

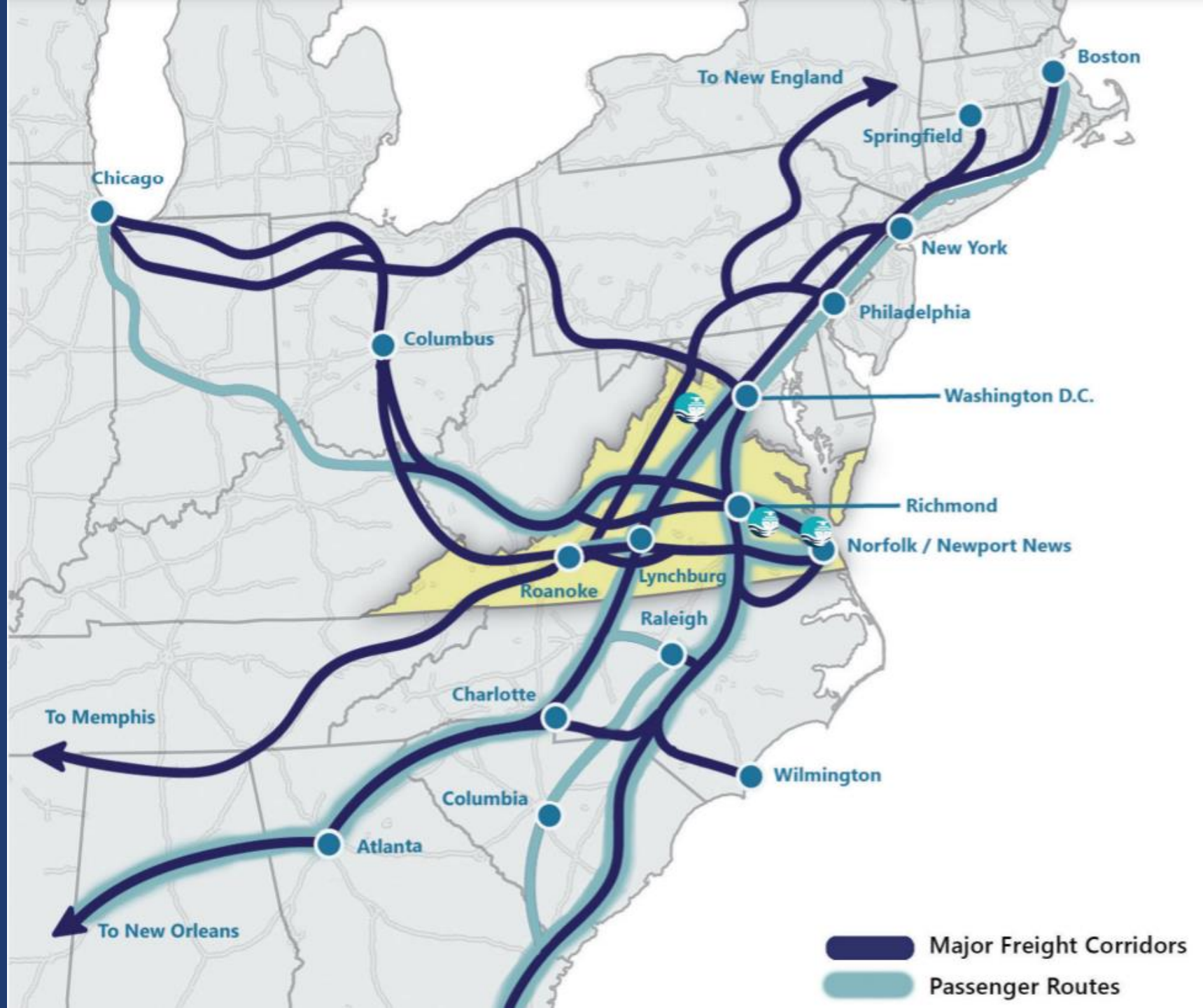
# Virginia Passenger Rail Authority

Katherine Youngbluth, Director of Planning, VPRA

January 2022



# Virginia: Rail Epicenter of the East





# Virginia Passenger Rail Network

## PASSENGER ROUTES



### Virginia State-Supported Services

- Washington-Lynchburg (Route 46)
- Washington-Newport News (Route 47)
- Washington-Richmond (Route 51)
- Washington-Norfolk (Route 50)

### Host Railroads

- CSX - CSX Transportation
- NS - Norfolk Southern
- BBRR - Buckingham Branch

● Passenger Station

### Other Rail Services

- Other Amtrak State-Supported (Carolinian)
- Amtrak Long-Distance
- VRE Commuter Rail System
- Thruway Bus

