Rail Initiatives for the I-81 Corridor

Kevin Page
Chief of Rail Transportation

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
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

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<tr>
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SEE SHEET 'A' FOR DETAIL

SEE SHEET 'B' FOR DETAIL
Norfolk Southern - Chokepoints Hagerstown, MD to Bristol, VA

### PHASE 1

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**Note:**

- Map ID 2, 6, 7, and 8 are referenced from Sheet B.
- Map ID 1 and 4 are referenced from Sheet B.

### PHASE 2

**Diagram of Norfolk Southern - Chokepoints Hagerstown, MD to Bristol, VA**

- References for more information:
  - Sheet B
Norfolk Southern - Chokepoints Hagerstown, MD to Bristol, VA

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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
Study Status

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