



# Rail Preservation Fund

Linda Balderson

Rail Preservation and Access Programs Manager

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Virginia Department of Rail and Public Transportation

# CTB Rail Committee Program Objectives

- State of Good Repair
- 286k pound weight capability
- FRA Class 2 Track Safety Standards
- Increased capacity

# Yard Projects

**New Switch NPBL Yard**



**Yard Air System, NPBL Berkley Yard**



# Feedback from Shortlines on Their Highest Priorities

1. Bridge Repairs and Upgrades
2. Capacity Improvements
3. Programmatic Upgrades to 286K pound capability
4. FRA Class 2 track safety standards



# Mainline Bridge Deck Repair

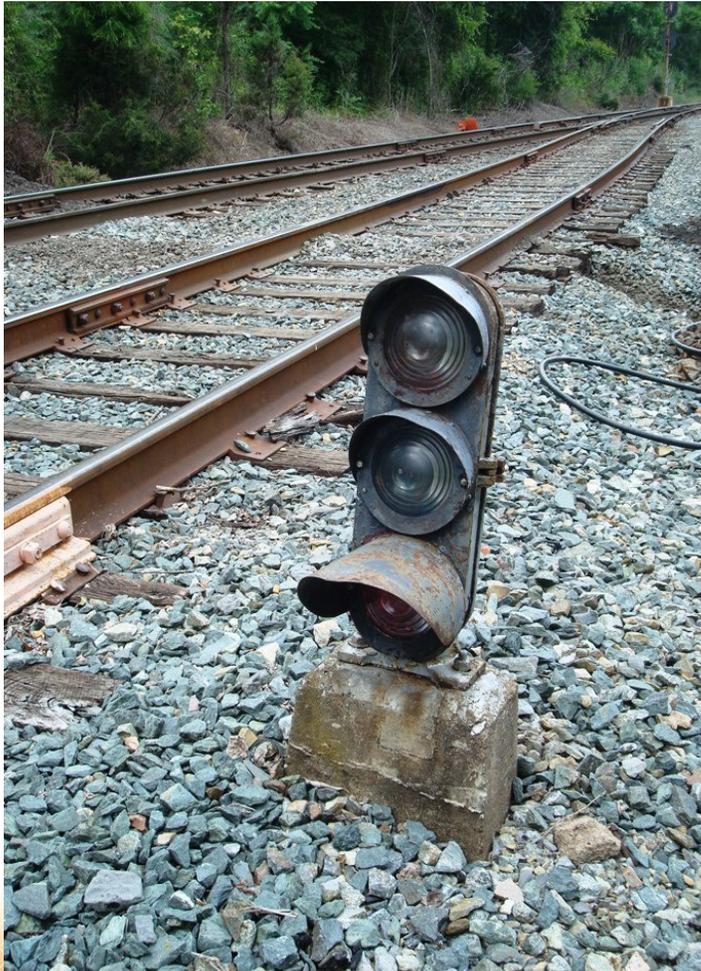


# Examples of Projects

- Signal System Project
- Switch Heater Upgrade
- Bridge Upgrades
- Programmatic Tie Replacement & Rail Upgrade
- Capacity Improvements – Yards, Sidings



