

January 10, 2022

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



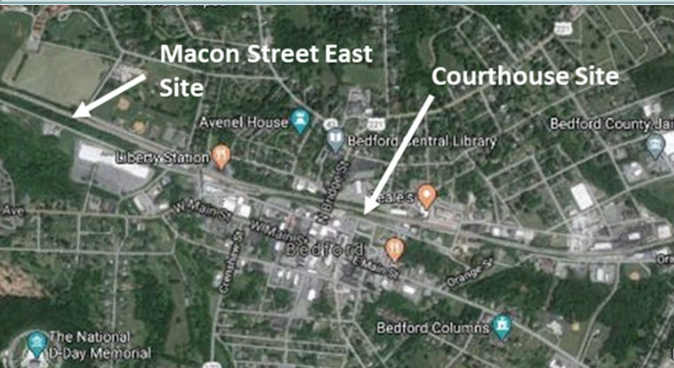
Bedford Study Conclusions

FEASIBILITY RESULTS

\$11M (2025 dollars) construction cost of preferred Macon St. East station site (does not include property acquisition)

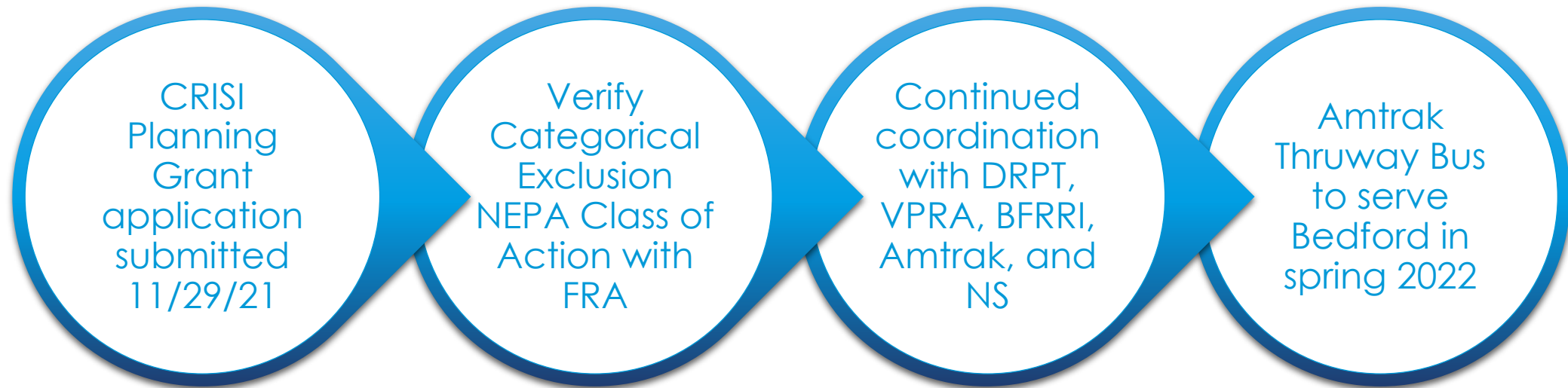
RTC RESULTS

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



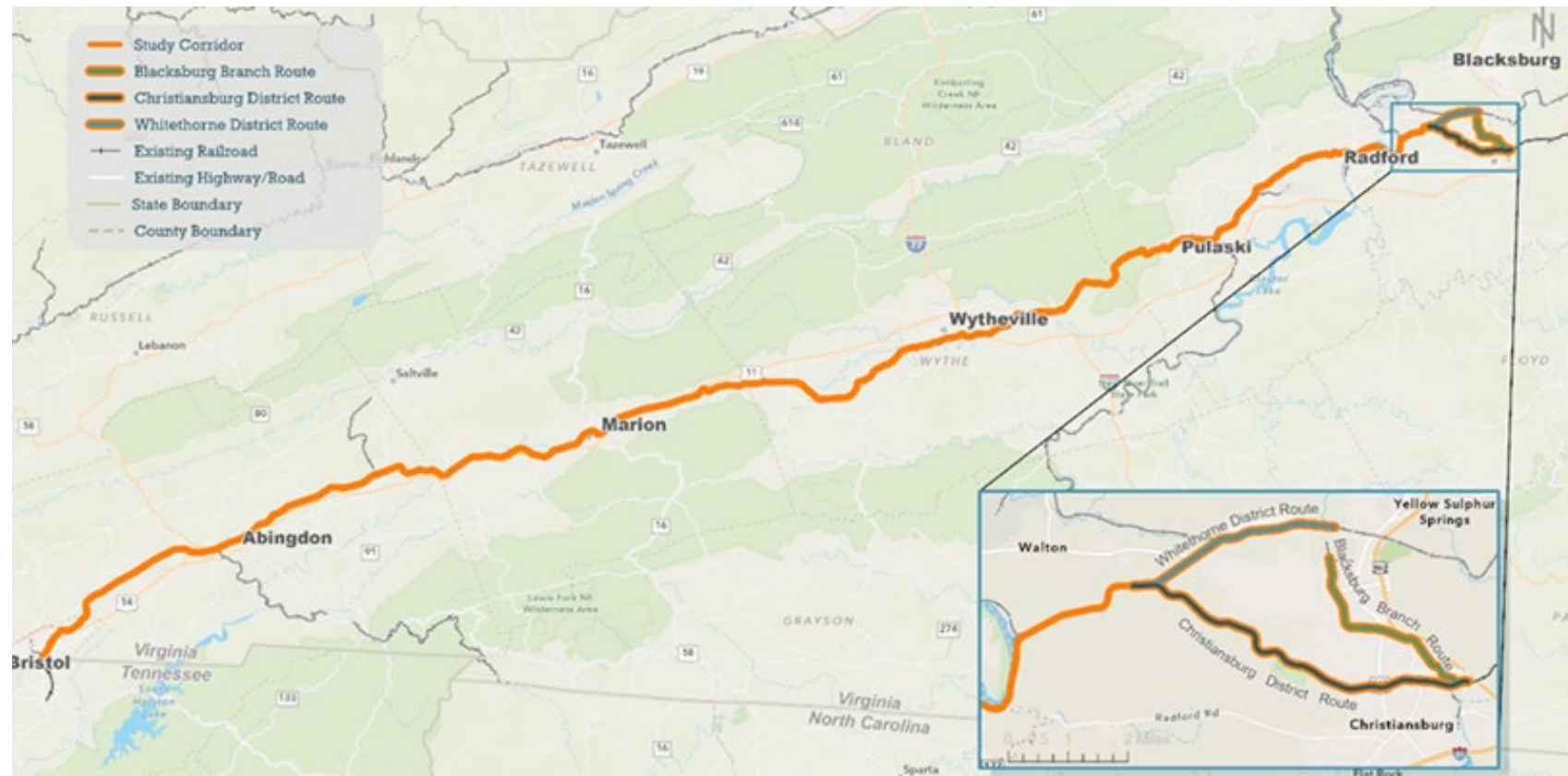
	Bedford Riders	Total VA Riders	% of Total
FY 18 VA Riders on Route 46 State-Supported Service	-	169,125	
With Bedford Station - Incremental Riders	10,050	179,875	6%
With Bedford Station - Total Bedford Riders	12,650	179,875	7%

Bedford Study Next Steps



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

Build upon
FRA's SE
Regional Rail
Plan with
potential route to
link Southwest
VA and TN



