

Rail Enhancement Fund

Summary of Applications Received
September 20 – October 21, 2005

Karen J. Rae
Director, DRPT

UNDER REVISION with Rail Advisory Board

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Contents

- ☐ DRPT Process
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DRPT Process

- ☐ Focus on projects that:
 - Will have an immediate positive impact
 - Can be quickly implemented
 - Have a clearly defined local match
- ☐ Identify issues to be resolved per application
- ☐ Put forth initial recommendations for Tier I, II and III projects

Presentation of Applications

- ☐ Each application will be presented individually
- ☐ Applications are listed in the order in which they were received
- ☐ Information contained in these slides is solely based on content within the applications received
- ☐ All application information is subject to verification

Presentation of Applications

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1. Heartland Corridor- Virginia Components

A major freight rail improvement project in VA, WV, and OH that will create a direct double stack route between the Port of Hampton Roads and the Midwest

- ☐ **Description:** Virginia components consist of clearing tunnels to accommodate double stack intermodal trains and constructing an intermodal facility in Roanoke to transfer containers between rail and trucks.
- ☐ **Implementation schedule:** Construction mid-2006- 2008. In service mid-2009.

1. Heartland Corridor- Virginia Components (2)

☐ Issues identified:

- #1 NS priority
- #1 VPA priority
- Need to know new Federal \$ number in Virginia
- West Virginia work in place?
- Tunnel clearances – 2006 - 2007
- Roanoke Intermodal – 2007- 2009

2. Commonwealth Railway Line Purchase

- ❑ Description: Purchase 12.5 miles of existing rail line from Norfolk Southern Railway between Chesapeake and Suffolk
- ❑ Implementation schedule: Purchase completion - 2006
- ❑ Issues identified:
 - Critical first step to several other projects
 - Dual access – pre-requisite
 - Value appropriate – need to confirm property value, protect value to state – lien
 - 10 vs. 12 miles for purchase
 - #6 VPA priority

3. Happy Creek Passenger Railway Station

- ❑ Description: Construct a new rail siding and commuter rail platform/station with grade separated parking access in the Town of Front Royal. Project is designed to show the feasibility of extending VRE service from Manassas to Front Royal.
- ❑ Implementation schedule: Construction mid-2006 – In service 2011.
- ❑ Issues identified:
 - No service commitment – VRE/Amtrak, or NS
 - No equipment to be provided by VRE
 - Outside VRE 20-year planning horizon
 - Can fit in Enhancement Program (VDOT)
 - Seeking grade separation for private development

4. Glade Spring Siding Extension

- ❑ Description: Extend the existing 5,800-foot siding in Glade Spring (Washington Co.) to 11,000 feet, sufficient to allow the longest freight trains operated on the line to pass each other.
- ❑ Implementation schedule: Survey, Design and Permitting
– early 2006, In service – late 2006.
- ❑ Issues identified:
 - #5 NS priority
 - Conrail acquisition requirement
 - Could help TDX

5. Andover Siding

- ☐ Description: Create a siding within Andover Yard (Wise Co.) limits by rearranging, rehabilitating and connecting several auxiliary tracks.
- ☐ Implementation schedule: Survey, Design and Permitting
– early 2006, In service – late 2006.
- ☐ Issues identified:
 - Freight improvement to coalfields
 - Project good for SW Va. development
 - 5,000 movements per year
 - Crosses CSX/NS/Interstate railroad
 - #6 NS priority

6. Prince George Co. Intermodal Facility

- ❑ **Description:** Construct a facility east of Petersburg to transfer freight containers between rail and trucks. The facility would have:
 - approximately 200 trailer parking spaces
 - 125 ground spaces for stacking containers
 - two loading/unloading tracks
 - one support track
 - small gate/office
 - maintenance facility
- ❑ **Implementation schedule:** Construction start early 2008, In service – fall 2008.
- ❑ **Issues identified:**
 - #3 NS priority
 - #8 VPA priority
 - VPA \$2M commitment
 - Timing issues (2008 open)

7. Berryville Siding

- ❑ Description: Upgrade the existing siding at Berryville (Clarke Co.) to accommodate longer trains at higher speeds. 85-90% of the trains operating on this line are too long to fit into the current siding and trains using the siding are limited to 10 mph.
- ❑ Implementation schedule: In service – mid 2007
- ❑ Issues identified:
 - #4 NS priority
 - Not part of Conrail acquisition
 - Will help I-81
 - Inland port needs?

