGHT		PASSENGER	
		Freight Service Benefits per Thousand Ton Miles	Total Passenger Service Benefits (\$M)	Passenger Service Benefits per Thousand Passenger Miles (\$/1000 Passenger Miles)	
		÷ 3,394 miles of rail			
User Cost Savings	\$1,635.2	\$500k/mile	15.9	\$232.9	
Pavement Savings	\$122.8	\$35k/mile	0.5	\$1.2	
Congestion Savings	\$251.1	\$75k/mile	0.9	\$147.9	
Truck / Auto Emissions	\$158.3	\$45k/mile	4.0	\$9.7	
Truck / Auto Crash Reduction	\$71.2	\$20k/mile	8.4	\$68.9	
Total	\$2,239.0	\$650k/mile	89.7	\$460.6	

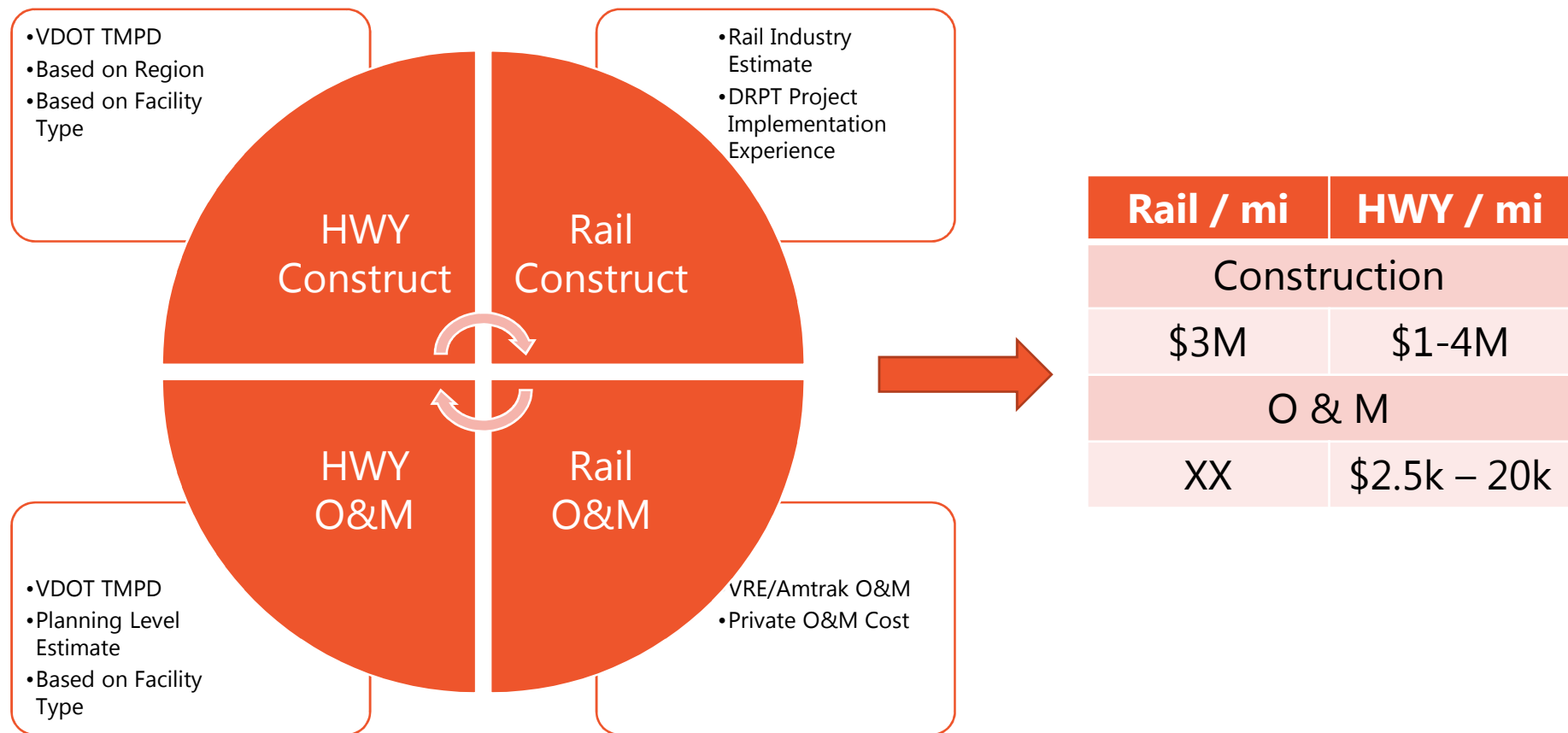
of Rail Miles Lost



Stakeholder Feedback



Cost Comparison to Highway:





Thank You
Questions?

