DRPT
Virginia Department of Rail and Public Transportation

VIRGINIA
STATEWIDE RAIL PLAN

Rail Plan Workshop

April 2017 CTB Rail Committee

Agenda

Workshop

- 1. Goals/Objectives
- 2. Economic Analysis
- 3. Stakeholder Feedback

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

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Goals/Objectives

Vision

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

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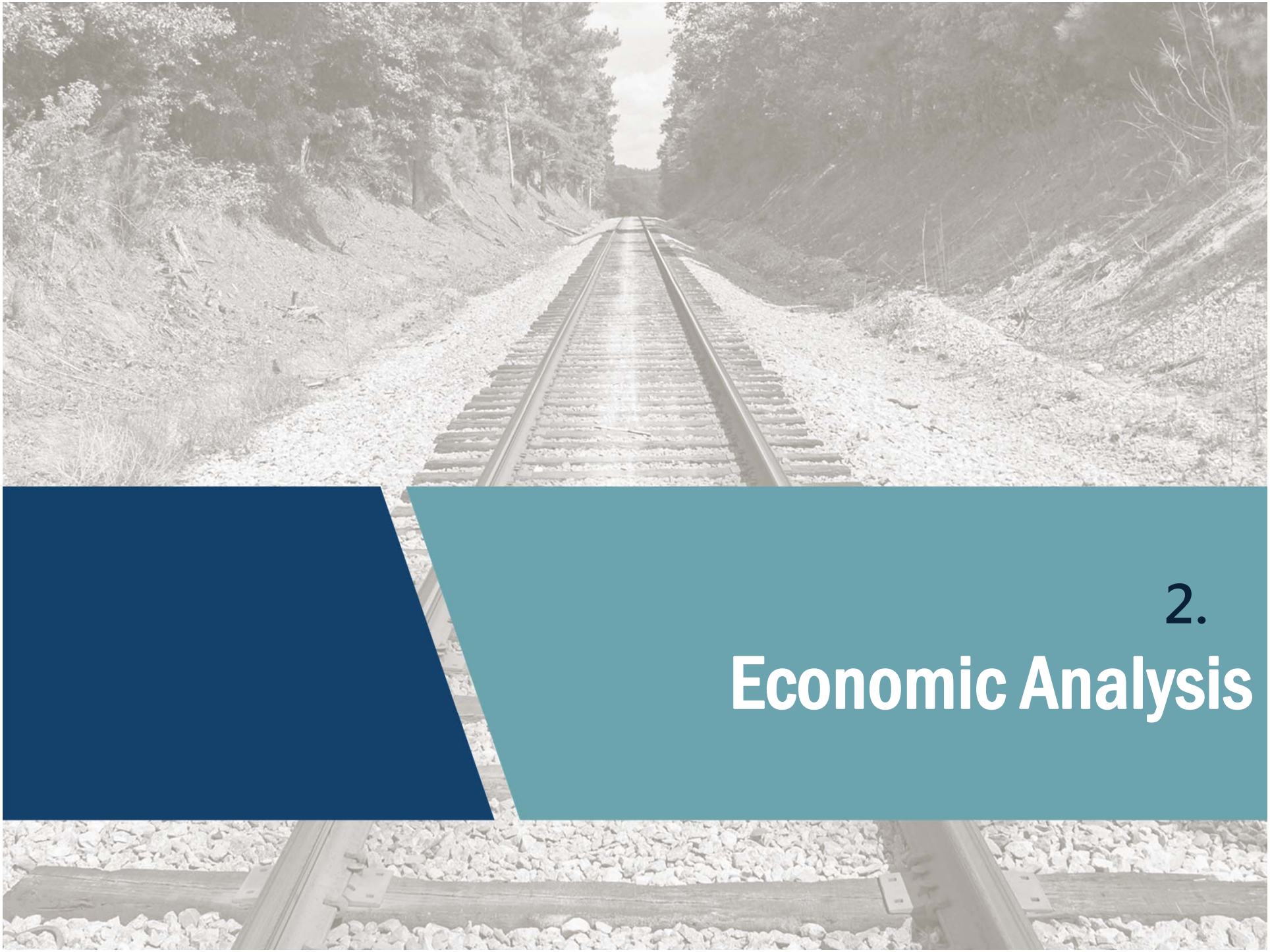
Goals/Objectives

