

Rail Initiatives for the I-81 Corridor

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www.drpt.virginia.gov



Existing Rail Corridor Operations

☐ Freight rail operators:

- CSX
- Norfolk Southern
- Buckingham Branch Railroad
- Chesapeake Western Railway
- Shenandoah Valley Railroad
- Winchester and Western Railroad

☐ Passenger rail operators:

- Amtrak



Three Major Initiatives

- ❑ Heartland Corridor initiative
- ❑ I-81 rail infrastructure improvements
- ❑ I-81 Freight Rail Study
- ❑ Total current investments: over \$89 million in public and private funds:
 - \$31.9 million: Heartland Corridor
 - \$57 million: I-81 rail infrastructure improvements
 - \$75,000: I-81 freight rail study

Heartland Corridor Initiative

- ❑ Tunnel clearances underway in Virginia, with completion scheduled for summer 2009
- ❑ Evaluating 10 sites for locating a new intermodal facility in the Roanoke region
- ❑ Decision anticipated in fall/early winter 2007
- ❑ The entire initiative between Virginia and Ohio is scheduled for completion in 2009
- ❑ Total multi-state project cost: \$249 million
- ❑ Virginia project cost: \$31.9 million
 - \$22.35 million Rail Enhancement Fund
 - \$9.6 million Norfolk Southern private match

The Heartland Corridor Initiative will remove 150,000 trucks from Virginia's roads each year and save more than 129 million gallons of fuel over 20 years



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I-81 Rail Infrastructure Improvements

- ❑ 2007 General Fund appropriation of \$65 million for rail improvements in the I-95 and I-81 corridors.
- ❑ Approximately \$40-45 million for I-81 rail improvements between Manassas and Front Royal. This rail line is the top priority for improvement identified through DRPT's 2004 Reebie study of the I-81 corridor.
- ❑ In April, DRPT requested that Norfolk Southern advance the engineering work for this project.
- ❑ NS has completed engineering and DRPT will seek to execute a Rail Enhancement Fund agreement with Norfolk Southern by the end of November 2007 to allow construction to begin this winter.
- ❑ Construction is currently scheduled for completion in late 2008.

Summary of I-81 Rail Improvements (1)

- ❑ Four 11,000-foot passing sidings to alleviate bottlenecks
 - Gainesville: \$6.2 million
 - Allison: \$5.3 million
 - Delaplane: \$7.2 million
 - Whitecut: \$12.2 million
- ❑ Traffic control system from Manassas to Front Royal (Riverton Junction): 50.9 miles, \$18.5 million
- ❑ New main line/combine with existing siding at Front Royal, including new signal system: 5 miles, \$11.6 million
- ❑ Total improvements: nearly \$61 million (roughly one-half of what is needed for identified short-term improvements):
 - \$40 million Rail Enhancement
 - \$17 million Norfolk Southern 30% private match
 - \$5 million shared contingency with I-95 corridor projects
 - Anticipates that \$4 million in additional funds will be needed to complete current projects:
 - \$2.8 million Rail Enhancement contingency
 - \$1.2 million Norfolk Southern 30% private match

Summary of I-81 Rail Improvements (2)

- ❑ Other related improvements (funded separately):
 - major rail crossings on Route 28 in Manassas

- ❑ Total Phase 1 I-81 Corridor Improvement Project:
 - Current cost estimate: approximately \$126 million in 2006 dollars
 - \$57 million funded in FY08 through the Rail Enhancement Fund, with a potential increase to \$61 million with use of shared contingency
 - Remaining cost to complete projects:
 - \$69 million without use of contingency
 - \$65 million if contingency is applied

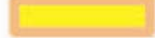
**Current improvements will remove an average of
approximately 40,000 trucks
from Virginia's roads each year**