# Commitment to Rail Funding in Virginia

**1987: Rail Industrial Access Fund Created**

**1992: DRPT Created; Independent and Autonomous from VDOT**

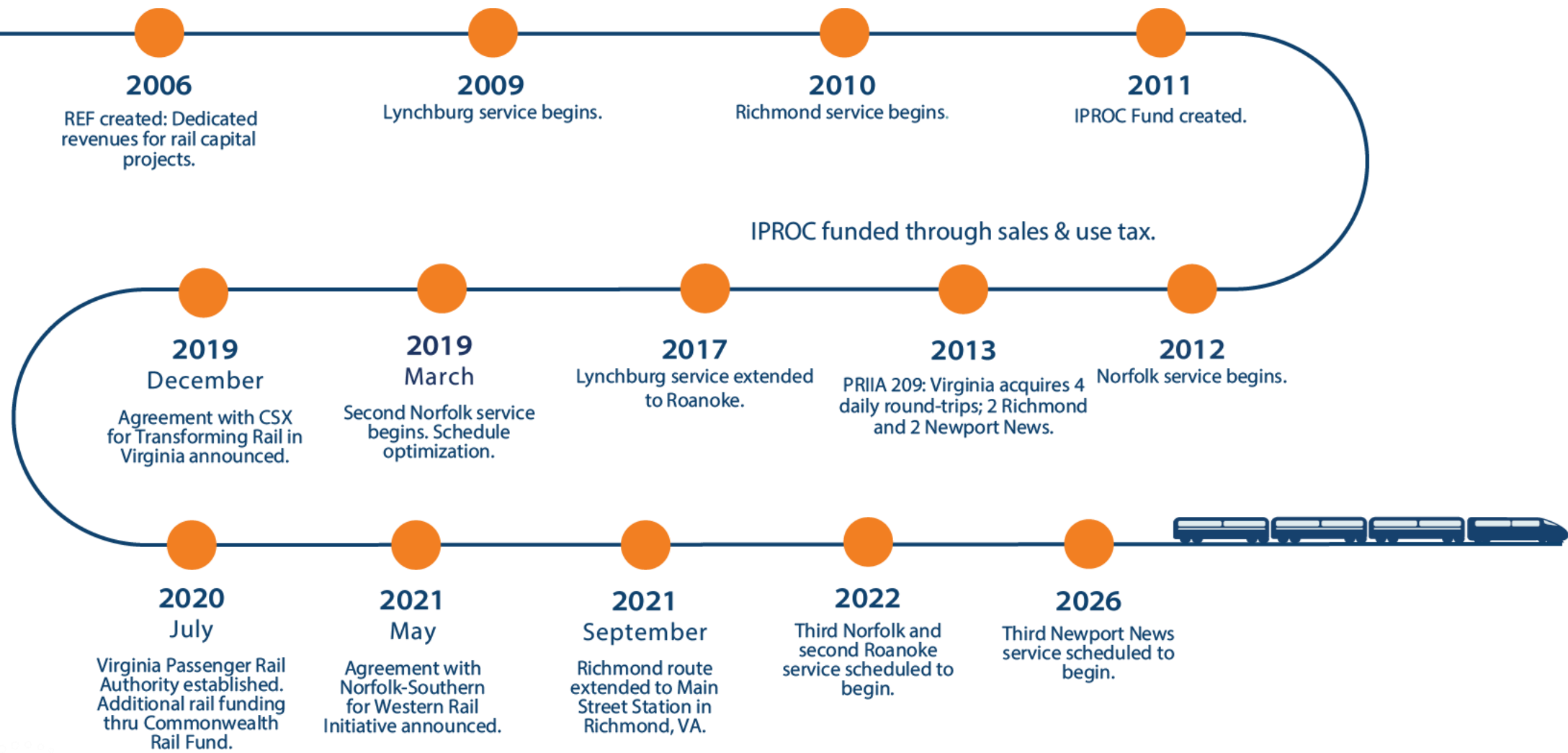
**2003: Rail Enhancement Fund Created**

**2006: Shortline Railway Preservation Fund Created**

**2009: Virginia Funds Intercity Passenger Rail Services due to Congressional Legislation (PRIIA)**

**2013: Intercity Passenger Rail Operating and Capital Fund Created**

**2020: VPRA Created, consolidation of funds into Commonwealth Rail Fund**



# Today's Constraints

- **Virginia's interstate congestion is growing at unsustainable pace**
  - I-95 from Fairfax County to Fredericksburg is the most congested stretch of highway in the U.S.
  - Vehicle miles traveled forecasted to reach 100 billion by 2040 (15% increase)
- **Cost of adding one lane to I-95 between I-495 and Thornburg: \$12.6 Billion**
  - Within 10 years, congestion would be worse than today's conditions
- **Currently, Passenger Rail cannot grow due to bottleneck between Virginia and DC**
  - Long Bridge over the Potomac River is at 98% capacity during peak hours
- **Port of Virginia is increasing capacity by 40%, however, rail will need to move 45% of freight by 2040 (up from 34% today)**
- **Highway capacity limited but rail capacity available if win-win agreement could be struck with freight railroads**





# Freight Railroad Agreements

December 19, 2019

Virginia, CSX, Amtrak, and VRE announce landmark rail initiative, with end goal to separate freight and passenger service.