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*

**Handout to Include More Details



2. Economic Analysis

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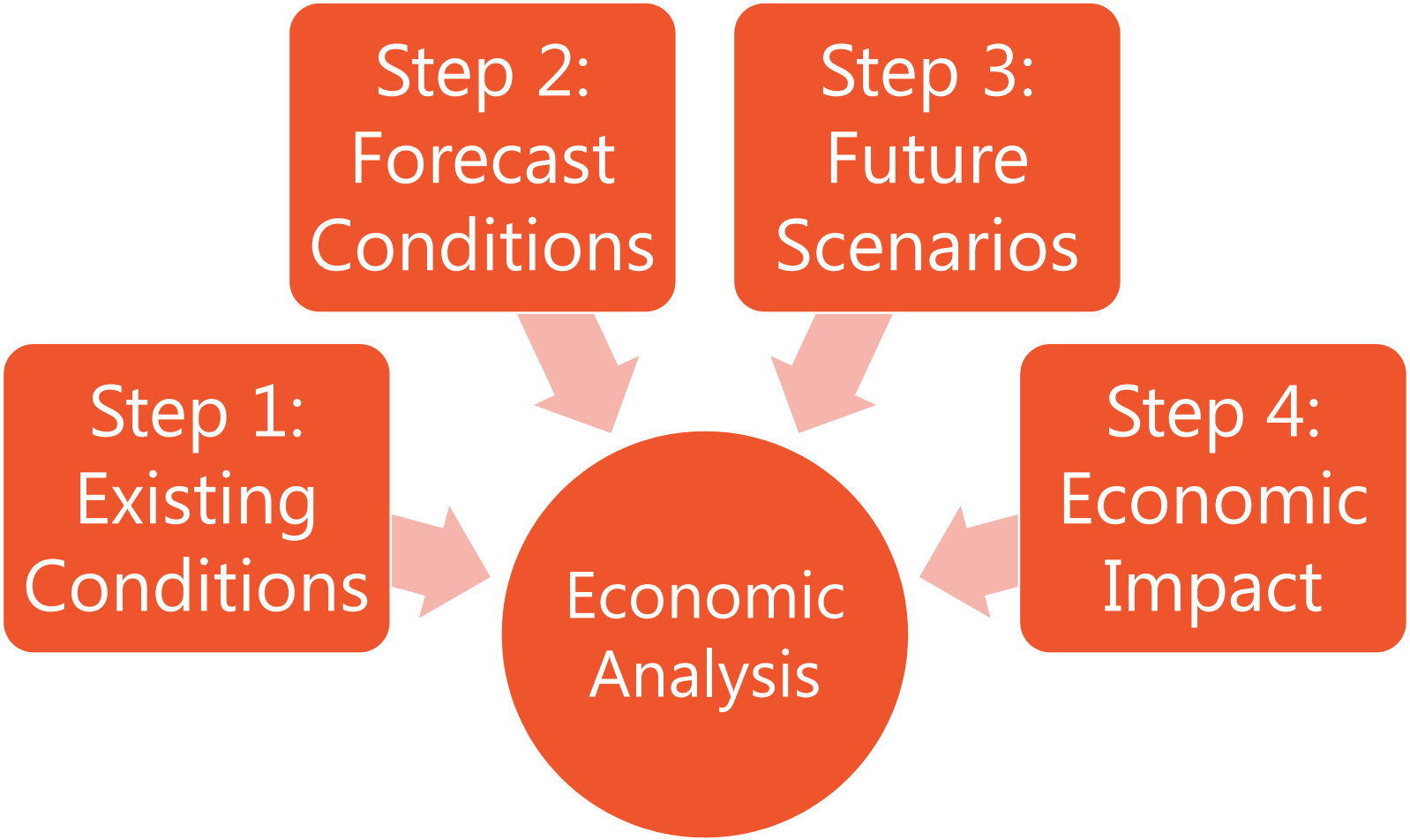
Economic Analysis



