



WV State Rail Plan



PRESENTATION OUTLINE

- West Virginia State Rail Plan Overview
 - Plan Purpose and Process
 - Vision, Goals and Objectives
- Plan Process Findings
 - Profile of Rail System
 - Rail Benefits and Contributions
 - Rail Trends and Opportunities
- Next Steps



WHAT IS A STATE RAIL PLAN?

Specified by the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, a State Rail Plan:

- Establishes a passenger and freight rail vision for a state
- Educates the public
- Specifies long-term investment strategies
- Identifies benefits of improvements
- Meet requirements for future federal rail financial assistance eligibility.
- Provide guidance for future freight and passenger rail planning, investments, and activities.



PRIIA PLANNING PROCESS



- Conduct public outreach
- Develop consensus freight and passenger rail visions
- Describe Rail planning participants and roles
- Profile and analyze the existing freight and passenger rail systems
- Identify and analyze freight and high(er) speed passenger rail alternatives
- Identify and analyze public benefits of potential rail investments
- Develop short and long-term investment strategies and programs



PUBLIC OUTREACH APPROACH

- Interviews with railroads and rail users
- Surveys of MPOs and Economic Development Agencies
- Quarterly Steering Committee meetings
- Public meetings
- Posting of all Plan products and an opportunity to provide comments on SRP Website:

www.westvirginiarailplan.com



West Virginia DEPARTMENT OF TRANSPORTATION

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WV Statewide Rail Plan

The Statewide Rail Plan is the West Virginia's Department of Transportation's (WVDOT) plan for the future of freight and passenger service in the State. The Plan is an important first step in charting a direction for freight and passenger rail in the State for the next 20 - 30 years.

The planning process was initiated in June of 2012 and is expected to produce a Passenger Rail Investment and Improvement Act of 2008 (PRIIA) compliant plan by the summer of 2013. This plan will be a comprehensive look at West Virginia's rail freight and passenger systems. As part of the project plan visions and goals were developed by working with a steering committee which includes representatives from various agencies with a major vested interest in rail transportation and will include representation of all transportation modes, other agencies with major vested interest in transportation (WV Rail Authority, Metropolitan Planning Organizations (MPOs), private railroad companies, Amtrak, Regional Planning and Development Councils, etc.).

The State Rail Plan is required for WV to be eligible for existing and prospective federal rail financial assistance. To ensure that the study is as comprehensive as possible and is looking at issues that are important to transportation decision makers in West Virginia. This rounds of eight public meetings will be conducted during the plan development process.



PUBLIC OUTREACH APPROACH

- Conduct Rail Plan Stakeholder and Public Meetings Statewide



Winter 2012/2013 meetings

Elkins	Martinsburg
Fairmont	Ripley
Huntington	Wheeling
Lewisburg	Williamson

Summer 2013 Meetings

Beckley	Moorefield
Charleston	Morgantown
Charles Town	Parkersburg
Flatwoods	Weirton



WEST VIRGINIA RAIL VISION



A safe, efficient, modern passenger and freight railroad network that supports a thriving state economy by promoting an integrated intermodal transportation system.



WV RAIL PLANNING GOALS



- Preserve, protect, evaluate and improve as needed WV rail infrastructure and service to ensure its continued competitive position and economic contribution to WV citizens and businesses
- Promote rail safety
- Take a leadership role in rail planning and development



WV FREIGHT RAIL GOALS



- Increase emphasis on intermodal and energy-related activities by expanding service in these areas
- Balance the enhancement of WV's rail network with community and environmental stewardship and economic competitiveness
- Support increased movement of goods by rail