March 30, 2021

Virginia, Amtrak, VRE, CSX & US DOT Secretary Buttigieg announced the signing of the Definitive Agreements.

May 5, 2021

Agreement with NS to expand to New River Valley announced.



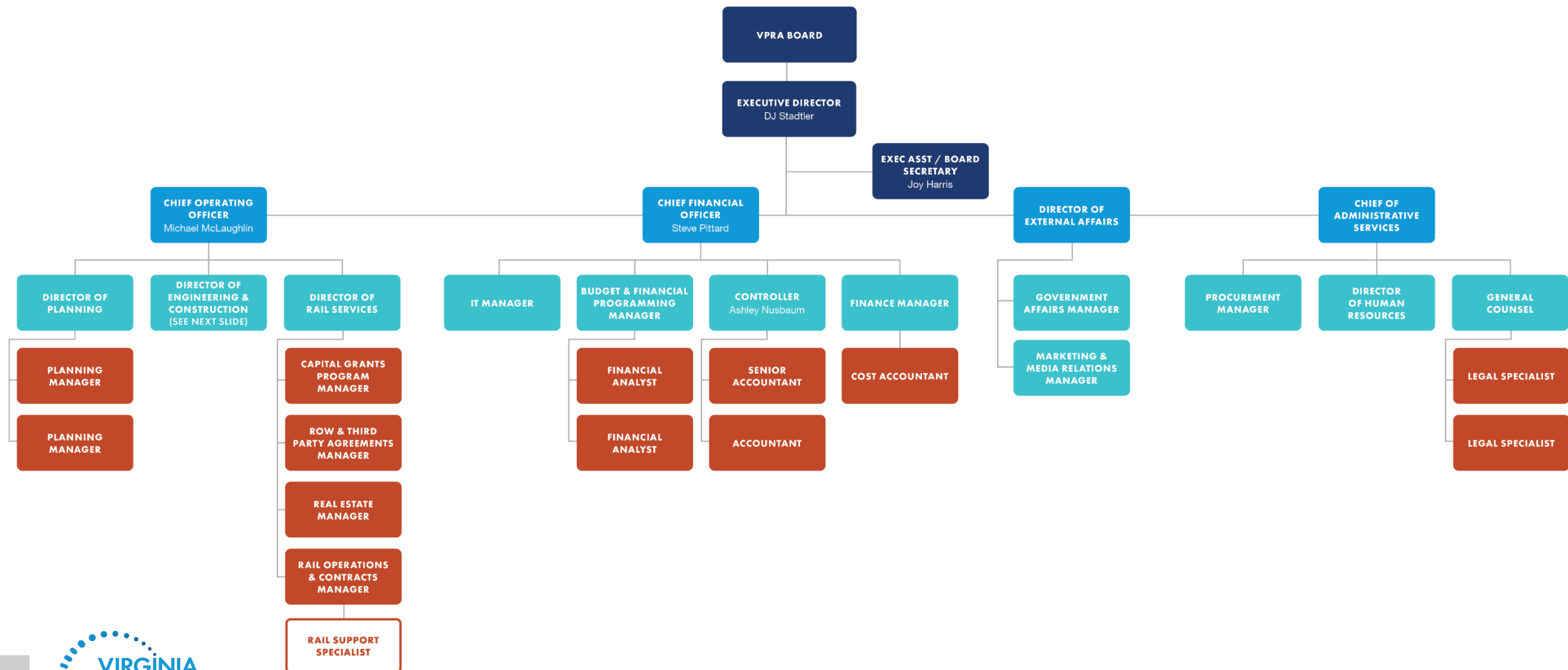
# Virginia Passenger Rail Authority

- Created by 2020 General Assembly
- Given all powers necessary for carrying out its statutory purposes:
  - Design, build, finance, and maintain rail facilities
  - Direct recipient of USDOT Grants
  - Eminent domain powers
- Will own all rail assets and right of way
- Will partner with others to operate passenger and commuter rail service
- Governed by a 15-Member Board





