General Assembly Studies

Emily Stock, DRPT Rail Chief
Intercity Passenger Rail General Assembly Studies
Developed by DRPT in 2021

OVERVIEW

BEDFORD
Assess both total project costs and the incremental costs resulting from modelling conducted to assess any infrastructure or network costs needed to service a rail station in Bedford, Virginia.

BRISTOL
Assess both the total project costs and incremental costs resulting from the extension of intercity passenger rail to Bristol, Virginia.

COMMONWEALTH CORRIDOR
Assess the feasibility, desirability, and possibility of expanding intercity passenger rail service connecting the metropolitan areas from Hampton Roads through Richmond to the New River Valley.
Bedford Study
Background

DRPT Feasibility Study

Planning-Level Conceptual Design
Planning-Level Opinion of Probable Construction Costs
Traveler Survey
Ridership Analysis

Rail Traffic Controller Modeling

• Potential improvements to add Bedford stop for existing and proposed Roanoke service
• Evaluation does not constitute an offer or an agreement to permit the construction or institute new service
$11M (2025 dollars) construction cost of preferred Macon St. East station site (does not include property acquisition)

Operations modeling shows non-material new delay for NS freight operations with service included in study

<table>
<thead>
<tr>
<th></th>
<th>Bedford Riders</th>
<th>Total VA Riders</th>
<th>% of Total</th>
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</thead>
<tbody>
<tr>
<td>FY 18 VA Riders on Route 46 State-Supported Service</td>
<td>-</td>
<td>169,125</td>
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<tr>
<td>With Bedford Station - Incremental Riders</td>
<td>10,050</td>
<td>179,875</td>
<td>6%</td>
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<tr>
<td>With Bedford Station - Total Bedford Riders</td>
<td>12,650</td>
<td>179,875</td>
<td>7%</td>
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Bedford Study Next Steps

1. CRISI Planning Grant application submitted 11/29/21
2. Verify Categorical Exclusion NEPA Class of Action with FRA
3. Continued coordination with DRPT, VPRA, BFRRI, Amtrak, and NS
4. Amtrak Thruway Bus to serve Bedford in spring 2022
Bristol Study Background

- DRPT reviewed eight previous studies developed between 1996 and 2019 to understand methodology for ridership and cost estimates.
- The current study is an independent estimate built upon earlier work with updated service assumptions, cost information, and methodology considerations.
Bristol Study Considerations

• Potential for tunnel between Norfolk Southern’s Whitethorne District Christiansburg District.
• May be necessary, depending on NRV Station location decision.
Bristol Study Conclusions

**CAPITAL COSTS**
$0.54B (Blacksburg Branch Route) to $1.5B (Whitehorn District Route) YOE 2030

**O&M COSTS**
$5.0M to $5.6M per year (Service revenue could offset O&M cost by up to $0.5M to $0.7M per year)

**RIDERSHIP**
9,700 to 15,500 per year depending on model (Amtrak Incremental or Virginia Statewide Transportation Model-based)
Bristol Study Next Steps

Continue to work with localities & regional entities to determine number of stops between NRV & Bristol.

Coordinate with NS to understand potential freight impacts that will effect feasibility and cost.

Build upon FRA's SE Regional Rail Plan with potential route to link Southwest VA and TN.
Commonwealth Corridor Study Background

Statewide travel demand model identified popular submarkets and helped define route.
**Commonwealth Corridor Study Service Plan**

| SERVICE PLAN | Proposed service based on  
| | • Travel demand model ridership  
| | • Existing infrastructure & future upgrades  
| | • Existing & planned Amtrak service  
| | • Public outreach | Two daily round-trips between Newport News & NRV station in Christiansburg | Public survey indicated support for “one seat” end-to-end service in corridor |
Commonwealth Corridor Infrastructure Needs

- All segments of corridor have existing track
- Charlottesville-Doswell currently has no passenger service, will require significant upgrades
- Storage & servicing facilities may be necessary at either end of route
Commonwealth Corridor Study Conclusions

- Two daily round-trips between Newport News & Christiansburg
- 169,400 potential annual passengers
- Capital costs: $319M in 2021 $, $416.5M in 2030 $
- O&M costs: $27 million in 2019 $
January 10, 2022

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