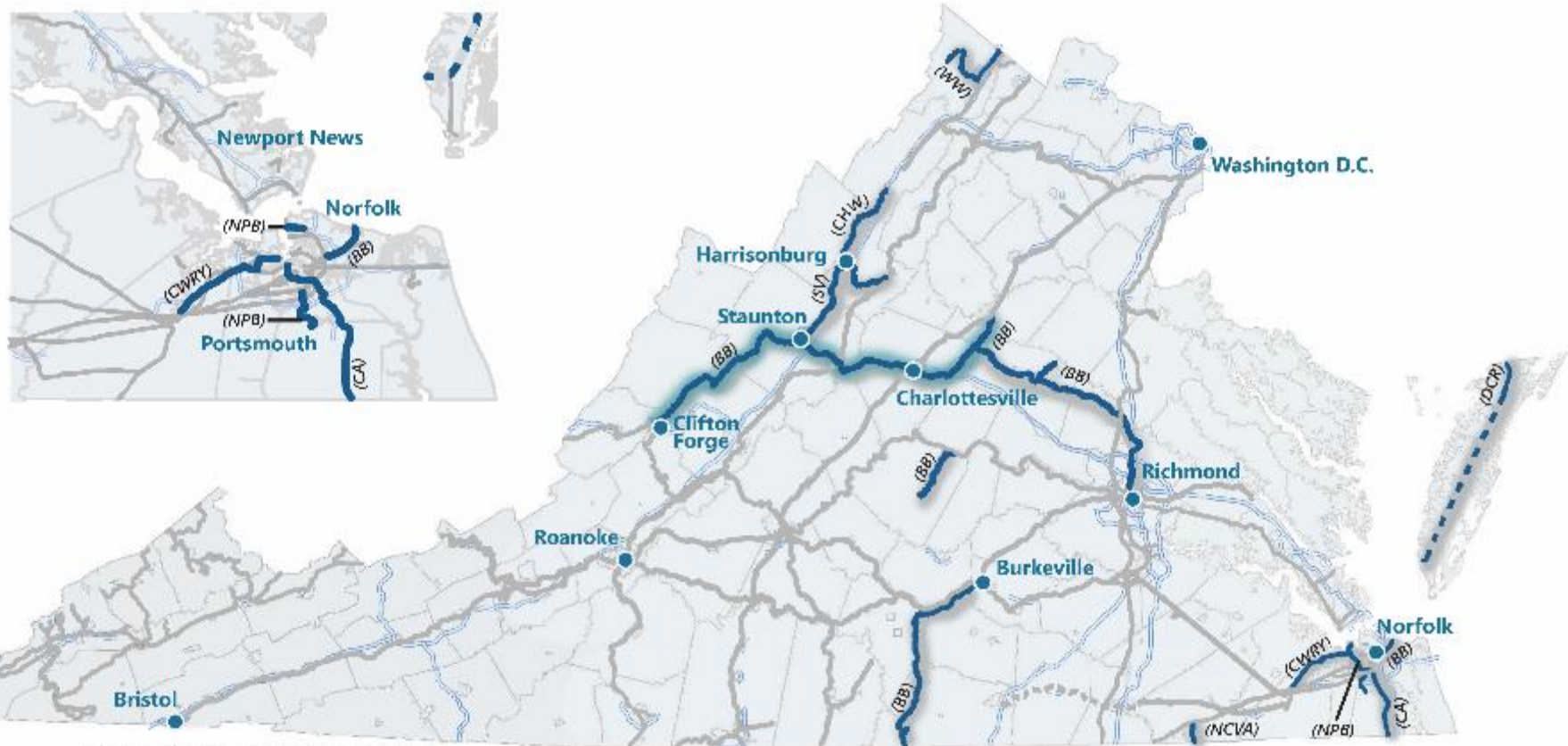

Rail Preservation Fund Evaluation Criteria

CTB Rail & Transit Subcommittee – September 17, 2019





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Department of Rail and Public Transportation



