Transforming Rail in Virginia

RRTP O TAC Committee Meeting
December 8, 2020

Randy Selleck, Rail Planning & Environmental Manager
Department of Rail and Public Transportation
Virginia: at the Crossroads of the Mid-Atlantic Rail Network
Virginia’s Passenger Rail Network
I-95 Rail Corridor

- VA promotes multimodal solutions to moving people and goods efficiently through transportation corridors
- I-95 Corridor has some of the highest congestion for rail and roadways
  - Over $12B to add one lane NB/SB
- DRPT and VRE have worked collaboratively with CSX to improve rail capacity
- Increased Amtrak and VRE service has placed more demands on the entire rail network

<table>
<thead>
<tr>
<th>Daily Traffic in I-95 Corridor</th>
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<tbody>
<tr>
<td>CSX CARRIES APproximately</td>
</tr>
<tr>
<td>TONS OF FREIGHT</td>
</tr>
<tr>
<td>83,000</td>
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<tr>
<td>VRE CARRIES AP proximately</td>
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<tr>
<td>PEOPLE</td>
</tr>
<tr>
<td>18,000</td>
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<tr>
<td>TRUCKS CARRY AP proximately</td>
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<tr>
<td>TONS OF FREIGHT</td>
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<tr>
<td>271,000</td>
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<tr>
<td>CARS AND BUSES CARRY AP proximately</td>
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<tr>
<td>PEOPLE</td>
</tr>
<tr>
<td>350,000</td>
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<tr>
<td>METRORAIL CARRIES AP proximately</td>
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<tr>
<td>PEOPLE</td>
</tr>
<tr>
<td>90,000</td>
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<tr>
<td>AMTRAK CARRIES AP proximately</td>
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<tr>
<td>PEOPLE</td>
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<tr>
<td>4,500</td>
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Transforming Rail in Virginia

• Paradigm shift in rail transportation:
  • Own active railroad tracks and railroad ROW
  • Construct and maintain a growing rail network
  • Need innovative ways to finance and fund construction and grow passenger rail operations
  • Expand the Long Bridge
## Transforming Rail in Virginia

### 1. Right of Way/ Track Acquisition
- 350 miles of right of way
- 39 miles of track from Washington to Richmond
- Over 170 miles of track on the east-west Buckingham Branch corridor between Doswell and Clifton Forge
- 75 miles of abandoned track between Petersburg and Ridgeway, North Carolina

### 2. Infrastructure Upgrades
- Construction of a second Long Bridge and 4th track in the District of Columbia
- 4th track in Arlington and Alexandria
- 3rd track from Franconia to Lorton
- Franconia- Springfield Bypass
- Sidling at Potomac Creek, Woodford-Milford, Hanover, Neabsco, Creek-Woodbridge, Aquia Creek, and Crossroads

### 3. Additional Service
- Doubling of state sponsored Amtrak service with nearly hour service from Washington-Richmond
- An additional train to Norfolk and mid-day arrive and departure
- A new round-trip service to Newport News
- Increase VRE service by 75 percent along the Fredericksburg line
- Allows future ability to increase Roanoke Amtrak service and VRE Manassas line service
Long Bridge Expansion Project

- Estimated $1.9B project covering 1.5 mi corridor:
  - 2-track bridge over Potomac River
  - 4<sup>th</sup> track into Union Station
  - 5 additional bridges over GW Parkway, I-395, 1th Street, Washington Channel and Ohio Drive
- VA will own the passenger train bridge and tracks
New Amtrak Service Plan

6 additional round-trip trains extending the Northeast Corridor from DC to Richmond and Hampton Roads by 2030
New VRE Service Plan

- Additional Service in I-66 and I-95 Corridors
- 4 additional round-trip VRE trains on the Manassas Line
- 5 additional round-trip VRE trains on the Fredericksburg Line by 2030
- Includes late-night and weekend service
Economic Benefits to Virginia

- Expanded Long Bridge corridor results in:
  - Nearly $3 billion in direct construction impacts to VA
  - Direct outlay of $110.5 million generating $166.1 million to the regional economy
  - An additional $6 billion contribution annually to the DC Region by 2040 from rail commuters
  - Over $50 million in reduced employee turnover costs for employers in the Washington Region by 2040
  - $17 million in time savings annually for rail users and between $24-$59 million for road users by 2040

