

Agenda

CTB Rail and Transit Subcommittee Meeting
VDOT Central Office – HR Training Room
1221 East Broad Street
Tuesday, December 6, 2022
9:00 a.m.

1. Approval of June 21, 2022 Meeting Minutes
2. Director's Report- Jennifer DeBruhl
3. Virginia Statewide Rail Plan Update- Emily Stock
4. Public Comment



COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

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Director

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DRAFT MINUTES

CTB Rail and Transit Subcommittee Meeting

VDOT Central Office – HR Training Room
1221 East Broad Street
Richmond, Virginia 23219
Tuesday, June 21, 2022, 9:00 am

The CTB Rail and Transit Subcommittee held a meeting on June 21, 2022. The location was VDOT HR Training Room, located at 1221 East Broad Street, Richmond, Virginia, 23219.

CTB MEMBERS PRESENT

Jennifer DeBruhl (Chair), Stephen Johnsen, E. Scott Kasprovicz, Frederick Stant, III, Thomas Fowlkes, Mark Merrill, Cedric Rucker, Dr. Raymond Smoot, Mary Hynes, and Wayne Coleman

STAFF AND OTHERS PRESENT

Sheila Beard (VDRPT), Emily Stock (VDRPT), Chris Swanson (VDOT), Chris Berg (VDOT), Jen Deci (Office of the Governor), Bond Magevney, Tiffany Dubinsky (VDRPT), Tanyea Darrisaw (VDRPT), Linda Balderson (VDRPT), Andrew Wright (VDRPT), Mike Todd (VDRPT), Janet Mineva (VDRPT), Lisa Guthrie (VA Transit Assoc.) and Robert Whitfield.

CALL TO ORDER

Chair DeBruhl called the meeting to order at 9:00 a.m. and welcomed everyone to the meeting.

APPROVAL OF THE May 17, 2022 MINUTES

On a motion by Stephen Johnsen and seconded by Cedric Rucker, the May 17, 2022, CTB Rail and Transit Subcommittee meeting minutes were approved.

DIRECTOR'S UPDATE

Presented by Chair Jennifer DeBruhl

Chair DeBruhl provided everyone with a brief overview of what to expect in the board meeting with the updates to Six-Year Program and Budget along with updates and presentations the Rail Industrial Access projects.

Another item mentioned to the committee, DRPT was awarded a \$100,000 federal discretionary grant (ICAM) which will assist with the technology platform in the transportation navigator. This allows for improvements to the platform by adding more information. DRPT is very happy to be awarded this funding. Also, there is a continued increase in transit ridership. April was up 3% over March and steady increases add up over time.

HJ 542 VIRGINIA TRANSIT EQUITY & MODERNIZATION STUDY UPDATE

Presented by Grant Sparks, Acting Chief of Public Transportation, DRPT

Mr. Sparks briefed the Transit & Rail CTB Subcommittee on the HJ542 Virginia Transit Equity and Modernization Study. The subcommittee had been briefed twice already, and this was the final briefing prior to DRPT submitting the final report to the General Assembly. Mr. Sparks provided an overview of HJ 542 and summarized the key study activities that have been completed to date, including the development of an Interim Study Report, Study Action Plan, and various public and stakeholder engagement activities. Mr. Sparks also briefed the subcommittee on the findings from the study, as well as the recommended actions. In August DRPT will be submitting the final study report to the General Assembly.

Commonwealth Rail Fund: Benefit-Cost-Analysis

Presented by Michael Todd, Rail Programs Director, DRPT

Mr. Todd provided an overview of DRPT's rail project benefit-cost analysis model. Specifically, Mr. Todd discussed the history of the development of the model, current uses, major inputs and outputs of the model, as well as recent updates that have been incorporated into the model. At its core, the model monetizes the benefits of capital investments in the rail network, and is a required part of the scoring criteria for applications to the FREIGHT grant program. Recent updates to the model include the incorporation of freight rail reliability measures.

PUBLIC COMMENT

Mr. Robert Whitfield of Fairfax provided public comment to the Subcommittee.

ADJOURNMENT

Chair DeBruhl adjourned the meeting at 10:14 a.m. All presentations to the Board and meeting video can be found at www.drpt.virginia.gov/rail/ctb-rail-transit-subcommittee/

Respectfully Submitted: Sheila Beard, Executive Assistant



Draft Statewide Rail Plan

CTB Rail and Transit Subcommittee

December 6, 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 Q&A

Statewide Rail Plan Purpose + Update



Aligns with goals/objectives of VTrans.

Virginia's last Rail Plan was adopted 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.

