

I-95 Rail Corridor Study Update

Commonwealth Transportation Board
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I-95 Rail Corridor

Why is it Important?

- ❑ Nationally significant
 - Key link to the Southeast Corridor
 - Feeds into Washington, D.C. and points north
- ❑ A significant portion of Virginia's population lives in the jurisdictions adjacent to this corridor. Population is expected to grow 28% by 2025.
- ❑ State of the Commute on I-95
 - Without improvements, Level of Service expected to be F by 2025
 - Capacity improvements will be costly
- ❑ Major freight corridor

Background I-95 Rail Corridor

- ❑ Owned by CSX Railroad, 118 miles from Union Station to Main Street Station
- ❑ VRE Operations
 - 14 trains/day on Fredericksburg Line
 - 16 trains/day on Manassas Line – join CSX in Alexandria
 - 12 Stations on the CSX Line
 - Ridership: 14,400 Total/Day
 7,600 Fredericksburg Line/Day
 6,800 Manassas Line/Day
- ❑ Amtrak Operations
 - Washington to Richmond: 18 trains/day
 - Approximately 600,000 riders/year
- ❑ CSX Operations
 - 25–30 through trains/day. Additional local trains throughout the corridor.
 - Primary North-South freight route on the East Coast
 - Richmond to Doswell line section has second highest rail tonnage on the entire I-95 corridor line (134.5 million Gross Tons – 2005 CSX Railroad Tonnage map)

History of Passenger Rail Operations

- ❑ Amtrak Operations
 - Service began in 1971
 - Amtrak has statutory right of access to freight railroads
 - Amtrak pays railroads only avoidable costs

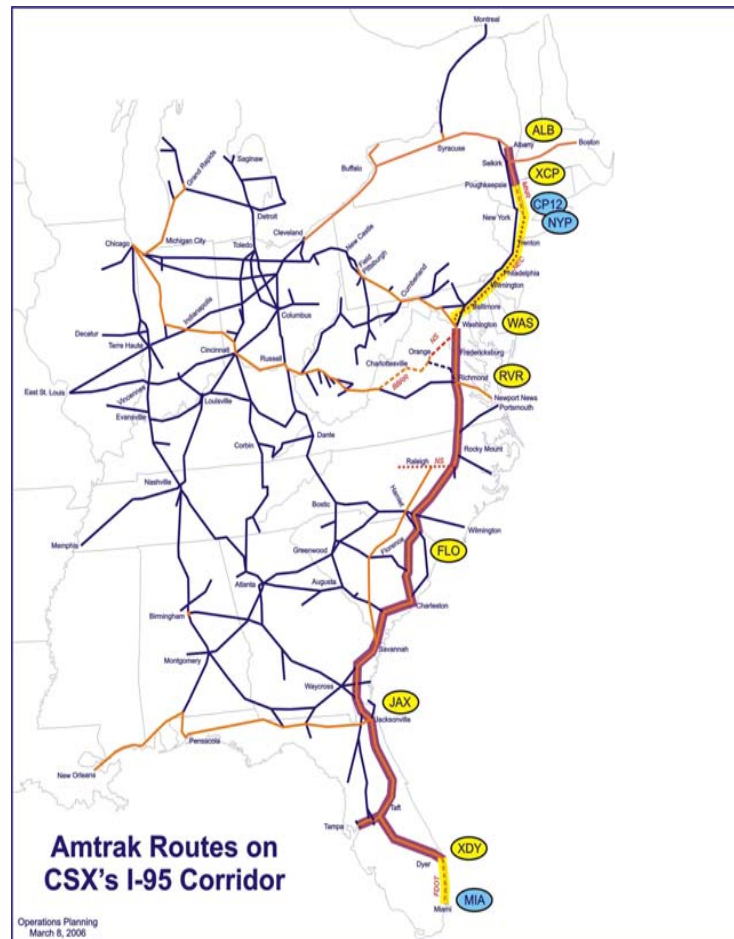
- ❑ VRE Agreement
 - Service began June 1992
 - Operating Agreement requires construction of a third track at no expense to CSX before additional trains can be operated
 - CSX and VRE currently negotiating new agreement

- ❑ Passenger Rail Performance
 - On-time performance – VRE and Amtrak both at less than 50% this summer
 - Ridership has declined in 2006
 - VRE down by 7.5%
 - Amtrak down by 2.7%