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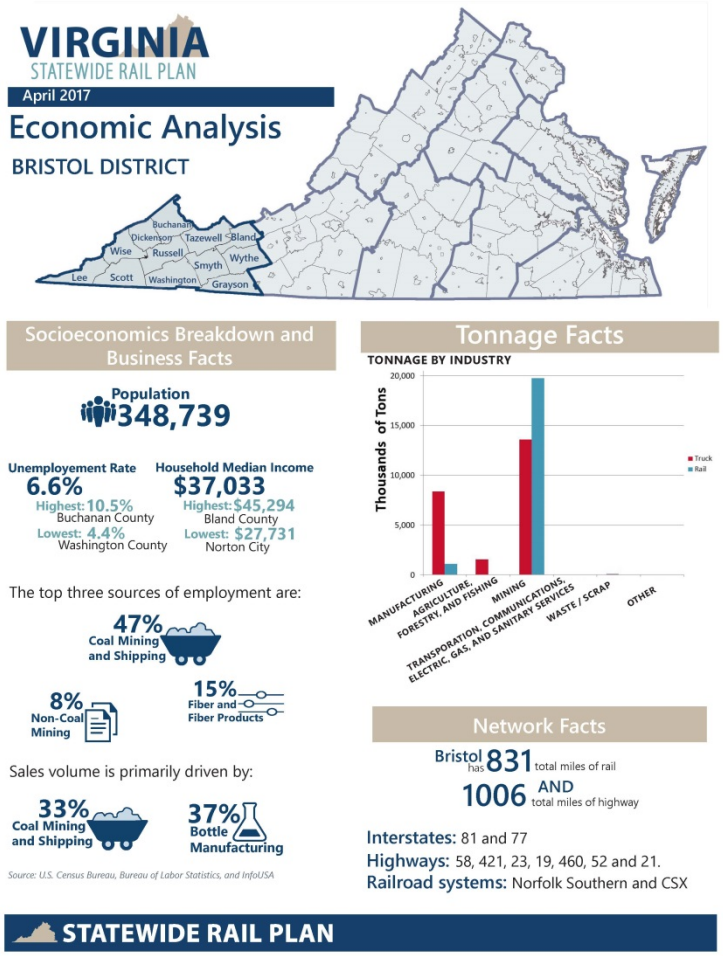
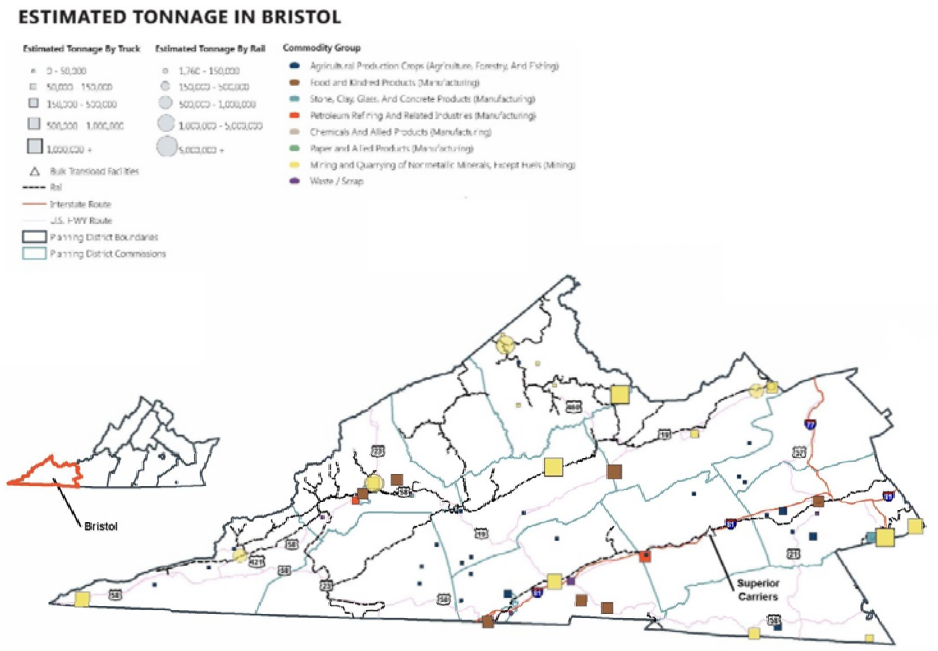
Economic Analysis





**Handout to Include More Details

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Economic Analysis

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.

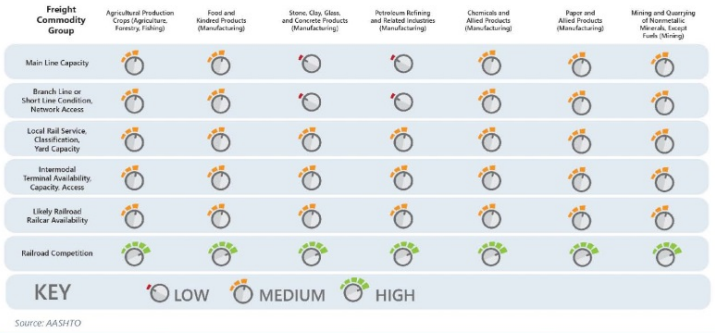
•Rail freight tonnages see an overall decrease between 2012 and 2040 of 2.6 million tons leading to a CAGR of -0.4%.