WV PASSENGER RAIL GOALS

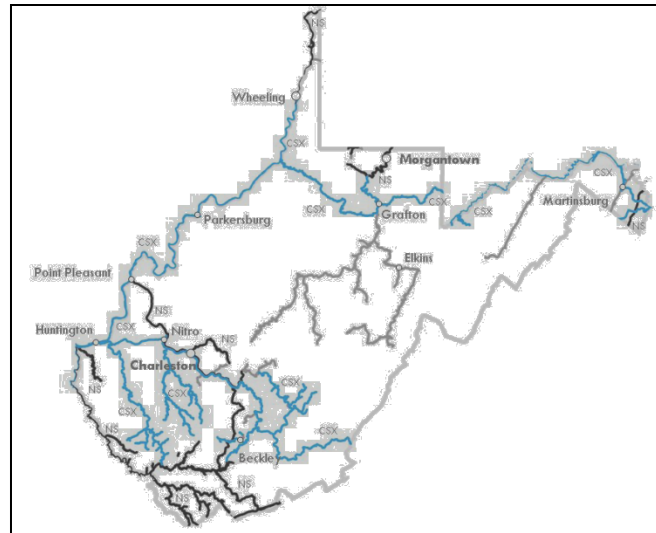


- Preserve, protect, evaluate and improve as needed intercity passenger rail service in the state
- Support rail-related tourism as part of an economic development program
- Preserve and support commuter rail service



WV RAIL FREIGHT NETWORK

- Approximately 2,300 Route Miles;
- NS and CSX Own 79% of Rail Miles; Balance Comprised of Local Railroads
- Coal Dominates WV Originating (94%) and Terminating (72%) Traffic



WV RAIL COMMODITY MOVEMENTS

■ Inbound

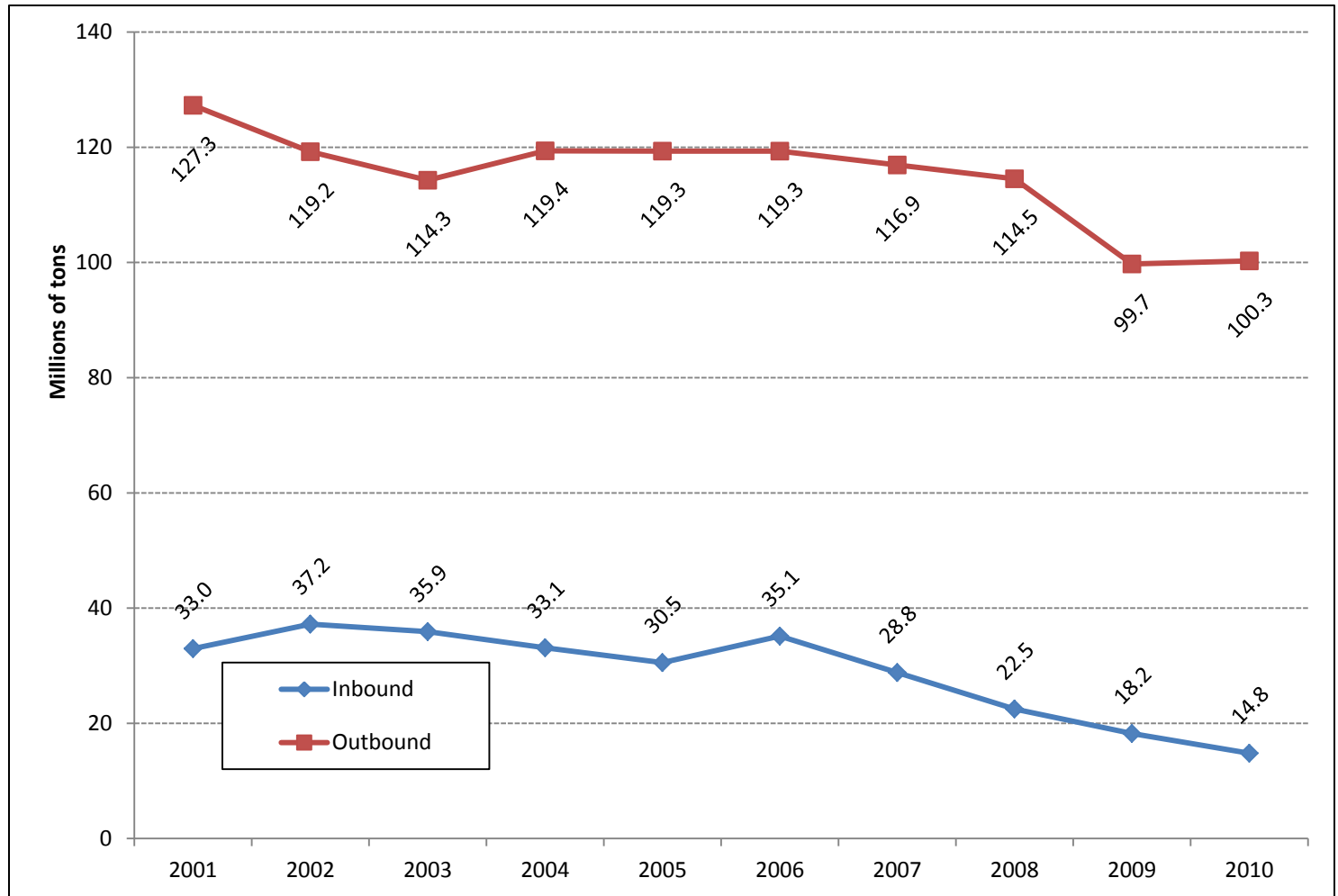
STCC	Description	Tonnage		Value (\$mil)	
		Amount	Percent	Amount	Percent
11	Coal	2,185,032	38.7%	\$36.1	13.6%
28	Chemicals or Allied Products	1,124,832	19.9%	\$86.1	32.5%
49	Hazardous Mats. or Substances	636,548	11.3%	\$64.1	24.2%
33	Primary Metal Products	577,336	10.2%	\$26.0	9.8%
14	Nonmetallic Minerals	322,828	5.7%	\$12.3	4.6%
29	Petroleum or Coal Products	263,092	4.7%	\$11.8	4.5%
26	Pulp, Paper or Allied Products	157,080	2.8%	\$11.2	4.2%
40	Waste or Scrap Materials	150,180	2.7%	\$4.9	1.9%
24	Lumber or Wood Products	81,072	1.4%	\$1.9	0.7%
32	Clay, Concrete, Glass or Stone	59,228	1.1%	\$3.8	1.4%
	Other	<u>81,634</u>	<u>1.4%</u>	\$6.6	2.5%
	TOTAL	5,638,862	100.0%	\$264.8	100.0%

