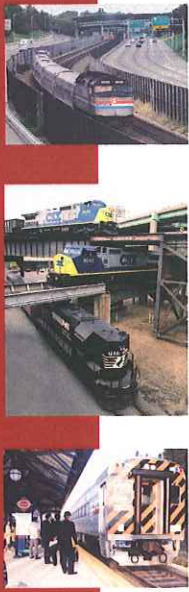


DRPT
Virginia Department of Rail and Public Transportation



Recommended Passenger Rail Plan for Virginia

Intercity and Commuter Rail

October 17, 2008

www.drpt.virginia.gov

Overview

- ❑ Strengths, Weaknesses, Opportunities, and Challenges in Virginia's Rail System
- ❑ Vision
- ❑ Capital Investments
- ❑ Operating Funding
- ❑ Ridership and Corridor Management
- ❑ Passenger Rail Benefits
- ❑ Upcoming Considerations
- ❑ Recent Actions
- ❑ Next Steps

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Passenger Rail in Virginia Strengths

- ❑ Strategically located along and connected to the mega regions of the eastern seaboard
- ❑ Dedicated source of funds through Rail Enhancement Fund coupled with previous strategic investments
- ❑ Amtrak's 1999 *Potential Improvements to the Washington-Richmond Rail Corridor* report to Congress envisioned improvements for higher speed rail operations
- ❑ High priority corridor for higher speed rail and along Southeast High Speed Rail Corridor



Passenger Rail in Virginia Weaknesses

- ❑ No dedicated source of operating funds for intercity passenger rail or commuter rail
- ❑ VRE is currently financially unable to add increased frequencies or expand beyond its current service area
- ❑ Lack of comprehensive and coordinated planning for commuter and intercity rail
- ❑ On-time performance and limited VRE capacity
- ❑ Lack of governance or funding structure to do "big" things



Passenger Rail in Virginia Opportunities

- Rail Plan that identifies and prioritizes projects
- Increased usage of rail and public transportation due to rising fuel and environmental consideration
- Expanded rail can help shape land use in Newport News, Richmond, and other areas with stations
- Need to expand passenger and freight rail capacity
- Amtrak legislation



Passenger Rail in Virginia Challenges

- Passenger rail operations are operated on privately owned rail lines
- Notion that intercity rail competes with commuter rail
- Failure to make progress towards implementing new and expanded rail services
- Lack of organizational and governance structure
- Funding



Passenger Rail Corridor Management

Vision:

- ❑ Double intercity passenger rail ridership in the Commonwealth by 2015 and triple passenger rail ridership by 2030 to over 1.4 million riders.
- ❑ Increase mobility throughout the Commonwealth to Washington, DC, as well as New York and Boston by providing passenger rail connectivity to destinations along the Interstate 95 Urban Crescent Corridor (UCC) and the US 29 TransDominion Express (TDX) with a cost effective solution
- ❑ Utilize intercity passenger rail service as express trains by having limited stops that provide dual mobility for commuter service
- ❑ Add capacity to VRE commuter rail on a marginal basis, supporting high-end targeted ridership in the 95 and 29 corridors
- ❑ Increase land-use and multi-modal connectivity by encouraging increased density and mixed-use transit oriented development
- ❑ Minimize on going operating cost by leveraging current and future capital investments with current operating advantages of Amtrak operations



Achieving the Vision Capital Investments

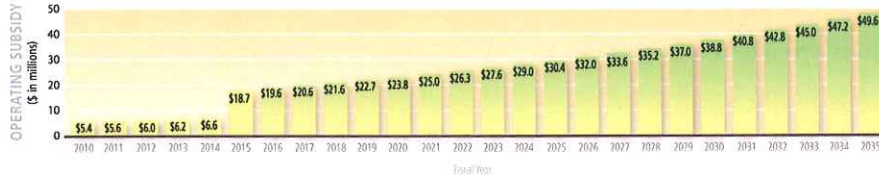
Project	Transportation Corridor	Cost In 2008 \$	Cost Year Of Expenditure \$	State Share of Costs Year of Expenditure \$
Urban Crescent Express	I-95/I64	\$ 3,576.7	\$ 7,783.3	\$ 5,503.0
Commuter Rail Improvements	I-95/I-81	295.2	439.0	306.9
TDX	I-81	222.9	514.9	366.8
SEHSR	SEHSR	1,717.7	3,075.3	2,107.5
TOTALS		\$ 5,812.5	\$ 11,812.5	\$ 8,284.2



Operating Subsidy for Recommended Intercity Passenger Rail Projects

Preliminary Conservative or worst case scenario

ESTIMATED INTERCITY PASSENGER RAIL OPERATING FUNDING REQUIREMENTS FOR RECOMMENDED PROJECTS



- Assumes state subsidy of regional train extensions to Newport News in 2015
- Anticipated cost from 2015 through 2035 could be 20-40% lower based on negotiations with Amtrak



Total Passenger Rail Benefits

- Draft Statewide Rail Plan identified total public benefits* of the potential intercity and commuter passenger rail projects as follows:
 - 3.2 million cars and trucks removed from highways
 - 19.4 million gallons of fuel saved
 - 118,000 tons of carbon emissions saved

*Excludes high speed rail operations under study



Upcoming Considerations

- ❑ Possible Change in the MOU to give current two train slots to the Commonwealth
- ❑ DRPT will pay Amtrak to operate one additional round trip between Richmond and Washington and between Lynchburg and Washington
- ❑ VRE will get those slots back as additional MOU projects are completed
- ❑ VRE, CSX, Amtrak, and DRPT are working together to develop a mutually beneficial schedule.
- ❑ Action item will be brought to VRE's Operations Board in November



Recent Actions

- ❑ DRPT continues to develop its Resource Allocation Plan and final Statewide Rail Plan
- ❑ Work continues to advance project readiness:
 - September 18, 2008 CTB approved \$26.6 million in Rail Enhancement Funds
 - \$21.4 million or 80% was allocated to the advancement of passenger rail in Virginia
 - Of that, \$10.2 million or 38% was allocated to the advancement of the Virginia Railway Express projects:
 - Manassas to Gainesville/Haymarket Extension Phase II PE
 - Arkendale to Powell's Creek third track design
 - Fredericksburg to Washington, DC Third Track PE
 - Automatic Train Control/cab signals



Next Steps

□ Key Actions

- Rail Resource Allocation Plan issued in October 2008
 - Includes funding strategies, proposed allocation of resources and project implementation schedules
 - Public comments accepted
- Statewide Rail Plan finalized in November 2008
- CTB Authorize funding to advance projects