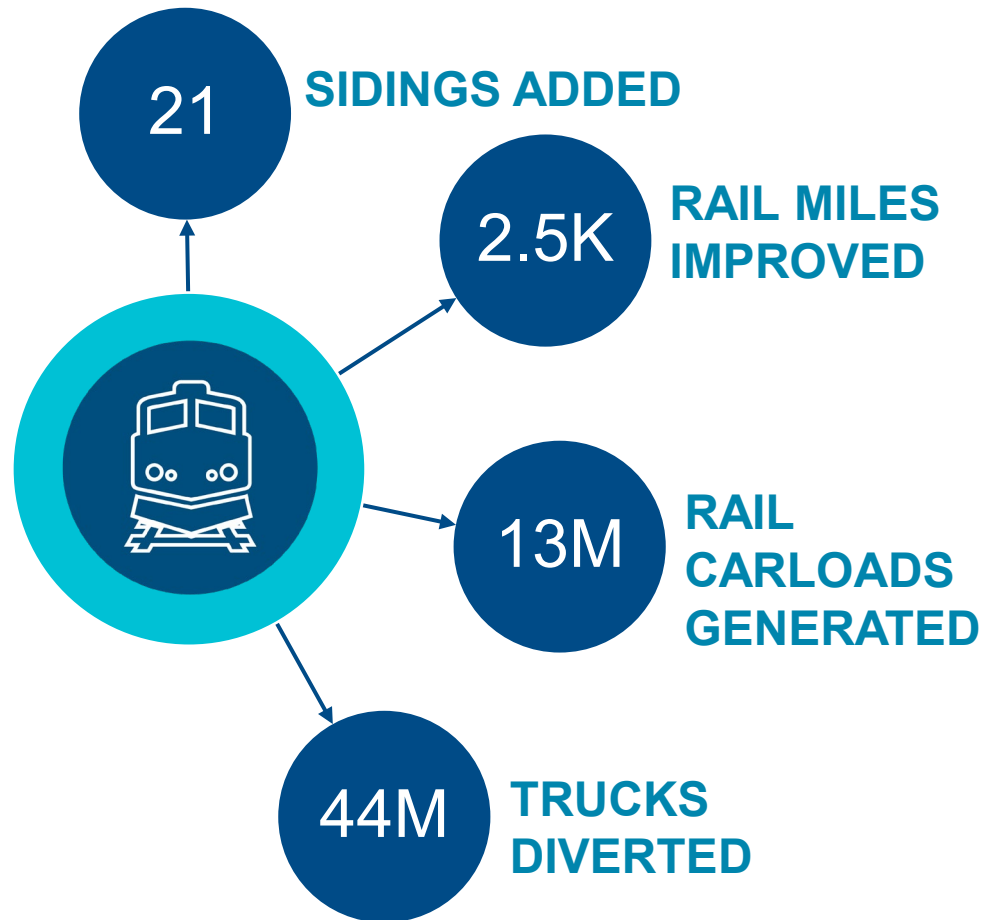
Includes 6-year and 20-year horizons.

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 . . .

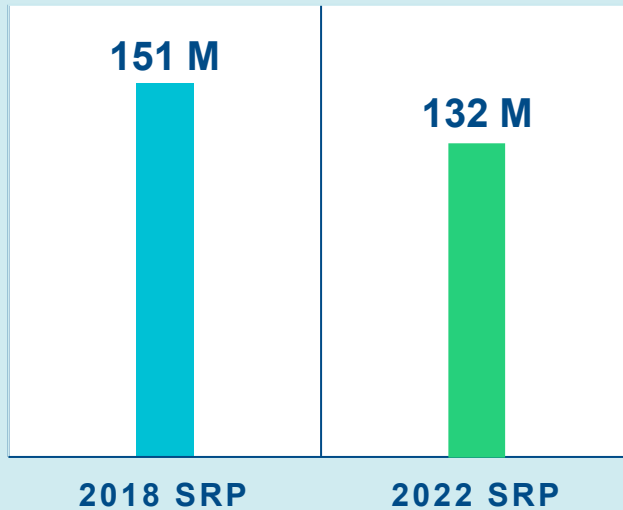


All thanks to DRPT's Rail Programs!

Virginia's TOP 10 Rail Highlights



FREIGHT TONNAGE REPORTED



Decline reflects decrease in coal shipments.