Virginia Shortline Railroad Network



Shortline Routes in Virginia

-  Out of Service Routes
-  Freight Routes
-  Passenger Routes
-  Cities/Towns

- | | |
|---|--|
| <i>BCR</i> Bay Coast Railroad | <i>DCR</i> Delmarva Central Railroad |
| <i>BB</i> Buckingham Branch Railroad | <i>NPB</i> Norfolk & Portsmouth Belt Line Railroad |
| <i>CA</i> Chesapeake & Albemarle Railroad | <i>NCVA</i> North Carolina & Virginia Railroad |
| <i>CHW</i> Chesapeake Western Railway | <i>SV</i> Shenandoah Valley Railroad |
| <i>CWRV</i> Commonwealth Railway | <i>WW</i> Winchester & Western Railroad |

Purpose and Need Review

Background

- Grant Requests Exceed Program Capacity
- Previously DRPT has been able to prioritize and fund needs based on check list criteria
- Most priority projects received a 70/30 grant
- REF funds can supplement RPF as bond funds are fully spent down in FY20

Need more quantitative evaluation criteria

- Developed Prioritization Criteria
 - Workshop with Shortline Railroads (VRRRA)
 - CTB-R Input
 - Staff Recommendations
- FY20 – FY25 Applications were scored with proposed Criteria

VRRA Feedback



Prioritize SOGR



Distribute Funding among Applicants



Maintain Predictability

Phased Approach

1. Threshold Criteria

2. Prioritization
Criteria

3. Cost
Considerations

Phase 1: Threshold Criteria

The Shortline Railway Preservation and Development Fund is intended to retain, maintain, and improve the shortline railway network, and support facilities, for freight service.

A project must meet at least one criteria:

Criteria Matches Virginia Code and Rail Plan Goals and Objectives:

- Raise the Class of Track up to FRA Class 2 Track Safety Standards
- Maintain FRA Class 2 Track Safety Standards
- Support 286K load capacity on bridges
- Improve reliability to serve existing and new customers
- Retain shortline service

Phase 2: Prioritization Criteria

Program Goals

(35 points)

- 70% - SOGR: Programmatic tie and rail replacement, surfacing, bridge deck repair and upgrades
- 30% - Maintain Operational Efficiency

State Initiatives

(22 points)

- 18% - Alignment with VTrans, SRP, CTB
- 29% - Critical Infrastructure
- 18% - Economic Benefit
- 18% - Support Past Investment
- 18% - Supports RIA

Cost Effectiveness

(10 points)