I-95 Rail Corridor Traffic Summary

Washington to Richmond:

- 48 daily passenger trains
 - 18 Amtrak trains
 - 30 VRE trains
- 25-30 daily freight trains
- Average of 80/day



I-95 Rail Corridor Previous Studies

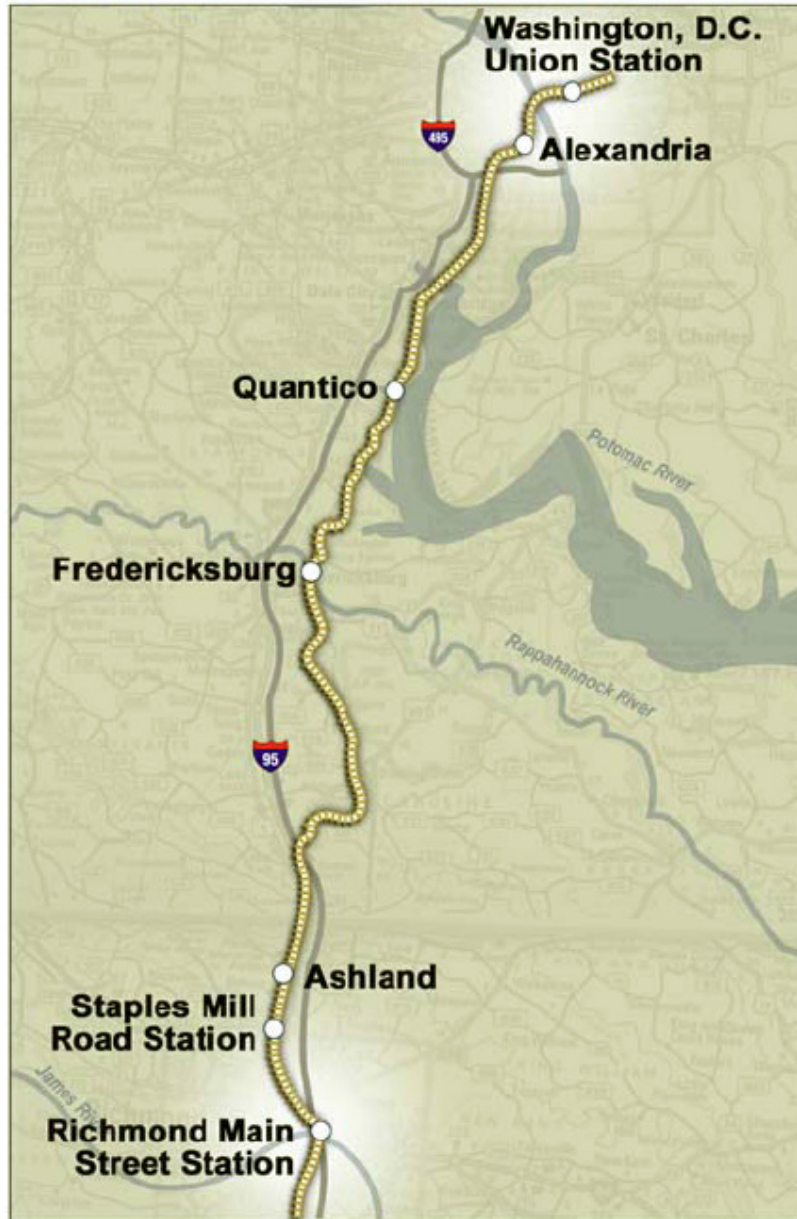
- ❑ Washington, DC–Richmond Corridor Study, DRPT 1996
 - Concept and feasibility study
 - Identified 3rd track concept

- ❑ Washington–Richmond Supplement to NEC Transportation Plan, FRA 1999
 - Performed operational modeling
 - Identified specific Improvements

- ❑ Southeast High Speed Rail Corridor Draft Tier I EIS, DRPT/NCDOT 2002
 - Included as segment of Washington, D.C. to Charlotte, NC corridor

- ❑ Third Track Feasibility Study, DRPT 2006

Washington, DC to Richmond Corridor



Six projects to improve passenger and freight rail capacity and reliability in the corridor