TRACK MILES



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

ABANDONED RAIL MILES

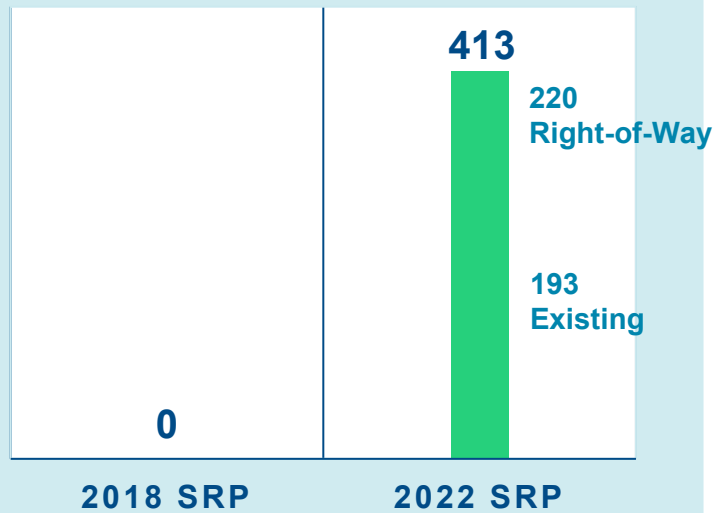


Up from 73 miles in 2018

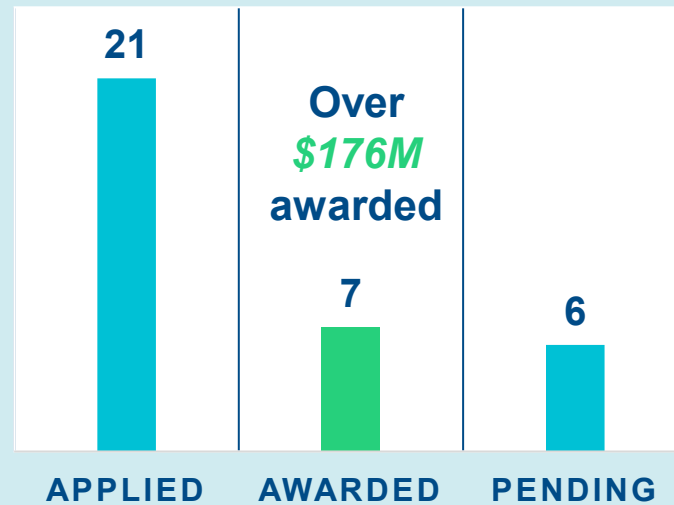
Virginia's TOP 10 Rail Highlights



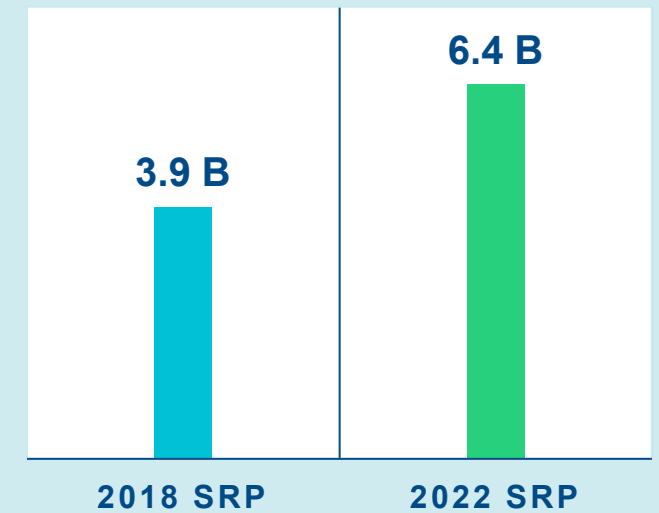
RAIL MILES OWNED BY VIRGINIA



FEDERAL GRANT APPLICATIONS

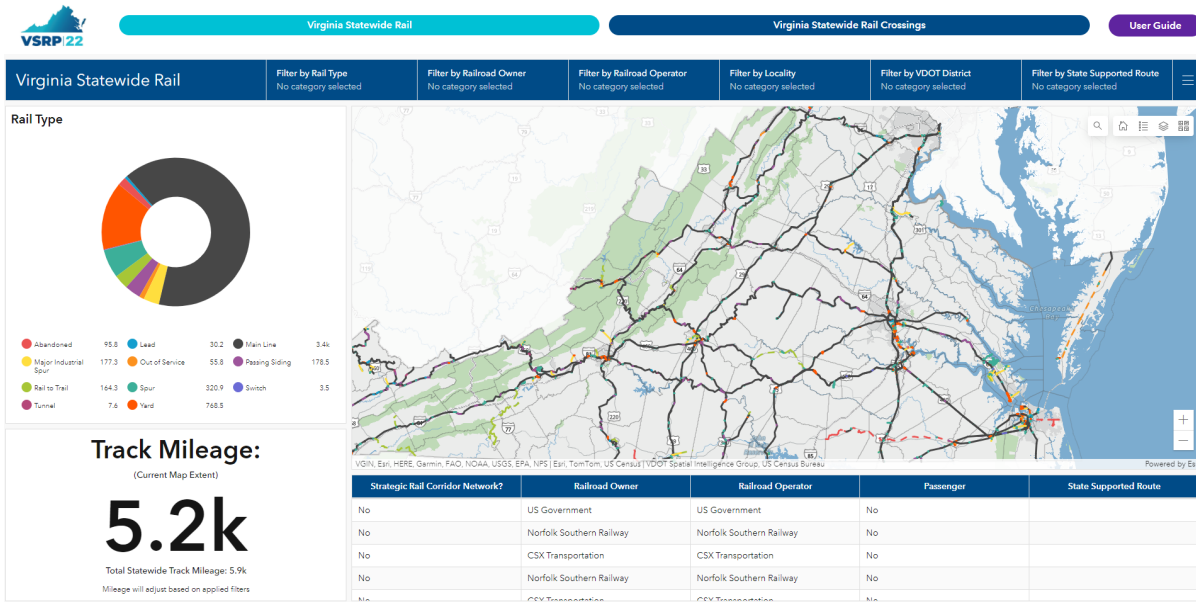


TOTAL PLANNED INVESTMENT

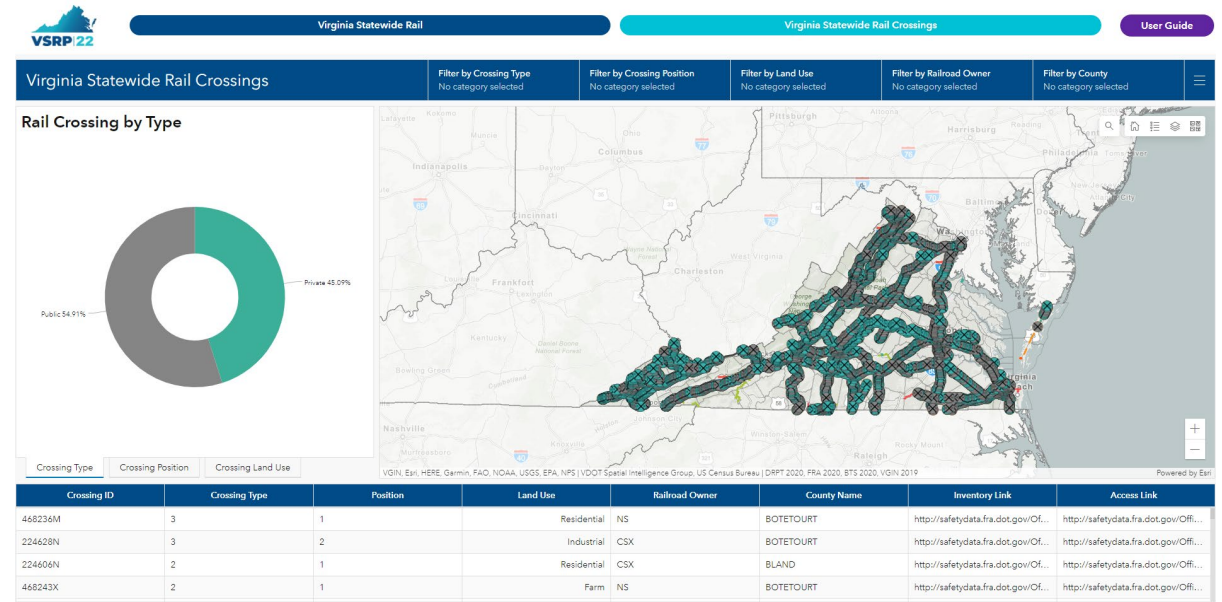


Interactive StoryMap Demo

Link to [Virginia Statewide Rail](#) Landing Page



Link to [Virginia Statewide Rail Crossings](#) Landing Page



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. Hynn 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