8. APM/Maersk Terminals Rail Yard Expansion

APM Terminals Virginia is constructing a state of the art marine container facility in Portsmouth.

- ☐ **Description:** This project would allow the APM/Maersk facility to go to 6 tracks at the rail yard, doubling their capacity. This project would provide the Hampton Roads region with an alternative to truck-induced congestion while allowing growth at the Port of Hampton Roads.
- ☐ **Implementation schedule:** Construction start early 2006, In service – end 2007.
- ☐ **Issues identified:**
 - #5 VPA priority
 - Construction of phase 2 (2009-2010)
 - Logically follows median rail construction – significant impact in Churchland

9. Suffolk Connection from CSX to Commonwealth Railway

- ☐ Description:. Construct a connection track from the CSXT Portsmouth Subdivision to the Commonwealth Railway in Suffolk. Would allow access by CSXT shippers to the APM/Maersk marine container facility that is under construction in Portsmouth.
- ☐ Implementation schedule: In service – late 2006
- ☐ Issues identified:
 - #1 CSX priority
 - #3 VPA priority
 - Connection to CWRV – dual access
 - Delivery of \$65M on projects

10. Portsmouth Subdivision Height Clearances

- ❑ **Description:** Clear overhead impediments on the VA portion of the Portsmouth Subdivision (rail line that runs between Portsmouth and Weldon, NC) to provide double stack freight service over a 560-mile market, connecting Portsmouth with Atlanta and the Southeast. These improvements would allow double stack movement to the VA/NC state line. CSXT will fund improvements between the VA/NC line and Atlanta.
- ❑ **Implementation schedule:** In service – late 2006
- ❑ **Issues identified:**
 - #2 CSX priority
 - #4 VPA priority
 - Double stacking – clearance to Weldon, NC
 - Utility clearances – electric lines in NC by CSX
 - Delivery of \$65M on projects

11. Fulton Yard Wye Track

- ❑ Description: Build a wye track to permit the turning of freight locomotives in the City of Richmond at Fulton rather than at CSXT's heavily congested Acca Yard. The addition of a Fulton Yard wye would improve efficiency on CSXT's I-95 and I-64 corridors by freeing up capacity consumed by turning these locomotives in the midst of CSXT's freight and Amtrak's Mid-Atlantic and Southeast operations.
- ❑ Implementation schedule: In service – late 2006.
- ❑ Issues identified:
 - #3 CSX priority
 - Delivery of \$65M on projects
 - Acca Yard Study – CSX support of study?
 - Highest and best use?
 - Rebuilding CSX removed infrastructure

12. North Acca Yard Switches

- ❑ Description: Replace 13 pneumatic switches at North Acca Yard (City of Richmond) with more reliable electric dual control (remote or manual operation) switches. Dual control allows either passenger or freight trains to manually operate the switch without the presence of a Signal Maintainer. Associated signals and communication systems would also be upgraded. Project would include installation of switch heaters.
- ❑ Implementation schedule: In service – late 2006
- ❑ Issues identified:
 - #4 CSX priority
 - Delivery of \$65M on projects
 - Need to define and set-up accountability for improvements – 13 switches
 - Possible Amtrak \$ (can help passenger rail)?
 - Dire condition of switches
 - CSX stand behind passenger reliability?

13. Collier Yard Lead and Wye Tracks

- ❑ Description: Construct a 10,000 ft. lead track and a wye track at Collier Yard (Petersburg) to facilitate switching operations and allow for turning of freight locomotives in Petersburg, which would keep main line tracks clear for passenger operations. The wye track would eliminate the need to run locomotives to Acca Yard, a distance of more than 30 miles, for turning. The move for turning creates a domino effect that slows all trains on the main line between Collier Yard and Acca Yard.

- ❑ Implementation schedule: In service – Spring 2007

- ❑ Issues Identified:
 - #5 CSX priority
 - Delivery of \$65M on projects
 - Offset to Acca Yard congestion
 - Status of Acca Yard study
 - CSX stand behind passenger reliability?