Norfolk Southern - Chokepoints Hagerstown, MD to Bristol, VA

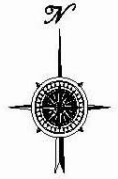
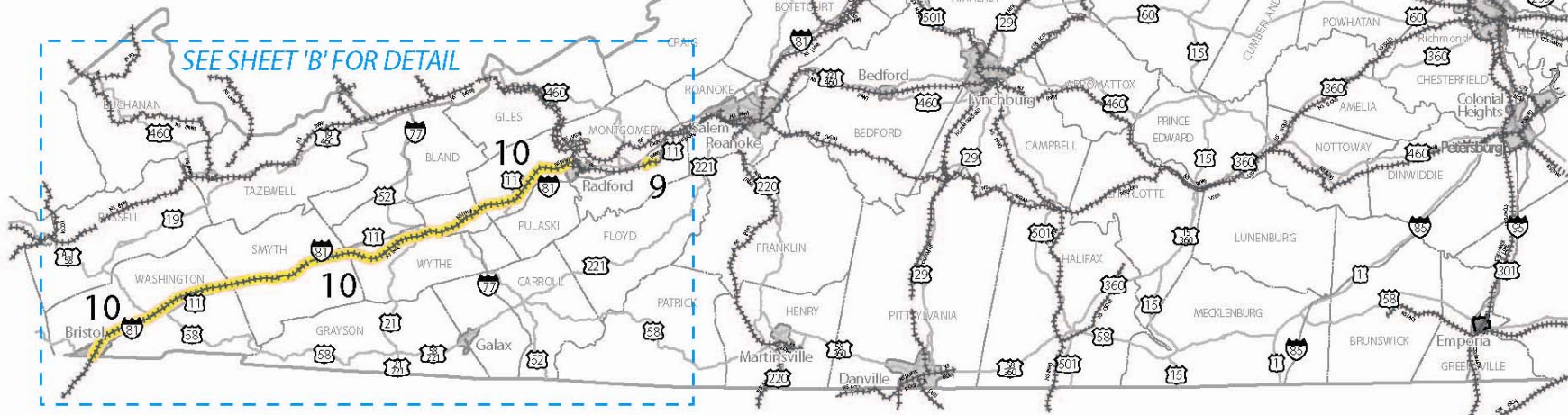
PHASE 1



PHASE 2



MAP ID	PROJECT NAME	DESCRIPTION
1	HAGERSTOWN	SIGNAL AND TRACK NEEDS DUE TO YARD RUNNING INTERCHANGE
2	BERRYVILLE	SIDING UPGRADE TO 11,000 FEET
3	MARSH RUN EXTENSION	VIRGINIA INLAND PORT
4	RIVERTON	NEW HIGHER SPEED CONNECTION AT RIVERTON JUNCTION B- TO H-LINE
5	WHITECUT	EXTENSION OF CODY-WOODS SIDING UPGRADE TO 11,000 FEET
6	DELAPLANE	NEW 11,000 FOOT SIDING
7	MARSHALL	ALLISON SIDING EXTENSION
8	GAINESVILLE	NEW 11,000 FOOT SIDING
9	MONTGOMERY TUNNEL ON N-LINE	DOUBLE STACK CLEAR SECOND MAIN TUNNEL BORE
10	WALTON TO BRISTOL	NO SIDINGS AT 11,000 FEET MAKING BASICALLY A SINGLE TRACK RR ENTIRE RTE