* [Link to Commonwealth Corridor Feasibility Study](#)






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**

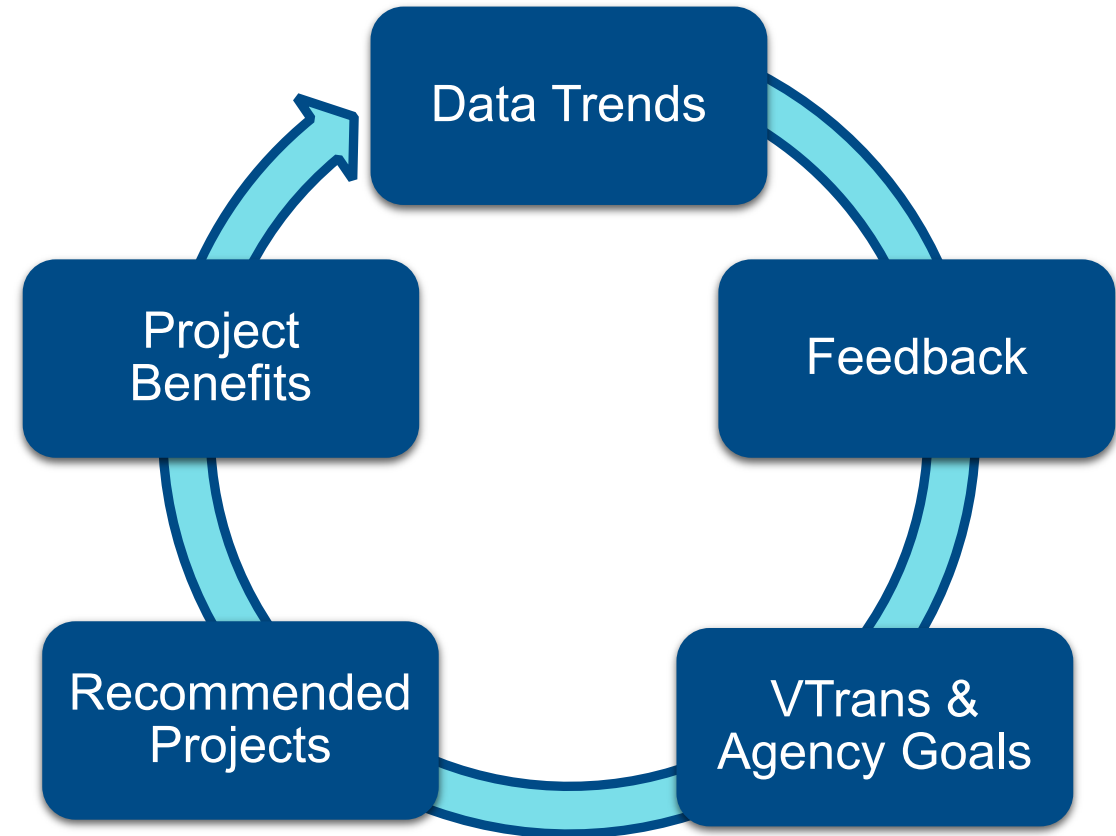
Transportation Planning Goals



- 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

262

Total Planned Investment

\$6.4 B



Number of Freight Projects

123



Number of Passenger Rail Projects

72



Number of Rail Crossings Projects

67

Total Investment
(Short-term + Long-term)

\$536 M

Total Investment
(Short-term + Long-term)

\$5,772 M

Total Investment
(Short-term + Long-term)

\$73.5 M

Cost Estimates

Draft 2022 Rail Plan

- Total program: \$5.8 Billion
- Intercity passenger rail project costs based on VPRA FY2022 Budget
- Virginia Railway Express (VRE) commuter rail costs based on the VRE FY2022 Budget
- Freight program costs based on grantee input

Final 2022 Rail Plan

- Total capital program: \$6.4 Billion
- Passenger rail project costs based on VPRA FY23 Budget
- Increases driven by:
 - Addition of Western Rail Corridor projects
 - I-95 Corridor CRA alignment, total cost gross-up & new projects
- VRE and freight program – no changes

Future Cost Estimate Updates

- VPRA currently developing FY24 budget
- Inflationary pressures on capital program consistent with transit and highway projects
- Long Bridge and NRV highest priorities

Passenger Rail Corridor Development

Existing Service

- Existing Virginia State-Supported Service
- Existing Long Distance or Other State-Supported Service

Preliminary Design / NEPA Approval

- Eastern Corridor (Richmond to Raleigh)