Projects Funded Through VTA 2000

- ❑ **Arkendale Crossover:** add a crossover halfway between existing crossovers at Quantico and Dahlgren (near Fredericksburg) and update the signal system. Completed in August 2005.
- ❑ **Elmont Crossover:** add a crossover between Doswell and Greendale, about six miles north of Elmont and update the signal system. Completed in July 2006.
- ❑ **L'Enfant Third Track:** build 1 mile of third track from the west portal of Virginia Ave tunnel in Washington, DC southward to increase capacity. To be completed in spring 2007.
- ❑ **SRO-RO Third Track:** build 1 mile of third track between the south end of Long Bridge over the Potomac River to where the third track begins. Add a new crossover at Slater's Lane. To be completed in fall 2007.
- ❑ **Franconia Third Track:** build 7 miles of third track between Alexandria and Fairfax County. To be completed by end of 2007.
- ❑ **Fredericksburg Third Track:** upgrade a 3-mile controlled siding to mainline track conditions. To be completed in spring 2008.

Additional Funds for VTA 2000 Projects

- ❑ DRPT is conducting an audit to validate project management, costs and schedule issues for the VTA 2000 projects
- ❑ At this point, approximately \$20 million will be needed to supplement the \$65.7 million originally provided
- ❑ Costs have increased due to:
 - Lack of PE for original estimates
 - Cost escalations
 - Project refinements

Importance of Completing VTA 2000 Projects

- ❑ Improve reliability and on-time performance
- ❑ MOU allows addition of 4 VRE and/or Amtrak trains upon completion of 6 projects
- ❑ Reduce travel time between Staples Mill Station and Main St. Station in Richmond

Phase	Projects	Trains Added
I	<ul style="list-style-type: none"> • AF Interlocking • Consolidation of dispatch functions 	<ul style="list-style-type: none"> • 1 experimental mid-day Mon – Thurs • 1 Regular mid-day Friday only
II	<ul style="list-style-type: none"> • Arkendale Crossovers • Elmont Crossovers 	<ul style="list-style-type: none"> • Phase 1 experimental Monday – Thursday Train becomes regular
III	<ul style="list-style-type: none"> • L’Enfant 3rd Main 	<ul style="list-style-type: none"> • 1 regular round trip Manassas Train
IV	<ul style="list-style-type: none"> • Slater’s Lane to RO 3rd Main, retiring SRO • Franconia 3rd Main • Completion of Quantico Bridge 	<ul style="list-style-type: none"> • 1 regular round trip Fredericksburg train
V	<ul style="list-style-type: none"> • Fredericksburg to HA 3rd Main 	<ul style="list-style-type: none"> • 1 regular round trip Fredericksburg train

2006 General Assembly Report

- General Assembly directive (HB 5012):
 - Advance the Third Track Study
 - Define project limits and conceptual design
 - Identify preliminary minimum cost
 - Address other related issues
 - Update approach and preliminary implementation schedule

2006 General Assembly Report

Key Findings

- ❑ Feasibility of 3rd Track could not be determined from a cost or engineering perspective
- ❑ Minimum/partial cost estimate does not include:
 - Cost escalations due to inflation
 - Cost of electrification (\$953 M minimum cost)
 - Purchase of right-of-way
 - Relocation of utilities
 - Route through Ashland or Fredericksburg
 - Potomac bridge
- ❑ Total minimum/partial cost estimate:
 - Partial Third Track: \$612.2 million
 - Richmond Terminal: \$71.8 million
 - TOTAL: \$684.0 million- excluding items listed above, which could dramatically increase this estimate.
- ❑ Costs calculated in 2006 dollars

Current and Ongoing Challenges

Current project issues:

- Commonwealth is paying the full cost
- Estimates made without engineering: unrealistic cost, schedule and lack of well-defined scope

Ongoing challenges:

- Lack of a mechanism to guarantee public benefits
- Limited funding
- No comprehensive plan for corridor operations
- Growing freight traffic limits availability for passenger service
- Heat restrictions
- VRE operational performance
- Amtrak service uncertainties

I-95 Rail Corridor Future Strategic Approach

- Provide \$20 million to complete VTA 2000 projects
- Conduct a comprehensive Alternatives Analysis
- Include:
 - Operational modeling
 - Review of alternative right-of-way
 - Determination of public and private benefits
- Conduct environmental review and preliminary engineering
- Develop realistic cost estimates by conducting 30% engineering
- Establish governance agreements
- Identify a dedicated source of funding for capital and operating



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