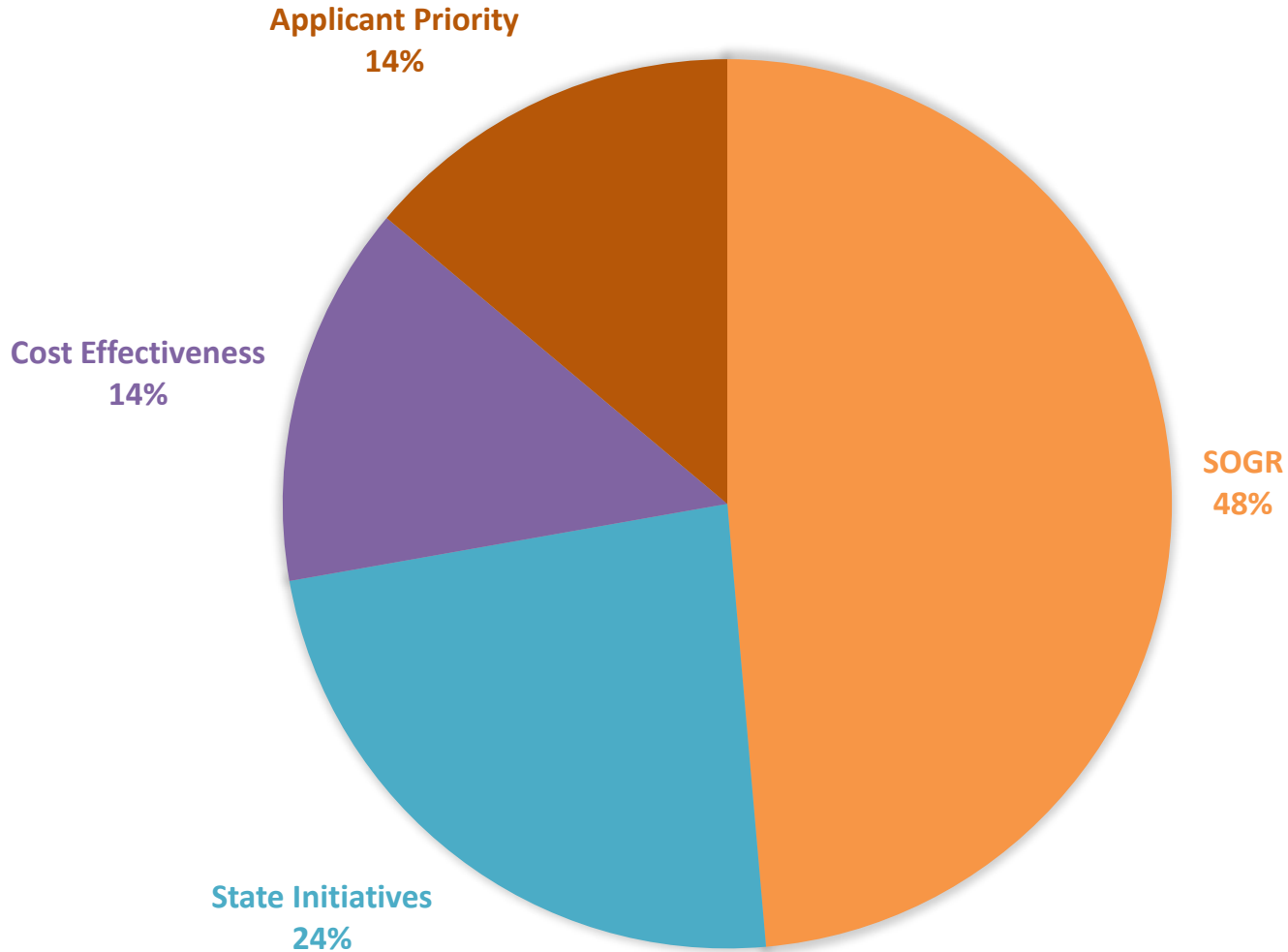
- Combined Score of Program Goals and State Initiatives Per Annual Cost of Project

Applicant Priority

(10 points)

- Applicant chosen priority project

Phase 2: Scoring Criteria



Phase 3: Funding (FY20 Applications)

Railroad	Project Description	Request (State Share)
Buckingham Branch RR	FY22-25 Bridge Upgrades on R&A Division	\$1,400,000
Buckingham Branch RR	FY20 Gordonsville Transload	\$980,000
Buckingham Branch RR	FY21-22 Little Creek Yard Upgrade	\$3,094,000
Buckingham Branch RR	FY20 Norfolk Division Tie Upgrade	\$1,400,000
Chesapeake & Albemarle	FY20-25 Rail/Tie Upgrade	\$2,952,552
Delmarva Central RR	FY19-20 Rail/Tie Upgrade	\$2,723,875
Norfolk & Portsmouth BL RR	FY24-25 Crossing Rehab/Upgrades	\$1,358,000
Norfolk & Portsmouth BL RR	FY20-25 Mainline Bridge Upgrades	\$945,000
Norfolk & Portsmouth BL RR	FY20-25 Programmatic Tie Upgrade	\$1,064,000
Norfolk & Portsmouth BL RR	FY21-23 Track Infrastructure Upgrade	\$5,705,000
Shenandoah Valley RR	FY24 Bridge 118 Upgrade	\$189,840
Shenandoah Valley RR	FY23 Rebuild Weyers Cave Siding	\$401,555
Shenandoah Valley RR	FY25 Staunton Yard Switch Move/Yard Imp.	\$223,706
Shenandoah Valley RR	FY25 Tie Replacement/Track Bed Upgrade	\$514,224
Shenandoah Valley RR	FY22 Verona Siding Expansion	\$76,773