SOURCE: The Stephen S. Fuller Institute, The Schar School of Policy and Government, George Mason University
Current Status

• Record of Decision for Long Bridge project: September 3, 2020

• Petition to STB for “State of Maine” Finding: Decision expected December 15

• DRPT and CSX Negotiating Definitive Agreements

• DRPT and Amtrak Finalizing Funding Agreement

• VRE Operating and Funding Agreements

• Agreements to be assigned to VPRA in future

• Long Bridge Preliminary Engineering in Procurement
Virginia Passenger Rail Authority

- Given all powers necessary or convenient for carrying out its statutory purposes, including:
  - Grant others the privilege to design, build, finance, operate, and/or maintain rail facilities
  - Direct recipient of USDOT Grants
  - Eminent domain for construction or efficient operation of rail facilities
- Will partner with others to operate passenger and commuter rail service
- Will own all rail assets and right of way
- Governed by a 15 member Board
Future State Operations

<table>
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<tr>
<th>RAIL</th>
<th>Transit</th>
<th>Commuter Programs</th>
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<tbody>
<tr>
<td>Freight</td>
<td>Passenger</td>
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**Support Functions New to VPRA / Borrowed Initially from DRPT**

- Communications
- Administration
- Legal (AG)
- Finance / Procurement
- Human Resources

**Departments**

- Funding Administration
- Corridor Planning
- Statewide Planning
- Programming / SYIP
- Policy Setting
- Design / Construction
- ROW / 3rd Party
- Operations Oversight

TO VPRA: DRPT

NEW VPRA:
Future of Rail at DRPT

- Commonwealth Rail Fund
  - Freight rail program and statewide planning
  - Approximately $11M annually (pre-COVID estimate)

- Shortline Railway Preservation Fund
  - Up to $8M annually
    - Up to $4M: Commonwealth Rail Fund
    - $4M: Highway Construction Program

- Rail Industrial Access Program
  - Application-based program
DRPT is developing guidance and procedures

- Application based on:
  - Projected benefits
  - Project readiness
  - Concurrence with state priorities

- Project eligibility includes improvements to:
  - Railways
  - Railroad equipment
  - Rolling stock
  - Rights-of-way
  - Rail Facilities
  - Engineering and Design
  - Environmental
DRPT Planning Activities

• **Regional Planning**
  • Southeast Corridor Rail Commission
  • Southeast Rail Implementation Plan
  • Virginia/North Carolina Rail Compact

• **Statewide Planning**
  • FRA-Compliant Statewide Rail Plan
  • VTrans Steering Committee/Freight Element
  • Freight Advisory Committee
  • MPO Coordination
DRPT Planning Activities

• **Corridor Planning**
  - DC2RVA Service Development Plan Update
  - Commonwealth Corridor Study
  - I-81 Multimodal Component

• **Station Planning**
  - Staples Mill
  - Charlottesville
  - Bedford
  - Culpeper
Staples Mill Advanced Planning and Design

- Builds on DC2RVA effort: 10% conceptual design → 30% PE
- Designed for Transforming Rail in VA service (15 round trips/day), and 4 future trains to the southeast (total 19 round trips/day)
- DRPT/FRA worked closely with stakeholders Amtrak, CSXT, VDOT, GRTC, PlanRVA, and Henrico County since March
- Station and TOD concepts to be complete by Dec. 2020

- New multimodal street grid
- Bus transfer facility
- Two high-level platforms
- Private development space
- Pedestrian bridge over tracks
- Public use space/plaza

- New 35,000 sq. ft. building
- 450-space parking deck
Future Investments: Main Street Station Service

Improvements needed for 4 additional round trips for Main Street Station

- East End Storage Yard
- Expanded James River Bridge
- Hermitage Crossover
- West Platform Extension
- Track Improvements South of James River and to Acca Yard
Rail Connections to North Carolina

- Currently four daily round trip Amtrak trains to North Carolina
- Best travel time from Staples Mill Station to Raleigh is 3 hours, 36 minutes

Long Term Plans* to:

- Double the number of trains to NC from 4 round trips to 8 round trips
- Reduce the Richmond to Raleigh travel time by over 80 minutes
- Add NC service to Main Street Station in downtown Richmond
- ROD for Richmond to Raleigh study recommended rerouting trains to CSXT’s inactive S-line

* Subject to future funding availability
Questions?

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