# Old vs. New Signals

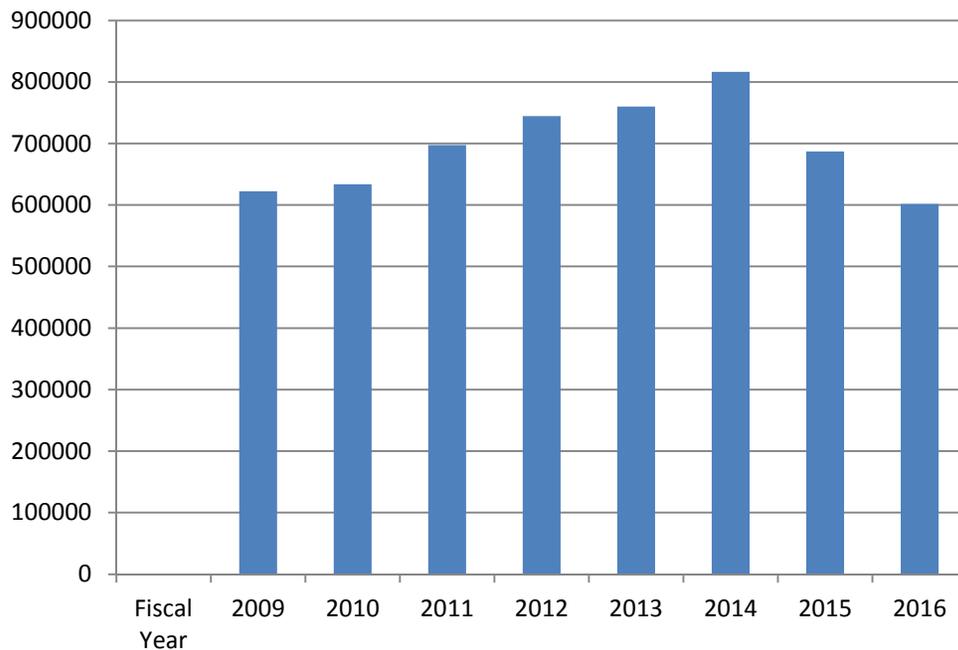


# Signal Upgrade



# Shortline Railcars by Fiscal Year

**Total Railcars**

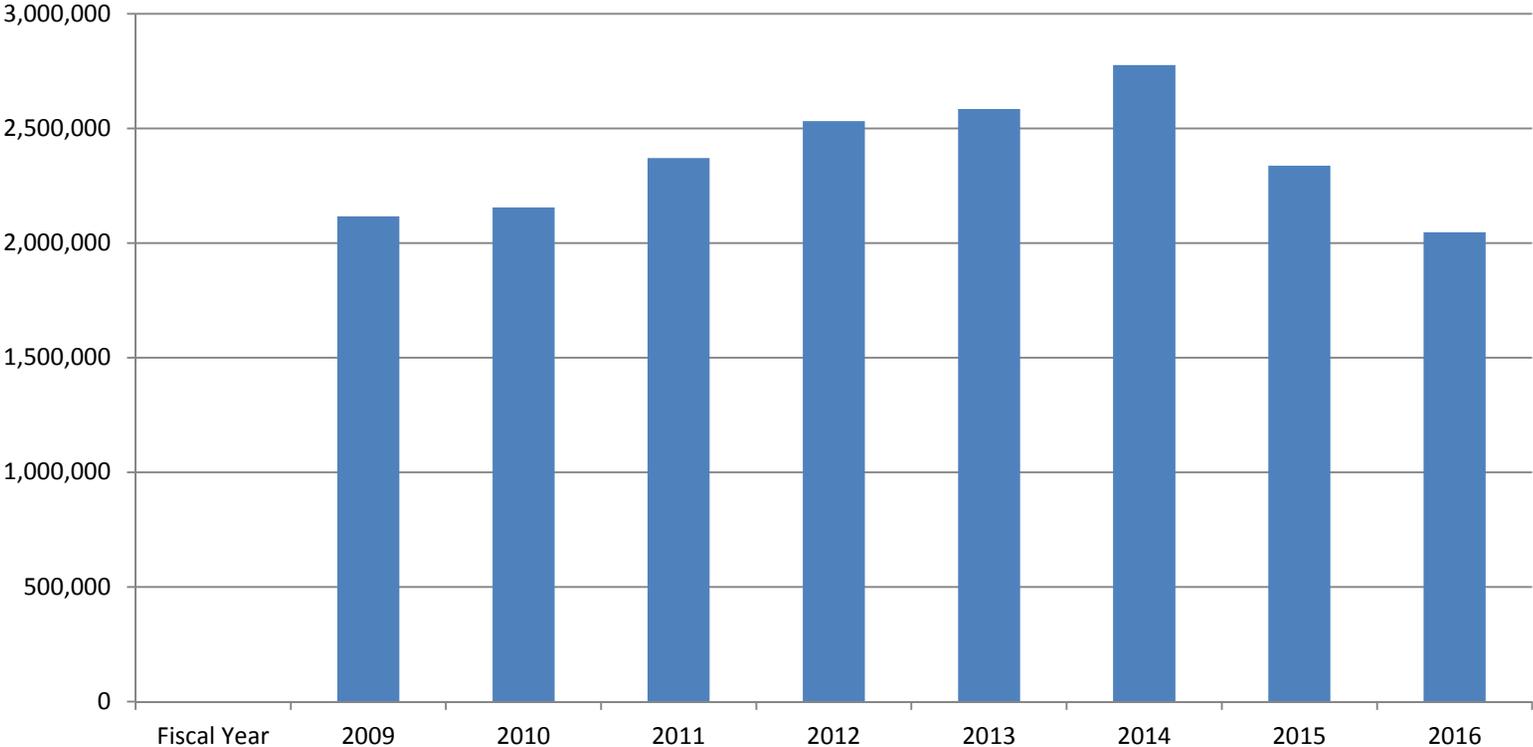


## **Decreases after FY2014 were due in part:**

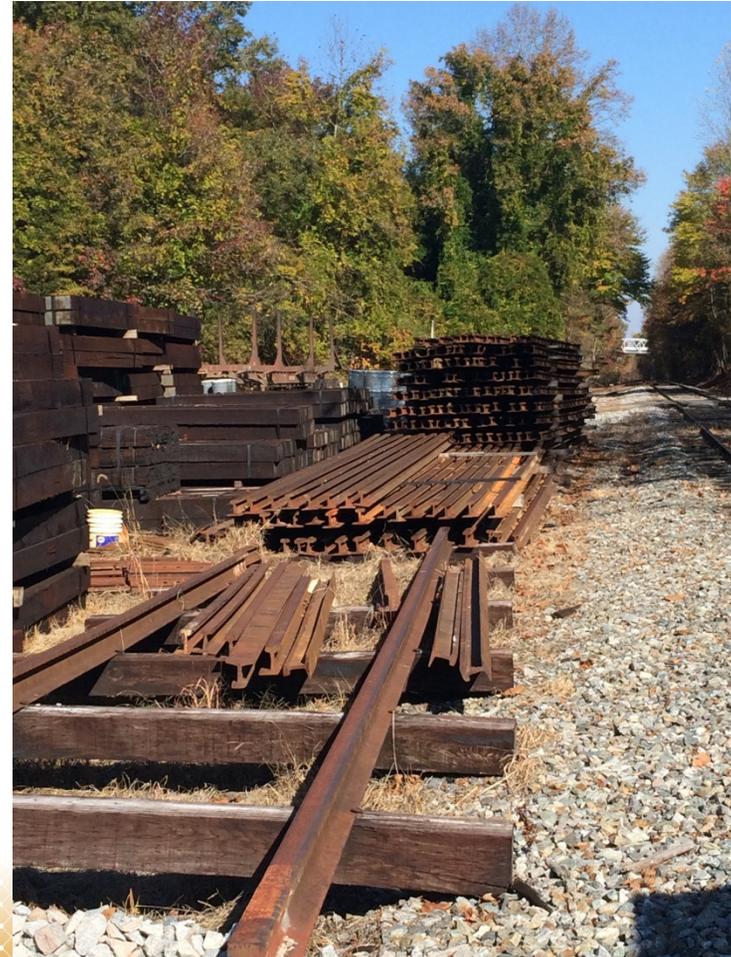
- Coal Volumes down
- Reduction in overhead empty cars
- Export agriculture market fluctuations
- Ballast and cross ties both showed a decline due to decreased demand
- Lower fuel costs made the rail rate on short hauls less attractive
- Steel shipments are down

# Trucks Removed from Roads by Shortlines

## Truckloads Removed from Roads by Railcars



# Programmatic Tie Replacement & Rail Upgrade



# Future Demand

In FY2017, DRPT received \$13.3M in RPF funding requests and funded \$5.0M.

In FY2018, DRPT received \$21.9M in RPF funding requests and recommends funding \$5.2M.

As traffic volumes recover and shortlines continue to grow their customer base, more capacity improvements may be needed and bridge conditions may become a greater concern.

Questions?

Thank you