Norfolk Southern - Chokepoints Hagerstown, MD to Bristol, VA



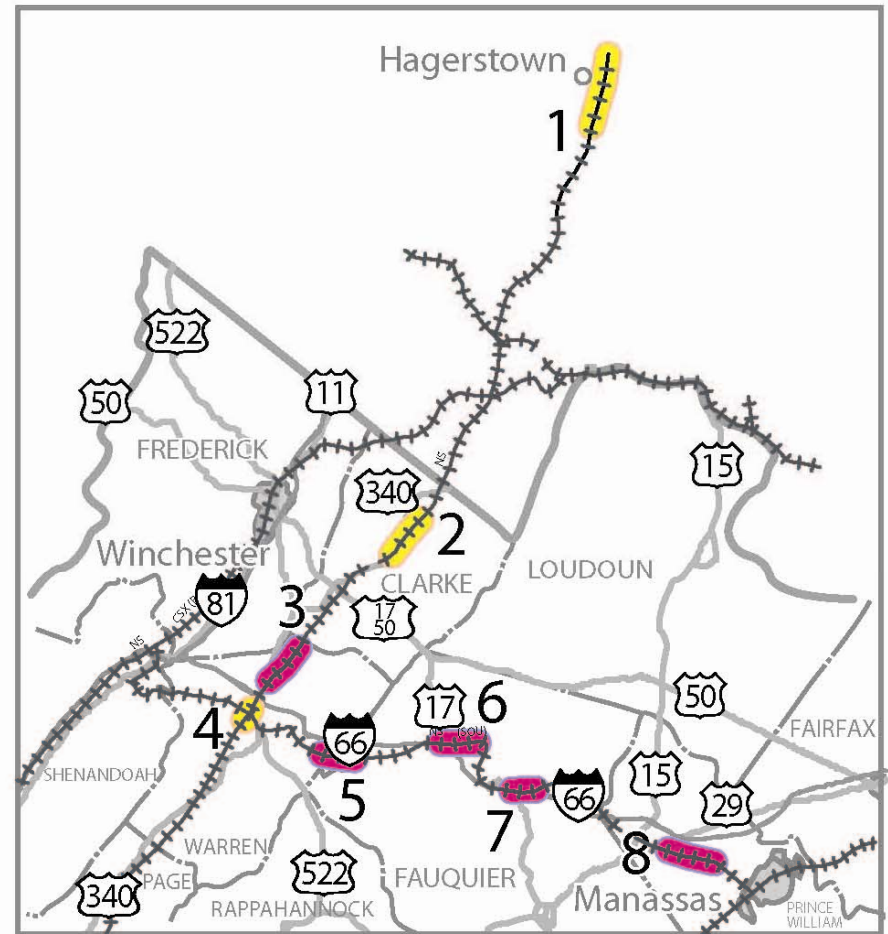
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SEE SHEET 'B'	MONTGOMERY TUNNEL ON N-LINE	DOUBLE STACK CLEAR SECOND MAIN TUNNEL BORE
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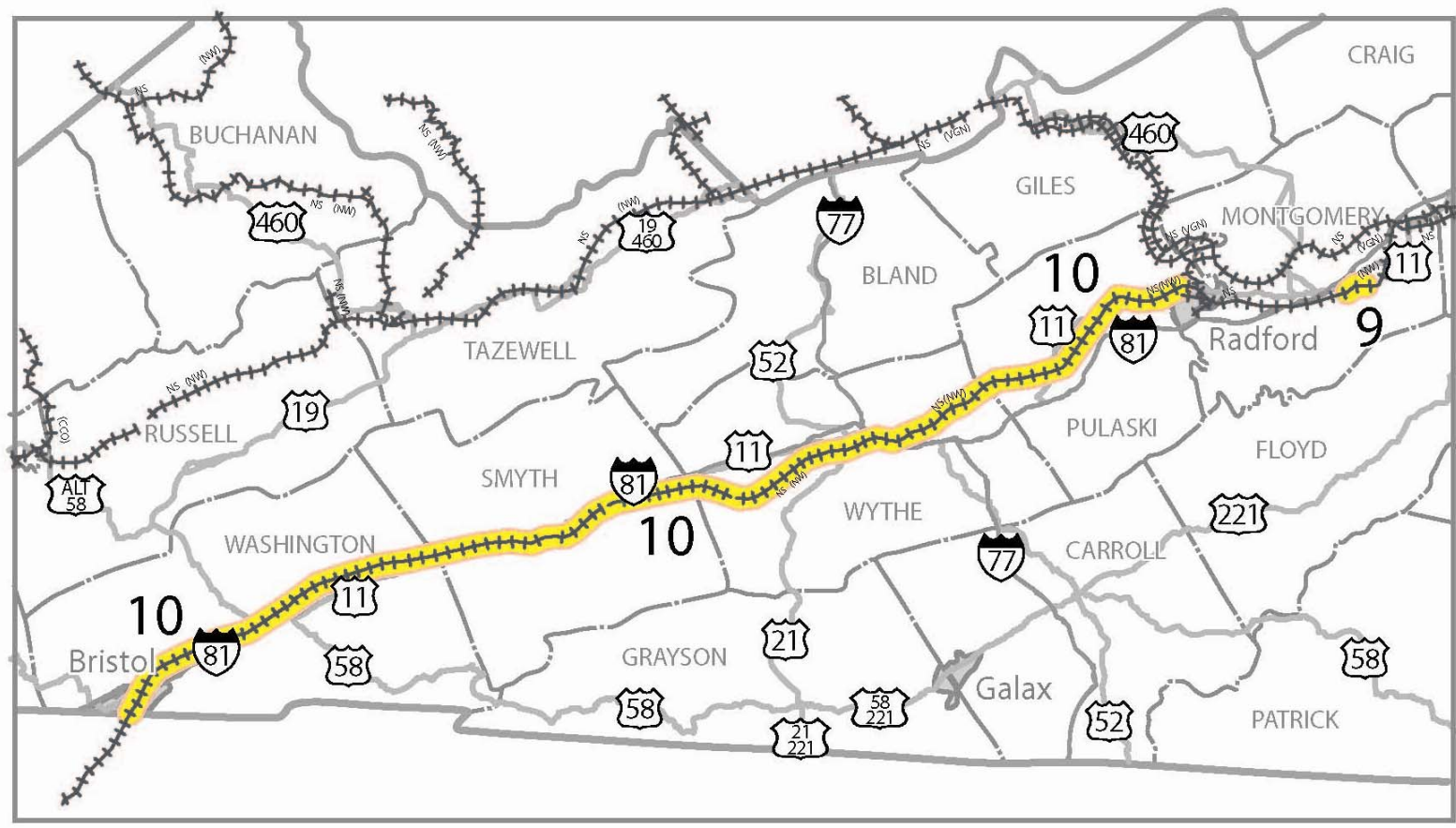


