

Third Track Feasibility Study 2006

Senate Finance

Transportation Subcommittee

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I-95 Rail Corridor Proposed Future Strategic Approach

- Provide \$20 million to complete remaining VTA 2000 projects
- Conduct a comprehensive Alternatives Analysis
- Include:
 - Operational modeling
 - Review of alternative right-of-way
 - Determination of public and private benefits
- Conduct environmental review and preliminary engineering
- Develop realistic cost estimates by conducting 30% engineering
- Establish governance agreements
- Identify a dedicated source of funding for capital and operating

\$20 Million to Complete Remaining Projects Funded Through VTA 2000

- ❑ **L'Enfant Third Track:** build 1 mile of third track from the west portal of Virginia Ave tunnel in Washington, DC southward to increase capacity.
- ❑ **SRO-RO Third Track:** build 1 mile of third track between the south end of Long Bridge over the Potomac River to where the third track begins. Add a new crossover at Slater's Lane.
- ❑ **Franconia Third Track:** build 7 miles of third track between Alexandria and Fairfax County.
- ❑ **Fredericksburg Third Track:** upgrade a 3-mile controlled siding to mainline track conditions.
- ❑ **Additional Richmond Area Improvements:** upgrade signal and track between Staples Mill and Main St. Stations.

Importance of Completing VTA 2000 Projects

- ❑ Improve reliability and on-time performance
- ❑ MOU allows addition of 4 VRE and/or Amtrak trains upon completion of 6 projects
- ❑ Reduce travel time between Staples Mill Station and Main St. Station in Richmond

Phase	Projects	Trains Added
I	<ul style="list-style-type: none"> • AF Interlocking • Consolidation of dispatch functions 	<ul style="list-style-type: none"> • 1 experimental mid-day Mon – Thurs • 1 Regular mid-day Friday only
II	<ul style="list-style-type: none"> • Arkendale Crossovers • Elmont Crossovers 	<ul style="list-style-type: none"> • Phase 1 experimental Monday – Thursday Train becomes regular
III	<ul style="list-style-type: none"> • L’Enfant 3rd Main 	<ul style="list-style-type: none"> • 1 regular round trip Manassas Train
IV	<ul style="list-style-type: none"> • Slater’s Lane to RO 3rd Main, retiring SRO • Franconia 3rd Main • Completion of Quantico Bridge 	<ul style="list-style-type: none"> • 1 regular round trip Fredericksburg train
V	<ul style="list-style-type: none"> • Fredericksburg to HA 3rd Main 	<ul style="list-style-type: none"> • 1 regular round trip Fredericksburg train

Additional Funds for VTA 2000 Projects

- ❑ At this point, approximately \$20 million will be needed to supplement the \$65.7 million originally provided

- ❑ Costs have increased due to:
 - Lack of preliminary engineering for original estimates
 - Cost escalations
 - Project refinements

2006 General Assembly Directive

- ❑ Third Track Feasibility Study (HB 5012):
 - Analyze feasibility of a third track
 - Identify needed Right-of Way
 - Develop implementation plan based on optimal options, including schedules for each phase and project financing
 - Review legal and regulatory issues
 - Estimate cost of powering passenger trains by electricity for Third Track from Washington, DC to Richmond

Definition of the Third Track and Anticipated Operation

- Not constructed as completely separate track and not dedicated to passenger service only.
- Would be a mainline track along with two other mainline tracks in an integrated system.
- New track built on east or west side of existing track.
- Crossovers would be located at key locations.
- Both passenger and freight train access throughout the day.
- Facilitates bi-directional traffic if one track occupied or blocked, anticipated reduced delays for VRE.
- Would not eliminate CSX heat restriction policy that limits train speeds during hot days.

Assumptions for Minimum/Partial Construction Costs: Items Included

- Assumes construction of a nearly continuous third track along the entire corridor.
- Includes substantial improvements between Main Street and Staples Mill Road Stations in Richmond Terminal Area.
- Assumes that third track and Richmond improvements can largely fit within the existing CSX Right-of-Way.
- Includes contingency of 30% of overall project construction costs.

Assumptions for Minimum/Partial Construction Costs: Items Excluded (1)

- Third track through Ashland or Fredericksburg
- New bridge across the Potomac River
- Electrification in the corridor
- Hampton Roads service connection
- Detailed environmental impacts and mitigation
- Costs for ROW acquisition or access costs, liability, maintenance and other legal issues
- Analysis of alternative ROW outside CSX corridor
- Costs for utility relocation or assessment of affected utility easement agreements

Assumptions for Minimum/Partial Construction Costs: Items Excluded (2)

- No preliminary engineering plans, field surveys or analyses available to develop cost estimate.
- No escalation to year of expenditure dollars, costs are in 2006 dollars.
- No consideration of unavoidable additional costs for construction of phased individual segments.

2006 General Assembly Report

Summary of Key Findings

- ❑ Feasibility of 3rd Track could not be determined from a cost and funding perspective.
- ❑ Incomplete cost estimate does not include several significant cost drivers:
 - Cost escalations due to phasing and inflation
 - Cost of electrification (\$953 M minimum cost)
 - Purchase of right-of-way
 - Relocation of utilities
 - Route through Ashland or Fredericksburg
 - Potomac River bridge
- ❑ Total minimum/partial cost estimate:
 - Partial Third Track: \$612.2 million
 - Richmond Terminal: \$71.8 million
 - TOTAL: \$684.0 million – major exclusions could dramatically increase this estimate
- ❑ Costs calculated in 2006 dollars.



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