■ Outbound

STCC	Description	Tonnage		Value (\$mil)	
		Amount	Percent	Amount	Percent
11	Coal	94,530,118	93.2%	\$3,064.1	92.7%
14	Nonmetallic Minerals	2,354,803	2.3%	\$23.2	0.7%
28	Chemicals or Allied Products	1,424,728	1.4%	\$74.2	2.2%
29	Petroleum or Coal Products	1,040,528	1.0%	\$45.9	1.4%
32	Clay, Concrete, Glass or Stone	800,656	0.8%	\$21.3	0.6%
49	Hazardous Mats or Substances	622,280	0.6%	\$48.2	1.5%
40	Waste or Scrap Materials	235,184	0.2%	\$8.2	0.2%
33	Primary Metal Products	140,560	0.1%	\$8.2	0.2%
26	Pulp, Paper or Allied Products	115,400	0.1%	\$5.7	0.2%
37	Transportation Equipment	50,028	0.0%	\$2.1	0.1%
	Other	<u>60,420</u>	<u>0.1%</u>	\$2.6	0.1%
	TOTAL	101,374,705	100.0%	\$3,303.7	100.0%



WEST VIRGINIA RAIL FREIGHT TREND (2001-2010)



WV RAIL TONNAGE PROJECTIONS



Direction	2010		2040		% Change	
	Tons (mil)	Share	Tons (mil)	Share	Total	AAGR
Inbound	8,308,604	7%	9,800,321	9%	18.0%	0.57%
Outbound	96,593,337	85%	95,107,411	83%	-1.5%	-0.05%
Intrastate	12,306,922	11%	9,110,236	8%	-26.0%	-1.03%
Through	<u>na</u>	<u>na</u>	<u>na</u>	<u>na</u>	na	na
Total	117,208,862	103%	114,017,968	100%	-2.7%	-0.10%