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

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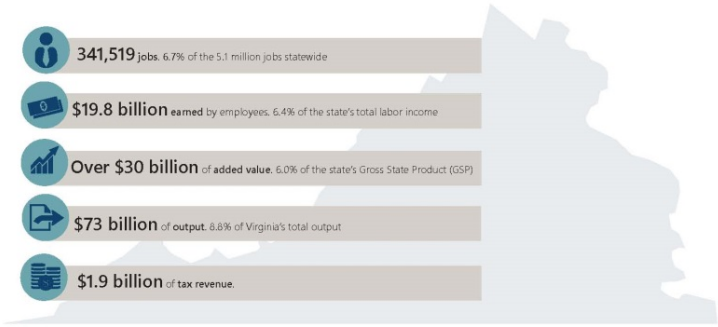
Bristol's Benefits and Economic Impact Results

Benefit Categories	FREIGHT		PASSENGER	
	Total Freight Service Benefits (SM)	Freight Service Benefits per Thousand Ton Mlles ($/'000 Ton Miles)	Total Passenger Service Benefits ($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.

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**Handout to Include More Details

3. Stakeholder Feedback

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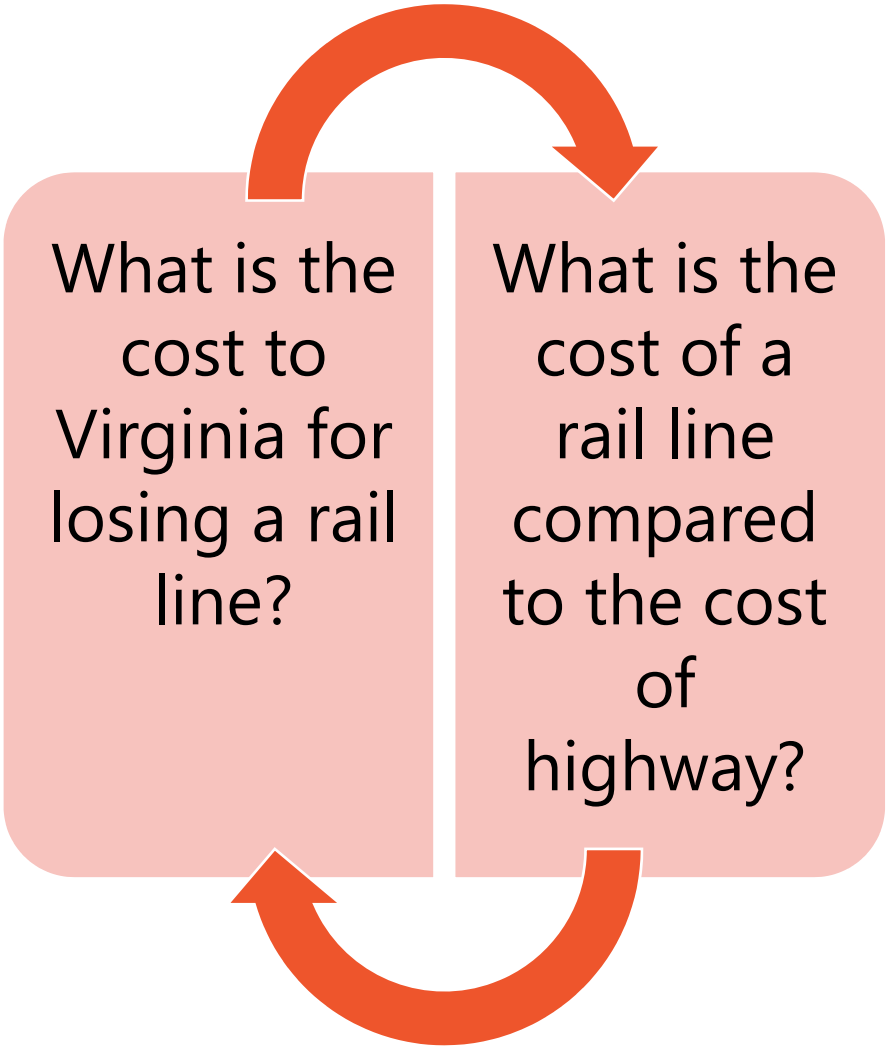
Stakeholder Feedback