Norfolk Southern - Chokepoints Hagerstown, MD to Bristol, VA

PHASE 1


PHASE 2


MAP ID	PROJECT NAME	DESCRIPTION
<i>FOR PROJECTS 1 THROUGH 8 SEE SHEET 'A' FOR DETAIL</i>		
9	MONTGOMERY TUNNEL ON N-LINE	DOUBLE STACK CLEAR SECOND MAIN TUNNEL BORE
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I-81 Freight Rail Study

- Will determine the maximum feasible diversion of truck traffic to rail.
- Conducted in cooperation with Norfolk Southern; extends at least 500 miles, including Tennessee, Pennsylvania and New York; includes analysis of roll on/roll off and other rail technologies
- Includes coordination with other states in the I-81 Corridor
- Timeframe: fall 2006 – spring 2008



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Study Status

- ❑ Developing estimates of truck diversion
- ❑ Completed an I-81 truck survey to calculate through-truck estimates



Truck Traffic Flows

Initial Information

- An estimated 58% of all I-81 trucks crossing state lines are long haul trucks
 - Total trucks: Currently 9,600 trucks/day at the VA/TN border, growing to 13,700 in 2020 and 23,000 in 2035
 - Long haul trucks: Currently around 5,600 through-trucks per day, growing to 7,900 in 2020 and 13,300 in 2035

Study Will Include Financial Evaluation

- Comparative return on investment analyses to achieve maximum feasible diversion
- Analysis of future fuel price scenarios in determining diversion rates, the ability to meet debt service and operate profitably
- Project financing alternatives, such as SAFETEA-LU, Federal Railroad Administration, bond financing and PPTA
- Estimated construction cost and schedule for completing track upgrades and grade separation

Next Steps

- Evaluate truck diversion data and rail infrastructure estimates, including a public benefit calculation.
- Develop priority projects and proposed schedule for corridor-wide improvements within the defined study corridor (TN, VA, PA, NY).
- Identify funding sources and priority projects to kick-start construction of additional rail improvements



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The Smartest Distance Between Two Points

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