STCG	Description	Tonnage				Growth (2010-40)	
		2010	2020	2030	2040	Total	AAPG
15	Coal	106,853,992	102,526,358	100,020,718	101,053,851	-5%	-0.2%
19	Coal-N.E.C.	3,182,568	3,964,581	3,541,036	3,263,565	3%	0.1%
20	Basic Chemicals	2,678,774	3,036,541	3,383,070	3,657,591	37%	1.0%
22	Fertilizers	1,265,943	1,023,105	868,054	671,769	-47%	-2.1%
24	Plastics/Rubber	1,170,960	1,200,471	1,393,745	1,643,612	40%	1.1%
32	Base Metals	512,072	647,151	673,885	610,275	19%	0.6%
11	Natural Sands	278,944	359,145	416,569	503,273	80%	2.0%
41	Waste/Scrap	256,654	314,725	466,689	615,950	140%	3.0%
27	Newsprint/Paper	219,866	245,132	291,484	352,967	61%	1.6%
13	Nonmetallic Minerals	129,311	193,838	263,525	320,934	148%	3.1%
23	Chemical Prods.	126,362	168,925	252,127	377,097	198%	3.7%
	Other	<u>533,416</u>	<u>681,341</u>	<u>810,294</u>	<u>947,085</u>	78%	1.9%
	Total	117,208,862	114,361,312	112,381,197	114,017,968	-3%	-0.1%

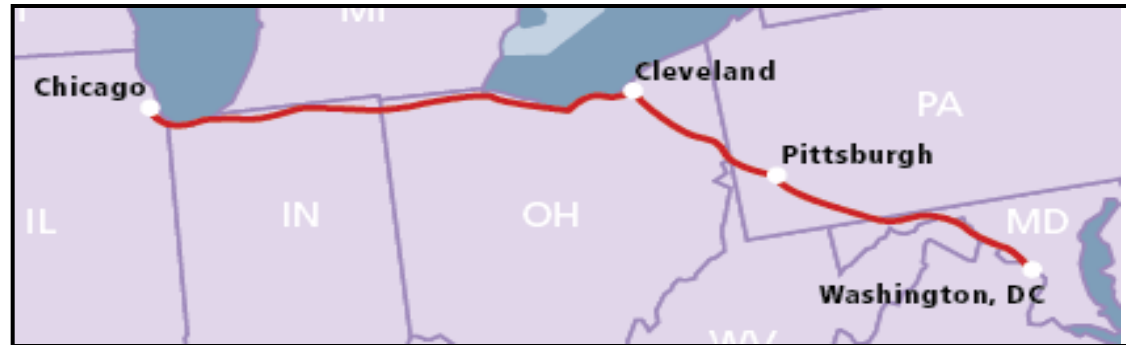
POTENTIAL FREIGHT GROWTH AREAS

- Intermodal
 - 3 Class I intermodal corridors pass through WV
 - CSXT National Gateway
 - NS Heartland and Crescent Corridors
 - Completion of NS Heartland facility at Prichard
 - Completion of Panama Canal widening
- Export Coal
- Oil and Gas Production
 - 30-50 rail carloads for each well pad
 - Trend away from pipeline to rail



EXISTING WV INTERCITY RAIL PASSENGER SERVICES

Amtrak Capitol Limited Route



Amtrak Cardinal Route



WEST VIRGINIA AMTRAK RIDERSHIP



	Station	FY 2010	FY 2011	FY 2012	
	Capitol Limited				
	Harpers Ferry	4,618	5,006	5,483	
	Martinsburg	6,986	7,734	8,641	
	Capitol Limited Total	11,604	12,740	14,124	
	Cardinal				
	Alderson	705	659	603	
	Charleston	9,507	9,783	9,799	
	Hinton	8,803	8,632	8,742	
	Huntington	11,345	11,721	11,743	
	Montgomery	936	473	580	
	Prince	3,364	3,197	3,125	
	Thurmond	230	254	264	
	White Sulphur Springs	4,654	6,056	5,985	
	Cardinal Total	39,544	40,775	40,841	
	Total WV	51,148	53,515	54,965	



AMTRAK SERVICE CHARACTERISTICS



Characteristic	Capitol Limited	Cardinal
Fare box ratio	44.1%	27.1%
Pass. mi./Train mi.	199	129
On-time performance (Goal 80%)	49%	39%
Overall Customer Service Score (Std. 82)	79	74