14. Milford Crossover Upgrades

- ❑ Description: Construct dual control electric-operated universal crossovers at Milford (Caroline Co.). Construct new connection to the Milford Industrial Track to enable freight trains serving industries to clear the main tracks more quickly. Will improve service reliability and enhance capacity in Washington, DC to Richmond corridor by installing new crossovers that will support higher speeds, increase capacity and substantially improve Amtrak and CSXT freight operations.
- ❑ Implementation schedule: In service – late 2006
- ❑ Issues Identified:
 - #6 CSX priority
 - Delivery of \$65M on projects
 - Status of Acca Study?
 - 30 – 45 mph improvements
 - CSX stand behind passenger reliability?

15. Richmond Port Passenger/Freight Improvements

- ❑ Description: Construct an eastbound connection in the City of Richmond from the CSXT main line at the south end of the James River Bridge to the NS Rocketts Spur, and a loop track for the passenger train turnaround. The Rocketts Spur track would be upgraded to passenger rail standards. Project would also include upgrading an existing Deepwater Terminal Railroad track for use as storage track for passenger trains.
- ❑ Implementation schedule: In service – 2 – 4 years after funding.
- ❑ Issues Identified:
 - Non-state share/match
 - HDR feasibility study – expected completion 12/2005
 - Possible rail preservation
 - 2007 construction

16. Crane Siding Installation

- ❑ Description: Install a 4,630-foot double ended siding at Crane (Bath Co.) including two electrically controlled switches and the tie-in with the signal system. Would provide a location between Clifton Forge and Goshen that could be used by Amtrak, Buckingham Branch or CSXT to meet or pass other trains.
- ❑ Implementation schedule: In service – mid 2006.
- ❑ Issues identified:
 - Rail preservation
 - Possible Amtrak benefit

17. North Mountain Signal System Upgrade

- ☐ Description: Replace the obsolete 50-year old system on the North Mountain Subdivision (between Charlottesville and Clifton Forge) that utilizes solid state and pole line technology with a modern signal system that utilizes electronics, electric code, and radio technology.
- ☐ Implementation schedule: In service – mid 2006
- ☐ Issues identified:
 - Rail preservation
 - Possible Amtrak benefit
 - Director had said “No” – but could be safety issue
 - CSX should have been required to fix before lease signed

18. Doswell Diamond Replacement

- ❑ Description: Replace and upgrade the two diamonds at Doswell (Hanover Co.) at the intersection of Buckingham Branch's Piedmont Subdivision and CSX's RF&P Subdivision. Would improve diamond crossing safety and increase train speeds.
- ❑ Implementation schedule: In service – end 2005.
- ❑ Issues identified:
 - CSX responsibility
 - Rail preservation
 - Possible Amtrak benefit

19. Rail Replacement on Afton Mountain

- ❑ Description: Replace approximately 5 miles of worn rail with new rail on the Buckingham Branch tracks over the east side of Afton Mountain (Albemarle Co). Would improve safety and longevity of track on Afton Mountain.
- ❑ Implementation schedule: In service – mid 2006
- ❑ Issues identified:
 - Rail preservation
 - Possible Amtrak benefit – travel time savings

20. Charlottesville Connecting Track Upgrade

- ❑ Description: Upgrade connecting track in Charlottesville between Norfolk Southern and Buckingham Branch. Upgrade includes installation of approximately 225 ties, surfacing 1,500 feet of track and replacement of two epoxy joints. Would allow Amtrak to enter and exit the Buckingham Branch line at Charlottesville instead of Orange.
- ❑ Implementation schedule: In service – early 2006
- ❑ Issues identified:
 - Check on impact
 - Good concept
 - Need net gain in travel time – 10 minutes
 - Work on 5 year Benefit/Cost
 - Amtrak contribute to long term resolution?
 - Abandonment of signal system between Orange and Charlottesville

21. North Mountain Siding Upgrade

- ☐ Description: Put a siding on North Mountain (Augusta Co.) back in service to allow Amtrak, Buckingham Branch and CSXT trains to pass each other with less delay. Would install approximately 1500 ties, 250 tons of ballast, and a 24 ft. public road crossing in the North Mountain siding.
- ☐ Implementation schedule: In service – mid 2006
- ☐ Issues identified:
 - Rail preservation
 - Possible Amtrak benefit – travel time savings