Feasibility / Pre-NEPA

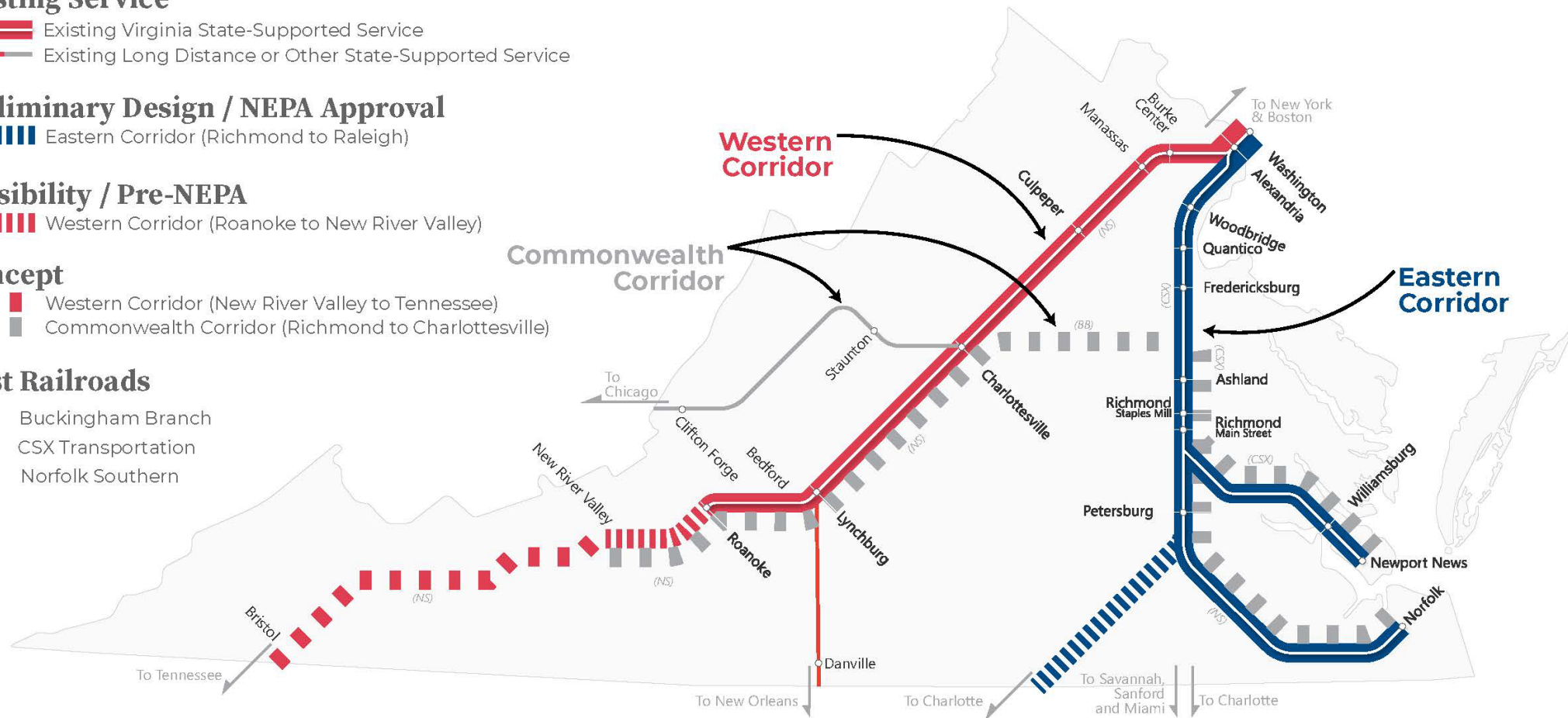
- Western Corridor (Roanoke to New River Valley)

Concept

- Western Corridor (New River Valley to Tennessee)
- Commonwealth Corridor (Richmond to Charlottesville)