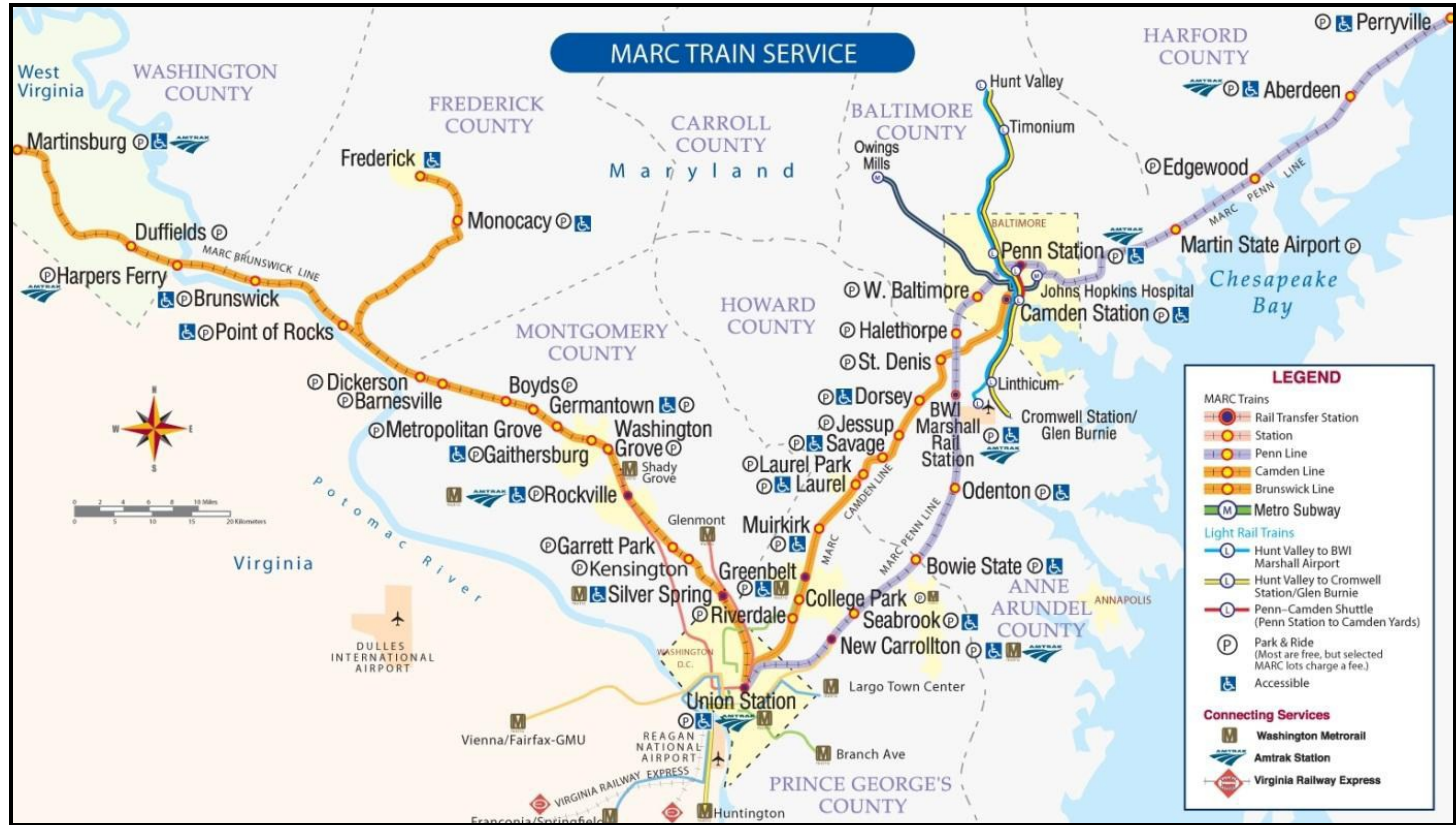
PROJECTED AMTRAK STATION RIDERSHIP IN WEST VIRGINIA



	Station	FY 2012	FY 2032	FY 2032 With Daily <i>Cardinal</i>
	<i>Capitol Limited</i>			
	Harpers Ferry	5,483	6,790	6,790
	Martinsburg	8,641	11,811	11,811
	<i>Capitol Limited</i> Total	14,124	18,601	18,601
	<i>Cardinal</i>			
	Alderson	603	593	1,163
	Charleston	9,799	9,489	18,598
	Hinton	8,742	8,500	16,660
	Huntington	11,743	11,504	22,549
	Montgomery	580	551	1,081
	Prince	3,125	3,044	5,966
	Thurmond	264	252	493
	White Sulphur Springs	5,985	6,102	11,960
	<i>Cardinal Total</i>	40,841	40,036	78,470
	Total WV	54,965	58,637	97,071