22. VRE Gainesville-Haymarket Extension Feasibility Study

- ☐ Description: Would study the feasibility of extending VRE commuter rail service for 11 miles between the City of Manassas and Haymarket (Prince William Co.). Would use an existing freight railroad corridor owned by Norfolk Southern. An extensive rail line upgrade is required to make the line suitable for passenger service. The objective of the feasibility study is to narrow down costs, provide construction phasing, update ridership forecasts, identify potential environmental and ROW issues, and determine the potential impact of the extension on the existing VRE system.
- ☐ Implementation schedule: In service – end 2006
- ☐ Issues identified:
 - Study/PE
 - Good study – is NS included?
 - Must specify match

23. VRE Cherry Hill Station and Third Track

- ❑ Description: Would improve rail service in the 11.4 mile corridor between Powell's Creek and Arkendale (Prince William Co.) on the Fredericksburg VRE line. The four-year project is part of a larger multi-phased corridor improvement project and would include:
 - construction of a third track in the CSX right-of-way
 - design and construction of a new VRE station and slope stabilization at Cherry Hill
 - a public commuter parking structure to serve the station
 - a new highway grade separation (bridge) over CSX
- ❑ Implementation schedule: In service – early 2010
- ❑ Issues identified:
 - Need more detailed financial, cost sharing information
 - Protection of VA's contingent interest overall
 - CSX – 2nd track
 - Quantico Bridge – requirement needs to be revised

24. Relocate Commonwealth Railway to 164/I-664 Median

- ☐ Description: Would relocate the Commonwealth Railway (CWRV) main line away from densely populated areas to the secure 164 - I-664 corridor median. CWRV would make an in-kind contribution of its existing main line between Coast Guard Blvd. and I-664 through Portsmouth, Churchland, and Chesapeake. This median route was previously designed to accommodate a dual-track rail line serving the planned APM/Maersk and Craney Island marine terminals and has clearances and interstate bridge work in place.
- ☐ Implementation schedule: No schedule provided
- ☐ Issues identified:
 - Part of \$60M project
 - Question of R-O-W in Portsmouth
 - #2 VPA priority

25. Intermodal Improvements- Crewe to Suffolk

☐ Description: This project would:

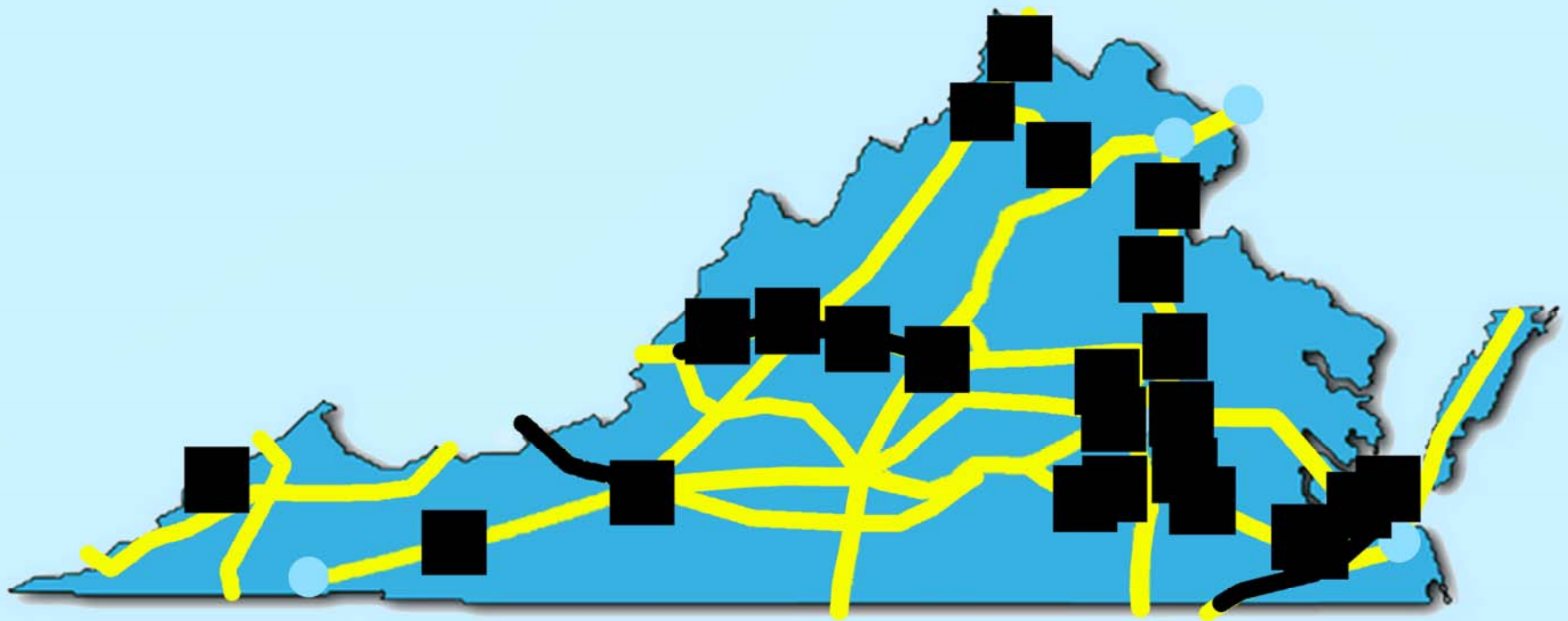
- improve the connection with Commonwealth Railway in Suffolk for daily train load movements of up to 120,000 containers annually in 2010
- establish a block swap yard in Crewe (Nottoway Co.)
- Add two tracks at the auto loading/unloading facility in Poe (Petersburg)
- Add one additional track and carload switching facility in Broadway Yard in Petersburg