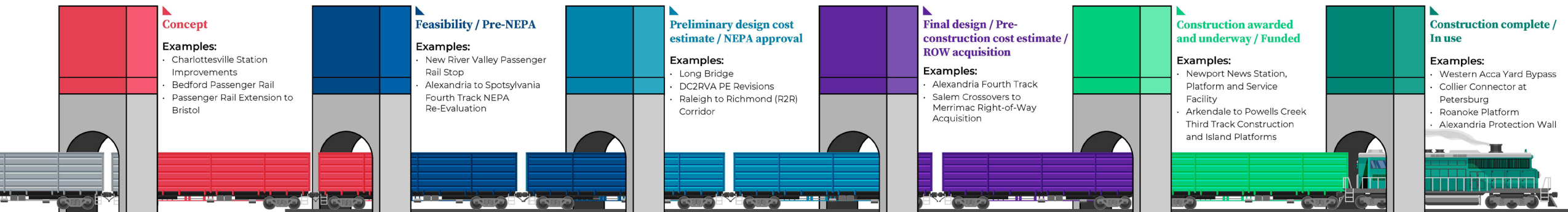
Host Railroads

- (BB) Buckingham Branch
- (CSX) CSX Transportation
- (NS) Norfolk Southern



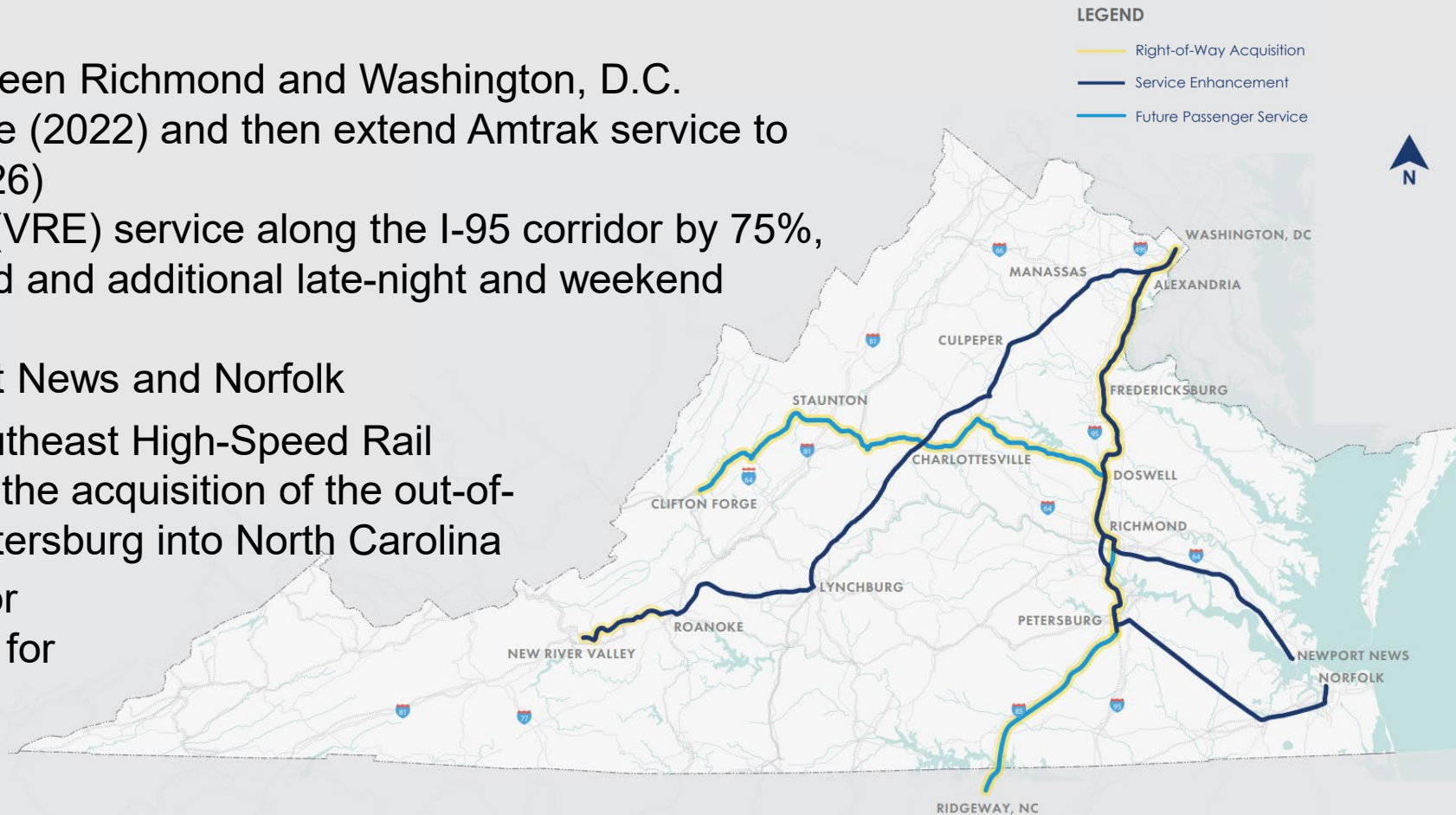
Corridor Development Progression

Project Pipeline



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



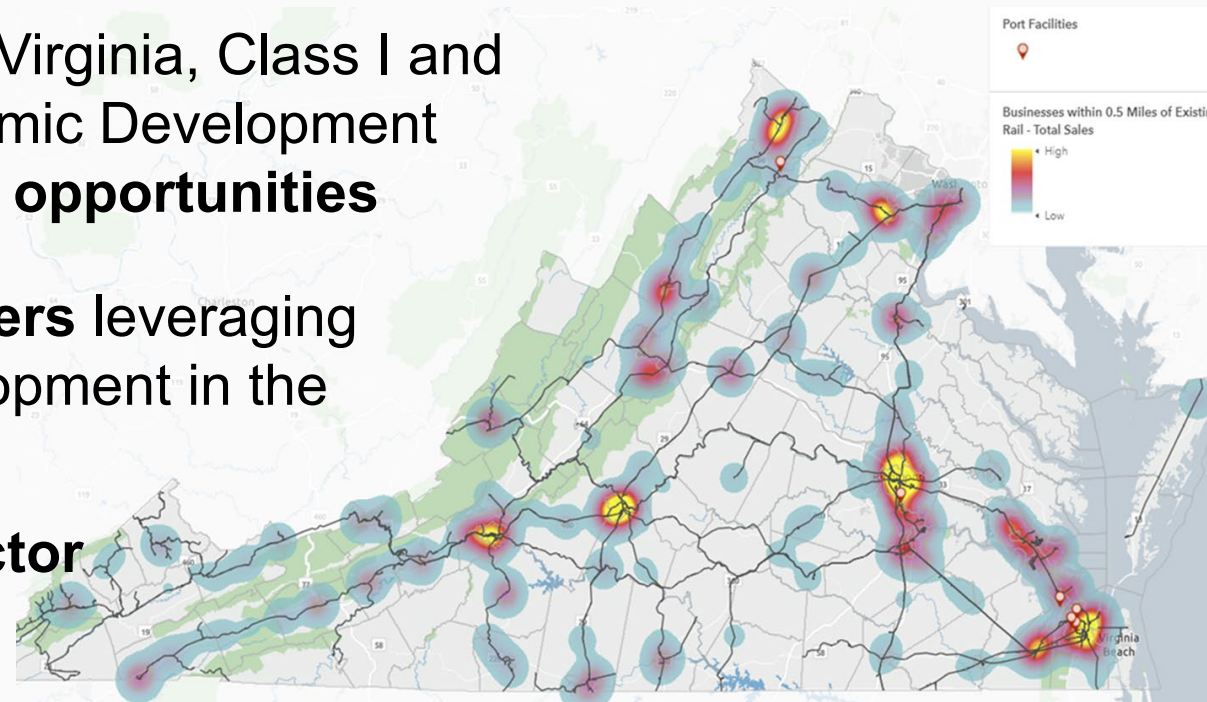
Transforming Freight in Virginia

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**

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

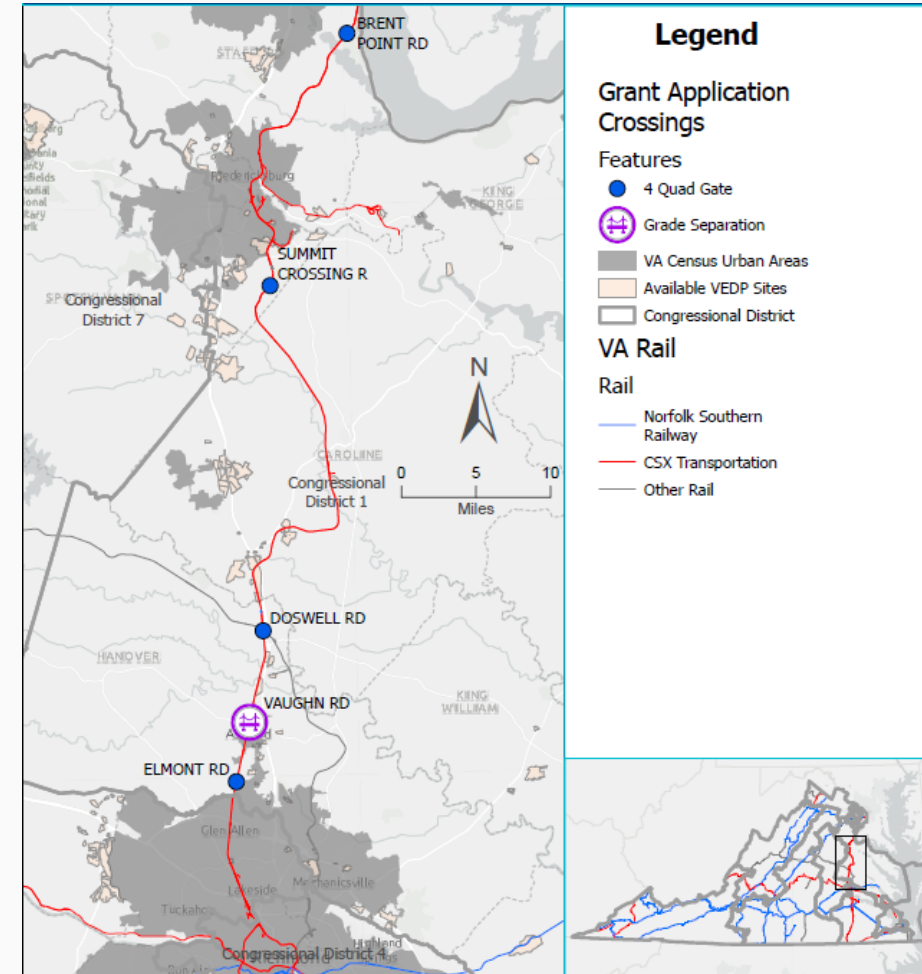
Focus on **collaboration with freight industry leaders** leveraging the power of freight rail to enhance economic development in the Commonwealth

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



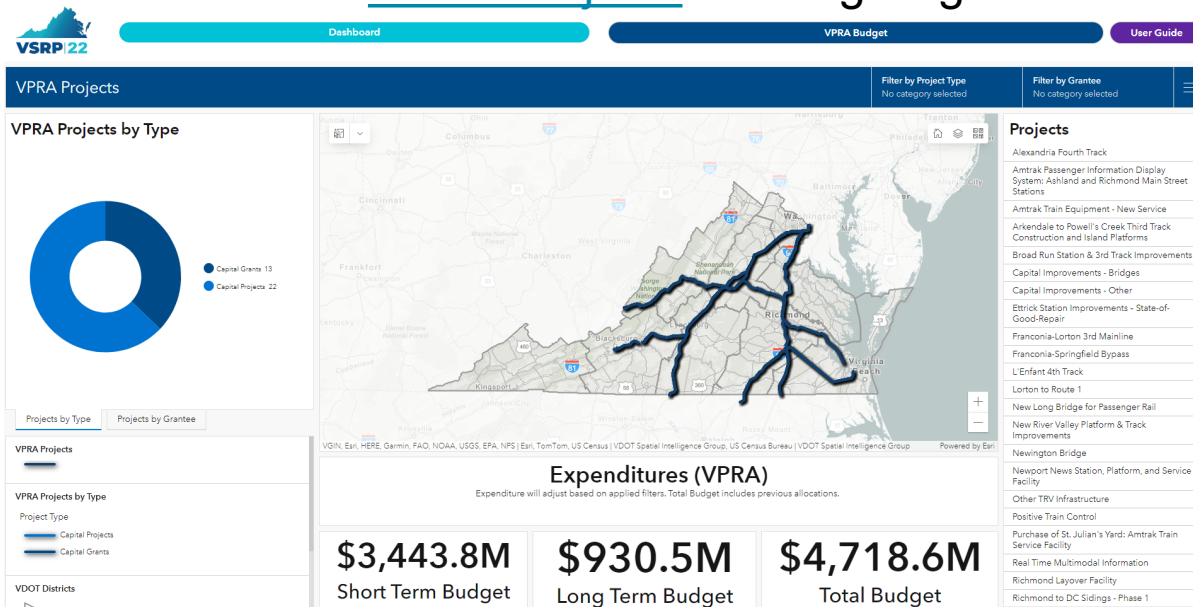
Rail Crossing Projects

- FRA's Railroad Crossing Elimination Program (RCE) is new federal grant available to improve, close, or grade separate public and private crossings
- Authorized for FY22-FY26 (\$500M-\$600M each year)
 - \$573M available for FY22
- For FY22 DRPT applied for and assisted in 2 RCE application for improvements to 5 crossings
 - Total Requested: \$45M
 - Awards to be announced in Spring 2023
- Crossing Locations FY22 Grants
 - Brent Point Rd, Stafford County (4Quad Gates)
 - Summit Crossing Rd, Spotsylvania County (4Quad Gates)
 - Doswell Rd, Hanover County (4Quad Gates)
 - Elmont Rd, Hanover County (4Quad Gates)
 - Vaughan Rd, Ashland (Grade Separation)
- DRPT has identified other priority crossing and is coordinating with VDOT, MPOs, and Localities for upcoming rounds of the RCE program