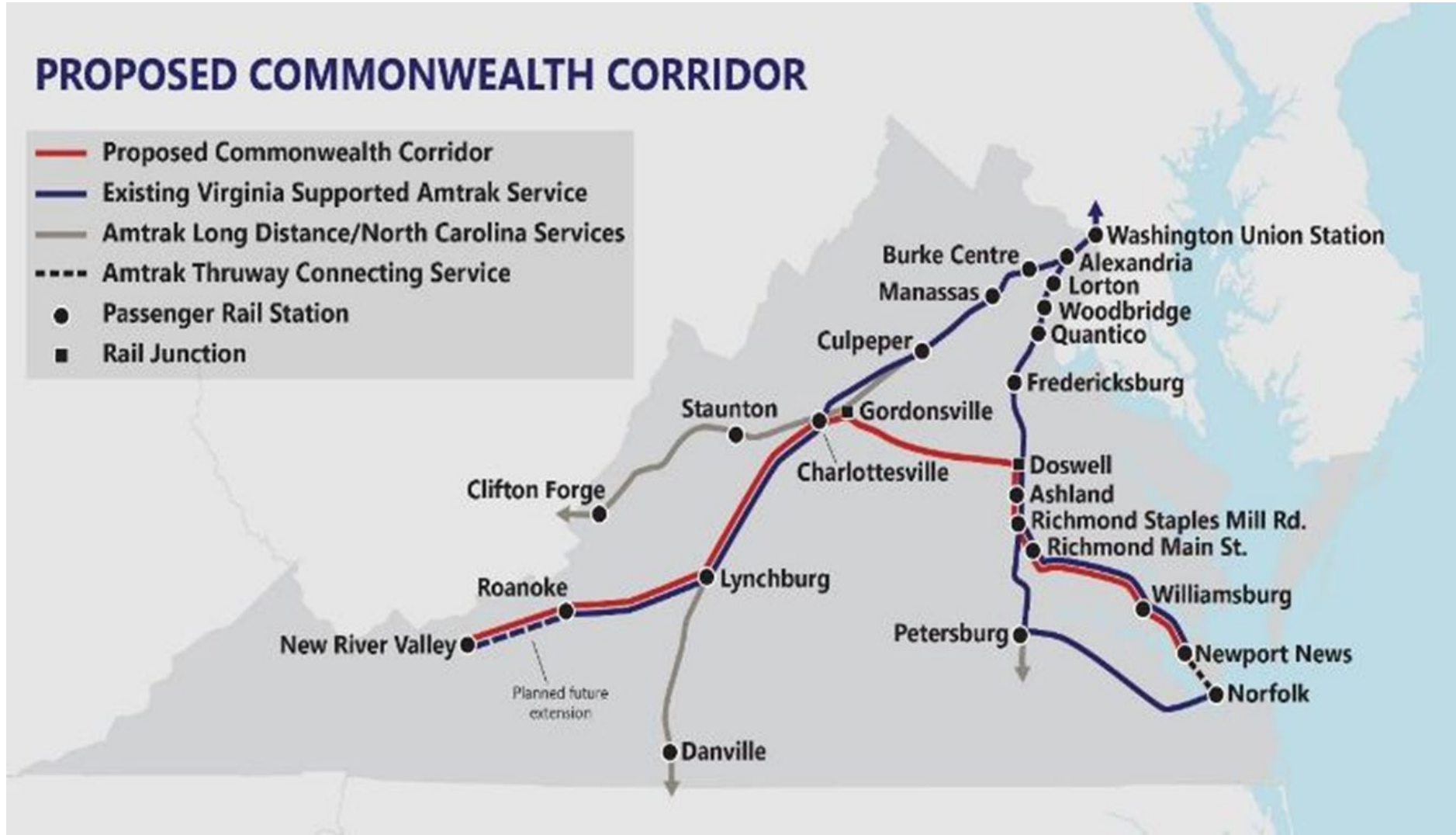
**FRA's 2020 SE
Regional Rail Plan**

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.

Commonwealth Corridor Study Background

Statewide travel demand model identified popular submarkets and helped define route



Commonwealth Corridor Study Service Plan

SERVICE PLAN

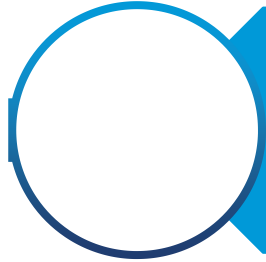
Proposed service based on

- Travel demand model ridership
- Existing infrastructure & future upgrades
- Existing & planned Amtrak service
- Public outreach

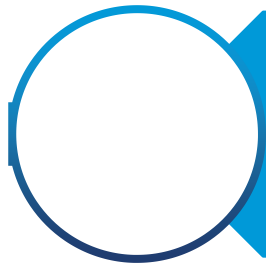
Two daily round-trips between Newport News & NRV station in Christiansburg

Public survey indicated support for “one seat” end-to-end service in corridor

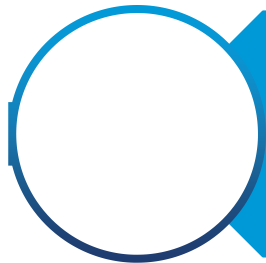
Commonwealth Corridor Infrastructure Needs



All segments of corridor have existing track

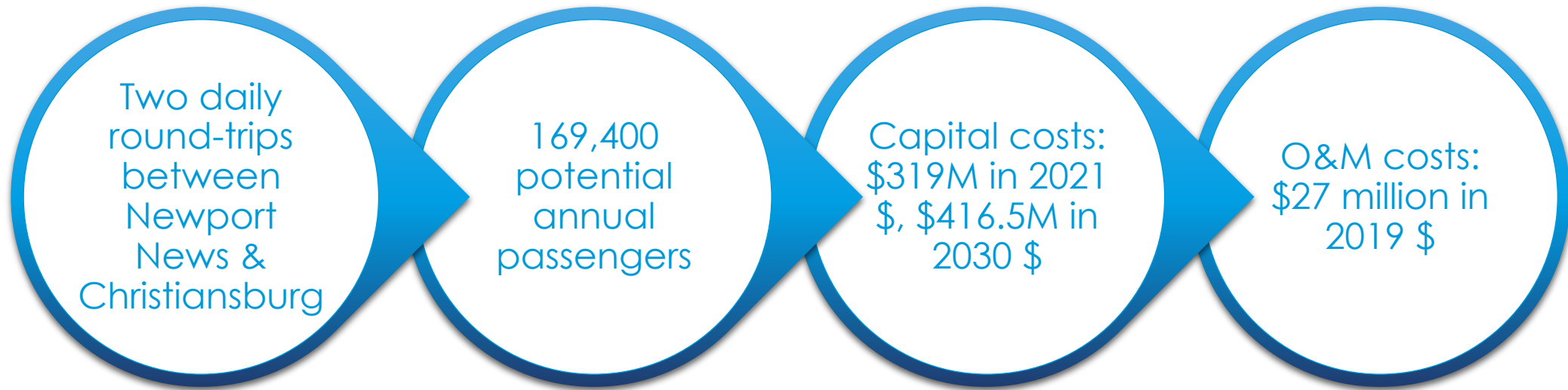


Charlottesville-Doswell currently has no passenger service, will require significant upgrades



Storage & servicing facilities may be necessary at either end of route

Commonwealth Corridor Study Conclusions



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