☐ Implementation schedule: APM/Maersk Terminal open in mid-2007, rail material purchase in 2006, complete in mid-2007

☐ Issues Identified:

- Major benefit to town of Crewe
- Additive to Heartland Corridor
- #2 NS priority
- #7 VPA priority

Locations of 25 Applications



DRPT Suggested Projects (in addition to applications received)

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DRPT-1. VA/NC Passenger Rail EIS

- ❑ Description: This project would:
 - Complete the Tier II Environmental Impact Statement (EIS) for the segment of the Southeast High Speed Rail Corridor between Richmond Main Street Station and Raleigh, NC.
 - Address issues related to the potential connection of Hampton Roads passenger rail service to the Southeast High Speed Rail Corridor
 - Narrow down costs, provide construction phasing, update ridership forecasts, identify potential environmental and right-of-way issues, and determine the potential impact of the extension on the existing VRE system
- ❑ Implementation schedule: Study only- complete in FY2007
- ❑ Issues Identified:
 - Study- EIS
 - Match provided by North Carolina: cash and in-kind. Does code permit?

22 b. VRE Gainesville-Haymarket Extension

☐ Description: This project would:

- Construct the extension of VRE service for 11 miles between the City of Manassas and Haymarket (Prince William Co.). An extensive upgrade of the rail line is required to make it suitable for passenger service
- Construct the recommended improvements, including track upgrades, stations, parking and other related facilities identified through a feasibility study for which VRE has requested Rail Enhancement Funds

☐ Implementation schedule: In service- end 2006

☐ Issues Identified:

- Feasibility study will refine cost estimates and develop the implementation schedule
- A significant earmark of federal funds will be necessary
- Source and amount of private participation will be addressed in the feasibility study

Project Recommendations by Tier

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Tier I Projects Recommended for Funding