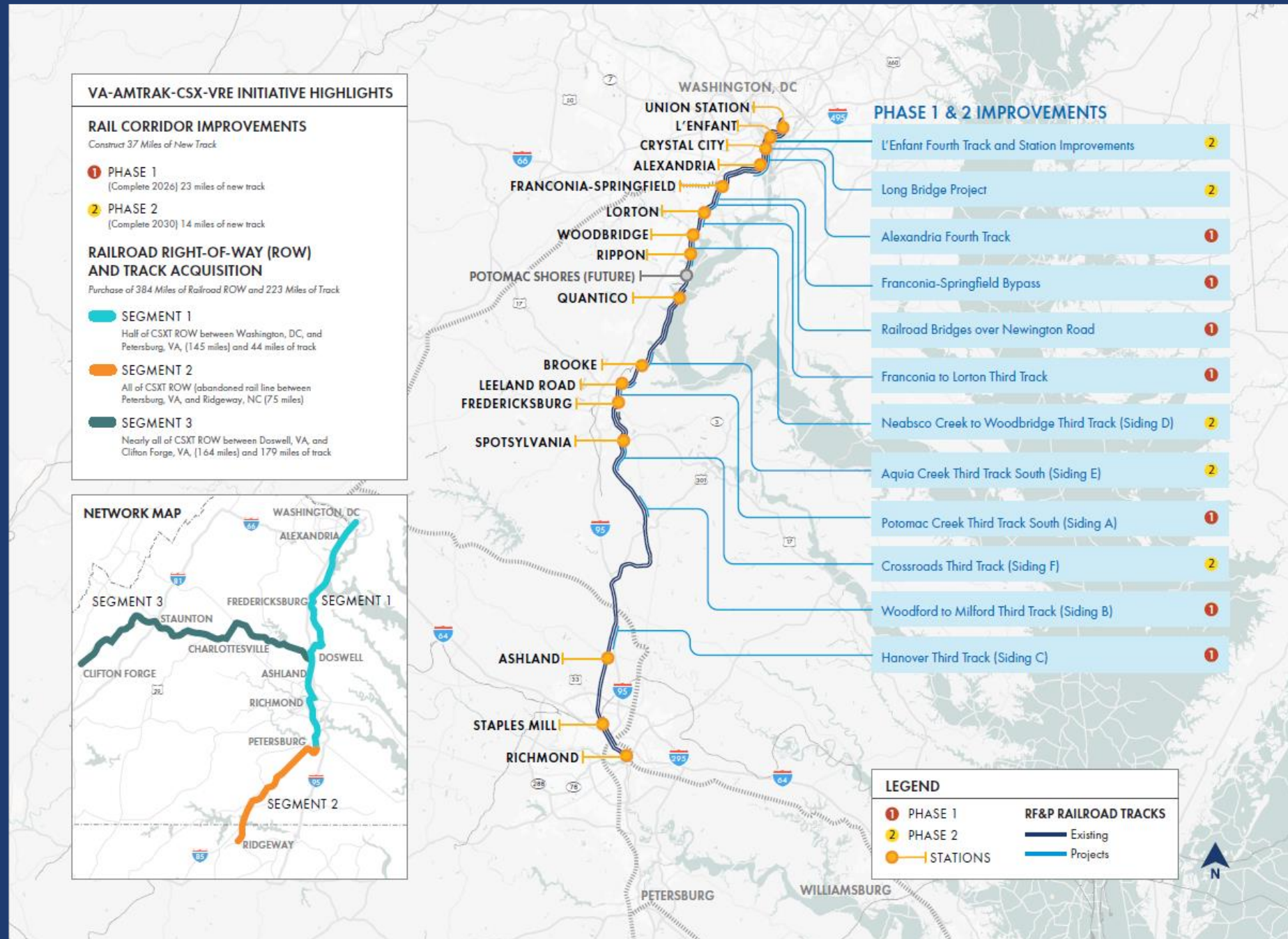
# VPRA Organization



# Rail Projects and Service

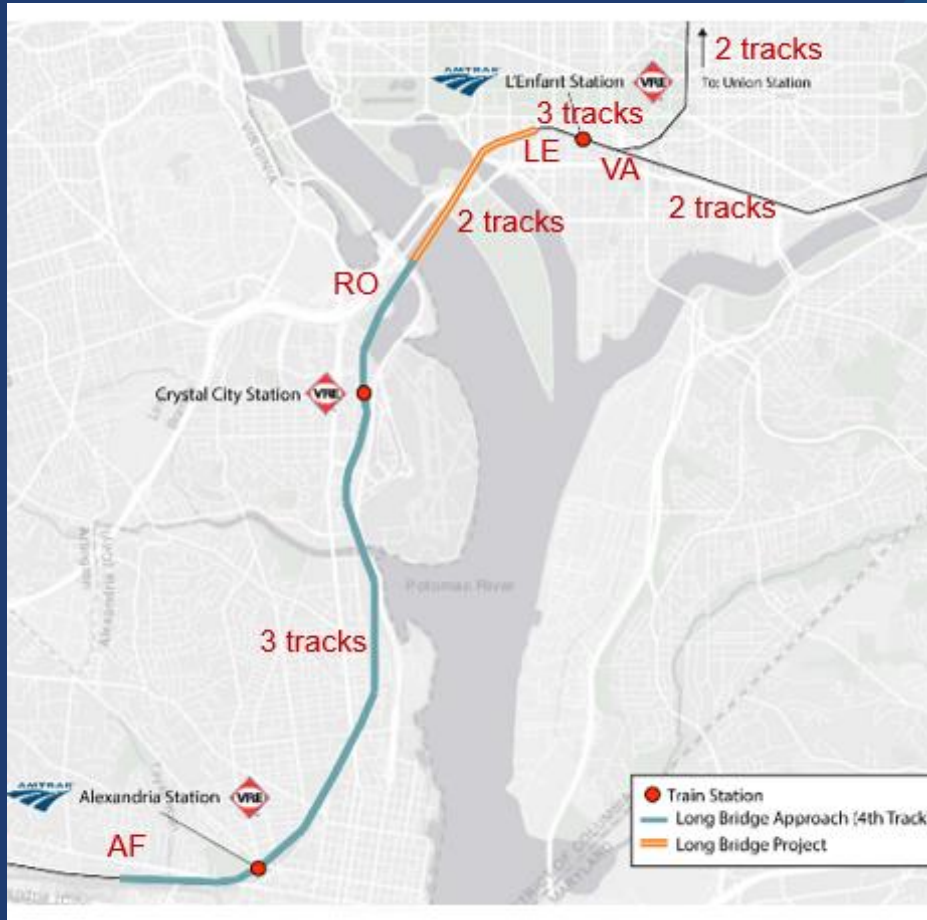
# CSX Agreement

- Includes acquisition and infrastructure.
- Virginia is purchasing half of the DC to Petersburg right of way, which will allow Virginia to construct a dedicated 2-track passenger corridor.