MARC SERVICE IN WEST VIRGINIA



MARC AVERAGE DAILY RIDERSHIP WV STATIONS



Station	2008	2009	2010	2011	2012
Martinsburg	223	190	194	208	190
Duffields	184	157	152	164	174
Harpers Ferry	140	125	98	117	99
TOTAL	547	472	444	489	463



MARC SERVICE PERFORMANCE

- 3 round trips daily
- No weekend service
- Limited parking at Martinsburg and Harpers Ferry
- On – time performance goal 95%
 - Actual OTP 83-85%



MARC INITIATIVES AND RIDERSHIP PROJECTIONS

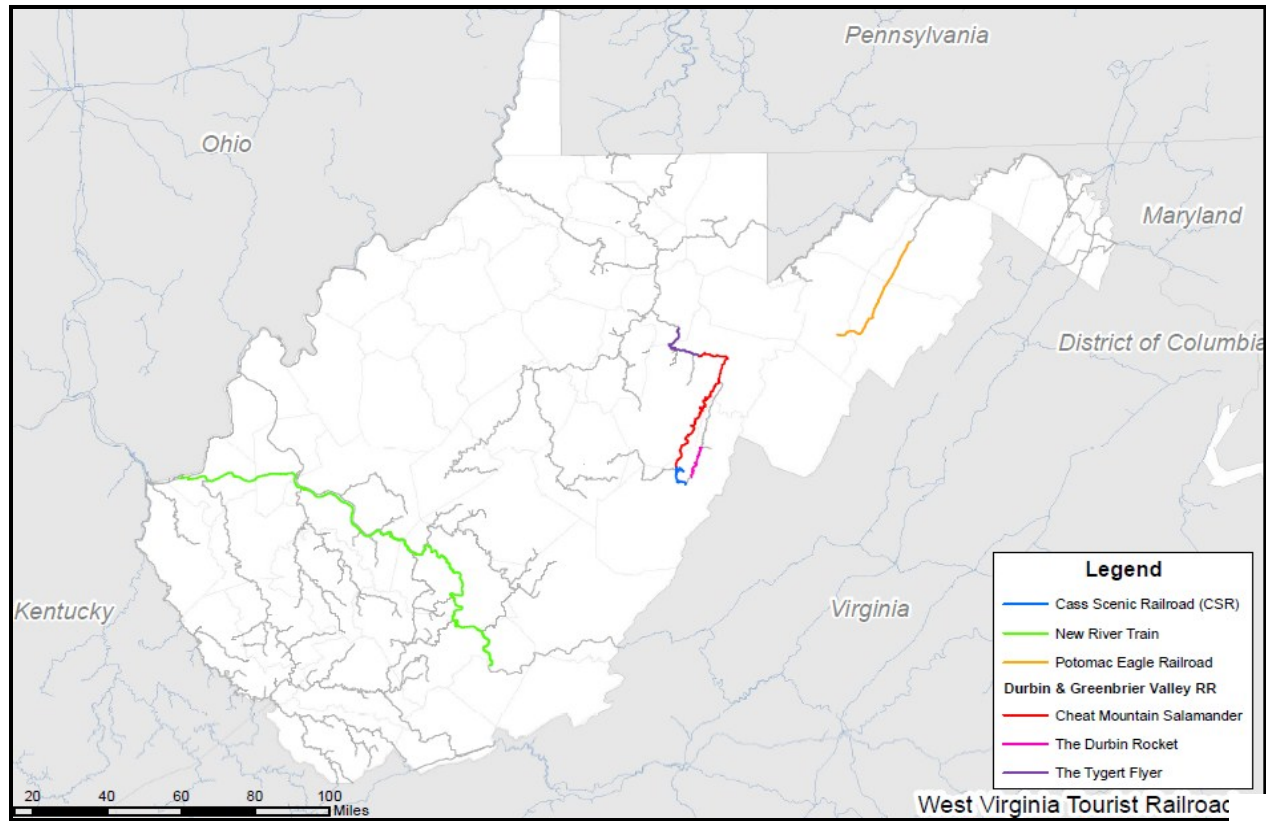


- One additional round trip added to schedule by 2015
- New passenger cars by November, 2013
- Estimated 2032 daily ridership – 891 (+92%) (based on 4 round trips)