	Work effort to complete project
	Placed into active service

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Tracking Number	Application Project Name Listed in Receipt Order	Applicant	Funding Tier	YEAR					Total REF
				2006	2007	2008	2009	2010	
06-001	Heartland Corridor- Virginia Components	NS	Tier 1	7,500,000	7,500,000	7,350,000			22,350,000
06-002	Commonwealth Railway Line Purchase	CWRY	Tier 1	2,160,000	2,000,000				4,160,000
06-008	APM/Maersk Terminals Rail Yard Expansion	APMTVA	Tier 1	2,400,000	4,600,000	2,300,000			9,300,000
06-009	Suffolk Connection from CSX to Commonwealth Railway	CSX	Tier 1	3,417,300	740,700				4,158,000
06-010	Portsmouth Subdivision Height Clearances	CSX	Tier 1	1,566,600					1,566,600
06-012	North Acca Yard Switches	CSX	Tier 1	2,795,100					2,795,100
06-015 a	Richmond Port Passenger/ Freight Improvements	TDX	Tier 1	140,000					140,000
06-020	Charlottesville Connecting Track Upgrade	BBRR	Tier 1	21,000					21,000
06-022 a	VRE Gainesville-Haymarket Extension Feasibility Study	VRE/NS	Tier 1	700,000					700,000
06-023 a	VRE Cherry Hill Station & Third Track	VRE/CSX	Tier 1	1,750,000	750,000				2,500,000
06-025	Intermodal Improvements- Crewe to Suffolk	NS	Tier 1		1,987,020	2,241,980			4,229,000
DRPT-1	VA/NC Passenger Rail EIS	DRPT	Tier 1	750,000	750,000				1,500,000
	Subtotal for Tier I Projects			23,200,000	18,327,720	11,891,980			53,419,700
	Annual Revenue Estimates			23,200,000	23,700,000	24,200,000			71,100,000
	Percentage of Tier I Projects if Funded			100%	77.33%	49.14%			75.49%

Under revision with Rail Advisory Board

Tier II- Future Allocations to be Determined

Tracking Number	Application Project Name Listed in Receipt Order	Applicant	Funding Tier	YEAR					Total REF
				2006	2007	2008	2009	2010	
06-005	Andover Siding	NS	Tier 2		1,382,500				1,382,500
06-006	Prince George County Intermodal Facility	NS	Tier 2			3,500,000			3,500,000
06-007	Berryville Siding	NS	Tier 2		2,240,000				2,240,000
06-011	Fulton Yard Wye Track	CSX	Tier 2		1,737,400				1,737,400
06-013	Collier Yard Lead and Wye tracks	CSX	Tier 2		7,903,700				7,903,700
06-014	Milford Crossover Upgrades	CSX	Tier 2		3,670,100				3,670,100
06-015 b	Richmond Port Passenger/ Freight Improvements	TDX	Tier 2		3,950,888				3,950,888
06-022 b	VRE Gainesville-Haymarket Extension Feasibility Study	VRE/NS	Tier 2			20,000,000	20,000,000	20,000,000	60,000,000
06-023 b	VRE Cherry Hill Station & Third Track	VRE/CSX	Tier 2		17,622,000	15,492,000	14,586,000		47,700,000
06-024	Relocate Commonwealth Railway to 164/I-664 Median	CWRY	Tier 2			10,500,000	10,500,000		21,000,000
	Subtotal for Tier II Projects				38,506,588	49,492,000	45,086,000	20,000,000	153,084,588

 Work effort to complete project

 Placed into active service

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Tier III- Applications Received but not Considered

Tracking Number	Application Project Name Listed in Receipt Order	Applicant	Funding Tier	YEAR					Total REF
				2006	2007	2008	2009	2010	
06-003	Happy Creek Passenger Railway Station	PEG	Tier 3						9,650,000
06-004	Glade Spring Siding Extension	NS	Tier 3						1,732,500
06-016	Crane Siding Installation	BBRR	Tier 3						700,000
06-017	North Mountain Signal System Upgrade	BBRR	Tier 3						1,400,000
06-018	Doswell Diamond Replacement	BBRR	Tier 3						165,000
06-019	Rail Replacements on Afton Mountain	BBRR	Tier 3						525,000
06-021	North Mountain Siding Upgrade	BBRR	Tier 3						105,000
	Subtotal for Tier III Projects Not Considered								14,277,500

 Removed from this cycle

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Next Steps

- ❑ Nov. 30, 2005: DRPT will present final proposed projects to the RAB. RAB will recommend that DRPT seek approval from the CTB for a final set of projects.
- ❑ Dec. 15, 2005: DRPT will seek CTB approval of final set of projects.



Virginia Department of Rail and Public Transportation

The Smartest Distance Between Two Points

www.drpt.virginia.gov

info@drpt.virginia.gov

804-786-4440



www.drpt.virginia.gov