- Full acquisition of the Buckingham Branch from Doswell to Clifton Forge.
- Acquisition of CSX property along the abandoned S-Line from Petersburg to NC.





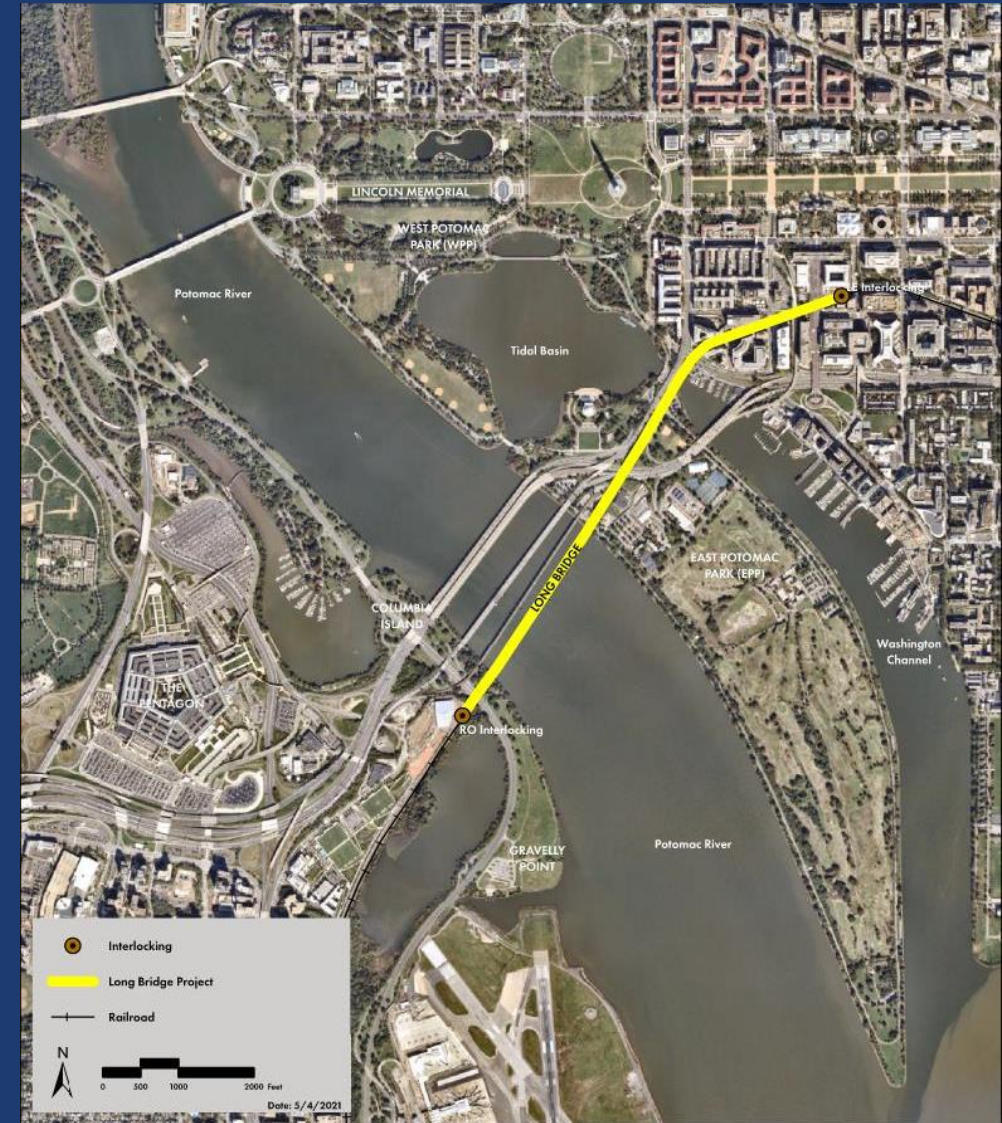
# Long Bridge Area Overview



← L'Enfant 4<sup>th</sup> Track  
(LE to VA) (2028)  
(3 to 4 tracks)