WEST VIRGINIA TOURIST RAILROADS

- Four Rail Tourist Train operations contribute \$6-7 million in direct non-rail economic benefits annually



WV RAIL FREIGHT CONDITION & NEEDS



- Infrastructure Condition:
 - Limited capacity needs
 - No weight restrictions
 - Limited clearance restrictions
- Needs:
 - Diversify rail freight commodity base to protect essential freight corridors
 - Expand intermodal service and connections
 - Access to local industry and economic development sites; rail storage



WV RAIL FREIGHT INITIATIVES AND RECOMMENDATIONS

- Current Initiatives
 - Class I intermodal clearance programs
 - Class I strategic line and yard capacity improvements
 - SBVR and WVC bridge programs
 - SBVR locomotive program
- Recommendations
 - A dedicated public assistance program for railroads statewide, with priority for rail-related economic development opportunities
 - Increased planning/financial coordination with WVSPA and economic development agencies



WV RAIL PASSENGER NEEDS AND RECOMMENDED INITIATIVES

- Intercity Passenger - *Cardinal* Service
 - Needs
 - Improved cost recovery
 - Increased reliability
 - State of good repair for stations
 - Recommended Initiatives
 - Daily service
 - Increased promotion
 - Feeder service and special trains
 - Summit Bechtel Reserve
 - Multi-state coordination



RAIL PASSENGER NEEDS AND INITIATIVES



- Intercity Passenger – Capitol Limited Service
 - Needs:
 - Improved cost recovery
 - Increased reliability
 - State of good repair for stations
 - Recommended Initiatives
 - Feeder Service
 - Increased capacity



WEST VIRGINIA COMMUTER RAIL NEEDS AND INITIATIVES



- Long-Term partnership and strategy with MARC
 - Recent legislative initiative
 - Improved service levels and reliability
 - Station safety (ADA) and capacity improvements
 - Long-range capital contributions toward expansion



WV TOURIST RAILROAD NEEDS AND RECOMMENDATIONS

- Needs:
 - Preserve and expand economic benefits
 - Expand demographic base
 - Maintain state of good repair and volunteer/expertise
- Recommendations:
 - Coordinated marketing
 - New services, e.g. Polar Express
 - Promotions, e.g. rail camps
 - Expansion, e.g. Highland Adventure of Mountain and Rail Loop



WV RAIL FUNDING SOURCES

■ State

- State Budget Appropriations
 - Avg. \$2.0 million/yr.
- SRA – Special Revenue Fund
- SPA – Special Railroad and Intermodal Enhancement Fund
- EDA – Rail grants

■ Federal

- Highway Safety Improvement Program – Grade Crossing Program – Approx. \$3.0 million/yr.
- Various programs with limited eligibility
 - TIGER Grants, etc.



PROPOSED WV FUNDING SOURCES AND PRIORITIES

- Extend the WVSPA Special Railroad and Intermodal Fund with expanded eligibility:
 - Statewide railroad eligibility
 - Rail-related economic development access (spurs, storage facilities, etc.)
 - Improved rail intermodal linkages at ports
 - Strategic passenger investments (e.g., stations)
 - Strategic safety investments (e.g., grade separations)
- Support expanded federal rail programs
 - Increase rail emphasis and funding availability in future transportation legislation.



PUBLIC OUTREACH – KEY ISSUES



- Increased emphasis on safety
 - Increased grade crossing protection (gates, etc.)
 - Rail trespassing

- Increased analysis of commuter rail service
 - Short-term investments (station improvements, etc.) vs. Long-term plan (new, higher capacity station locations, expansion to west, etc.)

- Action plan for *Cardinal* service improvements
 - Capital project proposals
 - Need for coordination and establishment of minimum operating standards
 - Potential for Charleston-Huntington commuter service

NEXT STEPS



- Develop policies and planning Needs from recent round of outreach and Steering Committee input
- Develop short and long-term programs of rail projects
- Complete Draft Rail Plan, and provide a period of public review and comment
- Complete and submit Final Rail Plan to FRA

THANK YOU !

Questions/Comments?



Follow the progress of the Plan at:
www.westvirginiarailplan.com