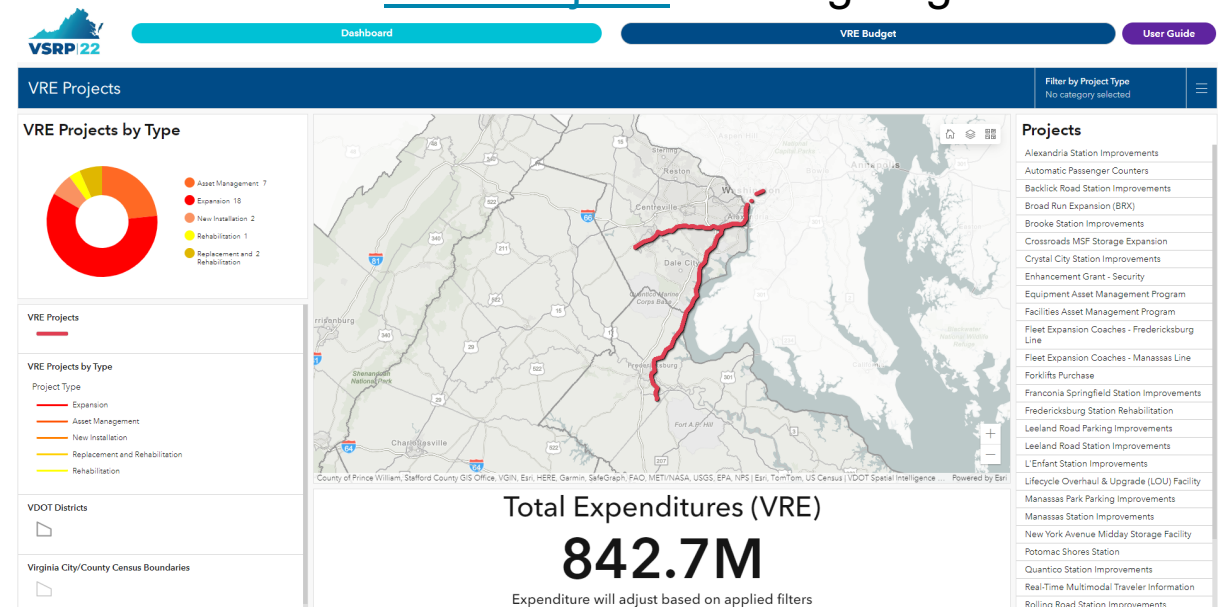


Interactive StoryMap Demo

Link to [VPRA Projects](#) Landing Page



Link to [VRE Projects](#) Landing Page



Interactive StoryMap Demo

Link to [Freight Rail Projects](#) Landing Page

Statewide Freight Rail Projects

Filter by Applicant: No category selected | Filter by VDOT District: No category selected | Filter by Short or Long Term: No category selected | Filter by Project Type: No category selected

Ports and Intermodal Freight Facilities
Number of features: > 5, 4.24, 3.5, 2.74, < 2

Crossings Projects

Freight Rail Projects
Short or Long Term: Short Term, Long Term, Both

VDOT Districts

Virginia City/County Census Boundaries

| Applicant: | Project: | Type: | District: | Short or Long Term: | Total Programmed (\$): |
|-------------------|------------------------|-----------------------|---------------|---------------------|------------------------|
| Buckingham Branch | R&A Ties | Freight Rail Projects | Multiple | Both | 60,000,000 |
| Buckingham Branch | Norfolk Ties | Freight Rail Projects | Hampton Roads | Long Term | 3,600,000 |
| Buckingham Branch | Buckingham Ties | Freight Rail Projects | Lynchburg | Both | 5,600,000 |
| Buckingham Branch | Virginia Southern Ties | Freight Rail Projects | Lynchburg | Both | 12,500,000 |
| Buckingham Branch | R&A Rail Replacement | Freight Rail Projects | Multiple | Long Term | 30,000,000 |

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 |

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 CO₂ 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

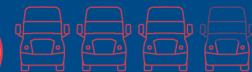


Passenger Vehicles



Freight Railcar

1 = 3.4



Semi-Trailer Trucks

\$85M

Annual pavement maintenance savings

How to Use this Plan



**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



Questions?

STRATEGY 1: FUND ACCESS AND CAPACITY PROJECTS

Tactics

- FREIGHT Grant Program
- Rail Preservation Grant Program
- Rail Industrial Access Grant Program

New Tactic: Pursue additional funding through IJA and expanded funding partnerships

STRATEGY 2: MAINTAIN AND FOSTER PARTNERSHIPS

Go beyond our borders to understand the needs of shippers/market forces and build support for the agency's mission.

Tactics

- Freight Advisory Committee participation
- Regular VEDP coordination
- Regular Port of Virginia coordination
- Regular grantee coordination through VRRRA and other opportunities
- Participate in I-81 Corridor Coalition, Southeast Rail Corridor Commission (SEC), and Virginia/North Carolina Rail Compact

New Tactic: Regular grant strategy coordination with FRA

New Tactic: Interview campaign for Virginia industries, railroads, and community stakeholders

STRATEGY 3: ENSURE EFFECTIVE PROGRAM DELIVERY

Continue assessing and refining the effectiveness of grant programs and refining guidance/criteria as necessary while maintaining goals of programs.

Tactics

- Annual review of guidelines and regular benefit/cost analysis updates
- Coordinate with applicants early and often to understand priorities
- Evaluate numerical benchmarks used to assess progress of DRPT programs

New Tactic: Analyze data on improvements implemented to show effect to rail network over time

New Tactic: With federal, state, and private sector partners, develop a strategic program that increases rail mode shift to maintain port competitiveness

STRATEGY 4: RESEARCH AND RECOMMEND BEST PRACTICES

Evaluate Strategic investments to address supply chain issues.

Tactics

- Analyze data regarding the success of existing projects
- Analyze publicly-available freight data to understand trends and potential impacts of DRPT's programs

New Tactic: Maintain cutting edge practices that outperform competitor states/countries

New Tactic: Identify and develop opportunities to enhance mode shift at the Port of Virginia through improvements to rail facilities or terminals that improve the throughput of cargo