Long Bridge  
(RO to LE) (2030)  
(2 to 4 tracks) →

← Alexandria 4<sup>th</sup> Track  
(AF to RO) (2026)  
(3 to 4 tracks)





# Long Bridge

EIS Phase  
2017-2020

**PE Phase**  
**2021-2023**

Final Design  
2023-TBD

Construction  
TBD-2030



## **Focus Areas** – RO Interlocking to LE Interlocking

1. RO interlocking to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings
4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to LE

# New Service Corresponds with Construction

- 4 new VRE Roundtrips by the end of Phase 1 and 2 additional new VRE Roundtrips by the end of Phase 2 **increases VRE Service by 75% along the Fredericksburg Line.**
- Provides Virginia with control and guaranteed VRE / Amtrak service.
- **Doubles state-supported Amtrak from 6 to 12**, with nearly hourly service from DC to Richmond.
- Allows future ability to increase Roanoke Amtrak service and VRE Manassas Line.





# Service Planning Parameters

## Routes must connect to Northeast Corridor

- The Virginia-Amtrak Partnership Funding Agreement requires that Virginia services connect to cities such as Philadelphia, New York, and Boston.

## Phases I & II Schedule Adjustments

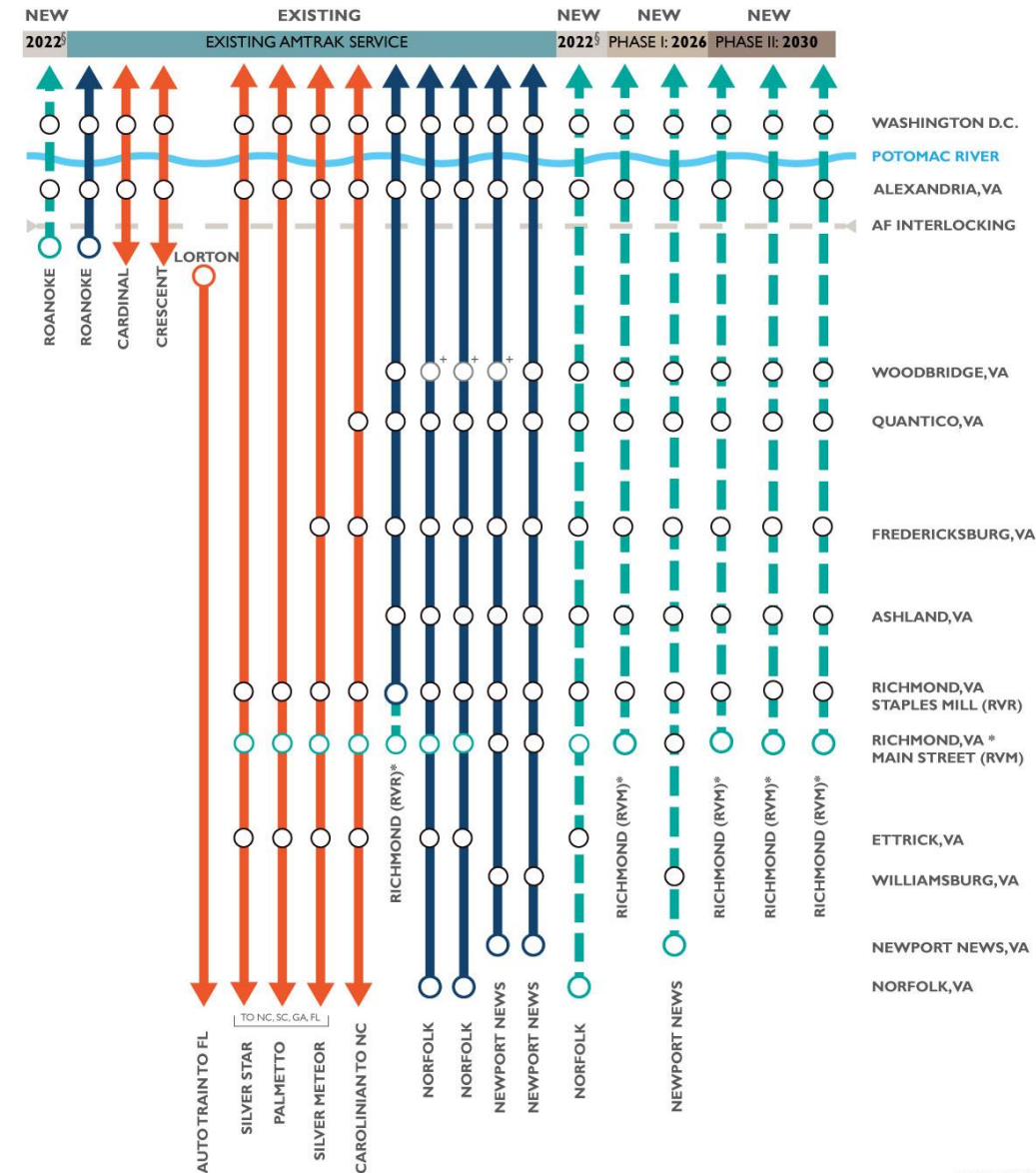
- Amtrak schedules along the east coast will likely change by 2026 and 2030, so future schedules are not set in stone.