Phase 3: Funding - Illustrative Example

Railroad	Project	Cost	Cost per FY	SOGR	Operational Capacity	Align with State Goal	Critical Infrastructure	Economic Development	Support Past Investment	Support RIA	Cost Effectiveness	Applicant Priority	Total Sum	Total Rank	Cumulative Request
Chesapeake & Albemarle	FY20-25 Rail/Tie Upgrade	\$2,952,552	\$492,092	25	0	3	5	0	3	0	10	10	56	1	\$ 492,092
Norfolk & Portsmouth BL RR	FY20-25 Programmatic Tie Upgrade	\$1,064,000	\$177,333.33	20	0	3	5	0	3	0	10	10	51	2	\$ 669,425
Delmarva Central RR	FY19-20 Rail/Tie Upgrade	\$2,723,875	\$1,361,937.50	25	0	2	5	1	3	3	0	10	49	3	\$ 2,031,363
Buckingham Branch RR	FY20 Norfolk Division Tie Upgrade	\$1,400,000	\$1,400,000	25	0	1	5	1	3	0	0	10	45	4	\$ 3,431,363
Shenandoah Valley RR	FY25 Tie Replacement/Track Bed Upgrade	\$514,224	\$514,224	20	0	2	0	0	3	0	5	10	40	5	\$ 3,945,587
Buckingham Branch RR	FY21-22 Little Creek Yard Upgrade	\$3,094,000	\$1,547,000	25	0	2	5	1	3	0	0	0	36	6	\$ 5,492,587
Norfolk & Portsmouth BL RR	FY21-23 Track Infrastructure Upgrade	\$5,705,000	\$1,901,666.67	20	10	3	0	0	3	0	0	0	36	6	\$ 7,394,254
Shenandoah Valley RR	FY22 Verona Siding Expansion	\$76,773	\$76,773	10	10	0	0	0	3	0	10	0	33	8	\$ 7,471,027
Norfolk & Portsmouth BL RR	FY24-25 Crossing Rehab/Upgrades	\$1,358,000	\$679,000	10	10	3	0	0	3	0	5	0	31	9	\$ 8,150,027
Norfolk & Portsmouth BL RR	FY20-25 Mainline Bridge Upgrades	\$945,000	\$157,500	10	0	3	5	0	3	0	10	0	31	9	\$ 8,307,527
Shenandoah Valley RR	FY24 Bridge 118 Upgrade	\$189,840	\$189,840	10	0	3	5	0	3	0	10	0	31	9	\$ 8,497,367
Shenandoah Valley RR	FY23 Rebuild Weyers Cave Siding	\$401,555	\$401,555	10	10	1	0	0	0	0	5	0	26	12	\$ 8,898,922
Buckingham Branch RR	FY22-25 Bridge Upgrades on R&A Division	\$1,400,000	\$350,000	10	0	1	5	0	3	0	5	0	24	13	\$ 9,248,922
Shenandoah Valley RR	FY25 Staunton Yard Switch Move/Yard Imp.	\$223,706	\$223,706	10	0	1	0	0	3	0	5	0	19	14	\$ 9,472,628
Buckingham Branch RR	FY20 Gordonsville Transload	\$980,000	\$980,000	0	5	2	0	1	0	0	0	0	8	15	\$ 10,452,628

Findings

- Program needs exceed funding capacity
- Emphasis given to SOGR: Rail and Tie Projects perform best
- Capacity Improvements do not score well
- Lower Cost Projects perform better
- Projects of critical importance, with high dollar values, may be difficult in the future
- Every Railroad may not receive funding
- Multi-year projects take up future funding capacity

Timeline of Changes

September:
CTB Presentation

October:
CTB Action

December 1:
Grant Period
Opens with New
Score Matrix

Thank you!

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