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Stakeholder Feedback

Cost for losing rail line:

Benefit Categories	Total Freight Service Benefits ($M)	Freight Service Benefits per Thousand Ton Miles ÷ 3,394 miles of rail
User Cost Savings	$1,635.2	$500k/mile
Pavement Savings	$122.8	$35k/mile
Congestion Savings	$251.1	$75k/mile
Truck / Auto Emissions	$158.3	$45k/mile
Truck / Auto Crash Reduction	$71.2	$20k/mile
Total	**$2,239.0**	**$650k/mile**

Total Passenger Service Benefits ($M)	Passenger Service Benefits per Thousand Passenger Miles ($/000 Passenger Miles)
5.9	$232.9
0.5	$1.2
0.9	$147.9
4.0	$9.7
8.4	$68.9
39.7	$460.6

X **# of Rail Miles Lost**

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Stakeholder Feedback

Pro

- Regionally Specific
- Mirrors economic analysis and REF BCA
- Forefront of performance based rail planning

Con

- Not Rail Line Specific
- Assumes 100% transfer of rail traffic to HWY

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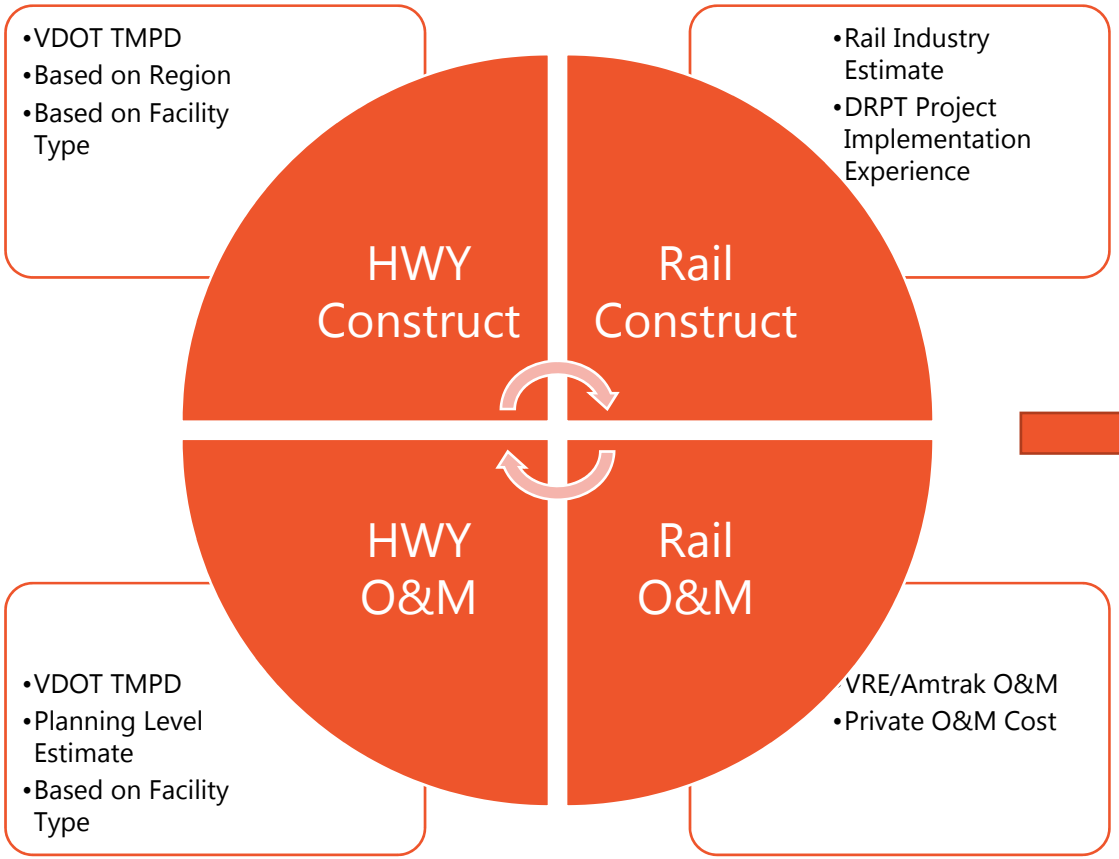
Stakeholder Feedback

Cost Comparison to Highway:



Rail / mi	HWY / mi
Construction	
$3M	$1-4M
O & M	
XX	$2.5k – 20k

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Thank You

Questions?

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