## Other Factors

- Equipment turns or overnight layover location
- Equipment Availability
- Existing Amtrak, VRE, and NEC Schedules



## PROPOSED VIRGINIA PASSENGER RAIL SERVICE PLAN



### AMTRAK ROUTES IN VIRGINIA, EXISTING AND PROPOSED

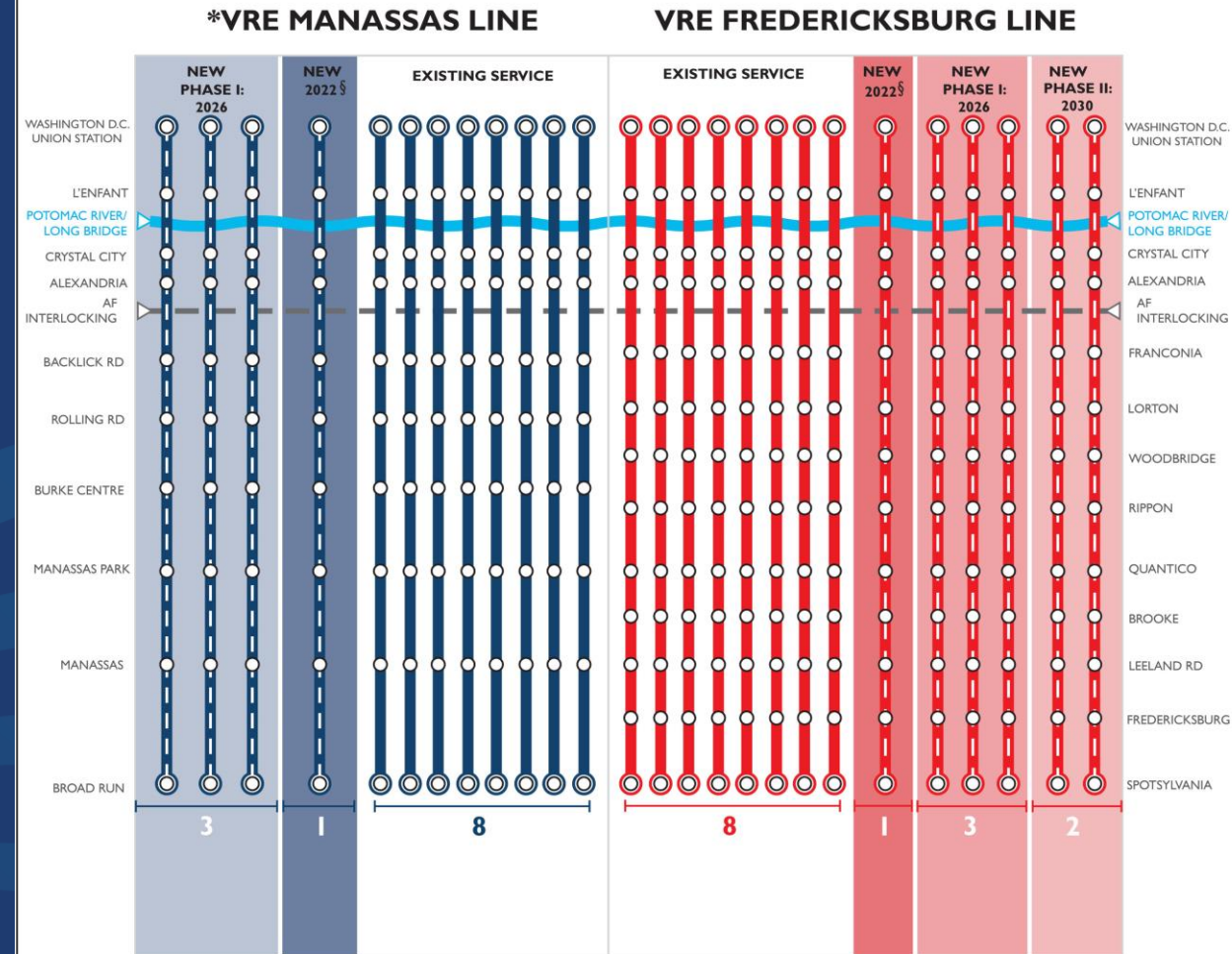
- NOTE:**
1. EACH LINE SEGMENT REPRESENTS A ROUND TRIP
  2. SCHEDULE TIME FOR ALL AMTRAK SERVICE MAY BE RESET TO ACHIEVE NEARLY HOURLY SERVICE
  3. \* SERVICE EXTENSION TO MAIN STREET STATION IN SEPTEMBER 2021
  4. + LIMITED SERVICE TO WOODBRIDGE STATION, CHECK AMTRAK TRAIN SCHEDULE FOR DETAILS
  5. § SERVICE TO BE OPERATIONAL IN YEARS 2021 & 2022 IS CONTINGENT ON ONGOING NEGOTIATIONS WITH STAKEHOLDERS



# VRE Service Increases 75% on Fredericksburg Line

- Future Virginia Railway Express (VRE) Service also includes first late night and weekend service.
  - Service on the Manassas Line is contingent on agreement with Norfolk Southern

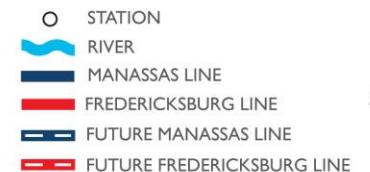
## VIRGINIA - CSX RAIL PROPOSAL PROPOSED VRE COMMUTER RAIL SERVICE PLAN



### EXISTING AND PROPOSED VIRGINIA RAILWAY EXPRESS (VRE) SERVICE IN VIRGINIA

#### NOTE:

1. \* Subject to agreement with Norfolk Southern
2. Each line segment represents a round trip
3. § Service to be operational in year 2022 is contingent on ongoing negotiations with stakeholders



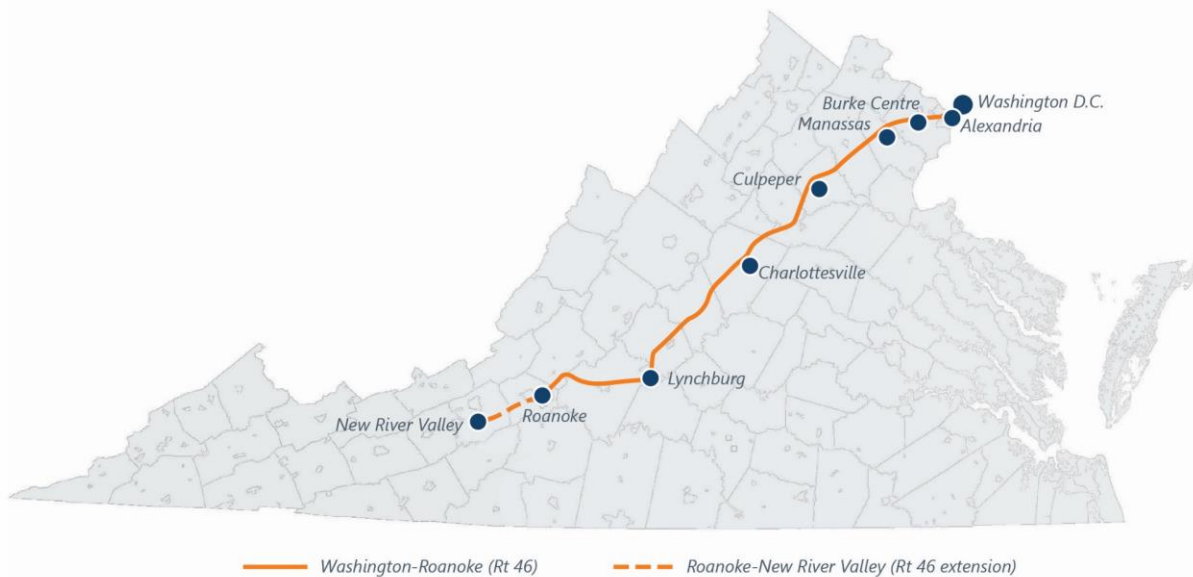
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# Norfolk Southern Agreement: Roanoke Route Background

- Amtrak Regional daily service began in October 2009 with one round trip between Lynchburg and Boston - annual ridership forecast of 33,100
- Service more than tripled the ridership forecast in the first full year
- Service expanded to Roanoke in November 2017
- Route carried over 220,000 passengers in 2019



- Term Sheet signed in April, 2021 with NS will allow a second Roanoke train and an extension to the New River Valley once certain infrastructure projects are complete.
- Virginia purchasing 28 miles of the Virginian Line from Norfolk Southern



# Improvements: Manassas to the New River Valley

- Over \$200M worth of capital improvements
- 80,000 net new riders estimated in first year after the extension to the New River Valley
- Passenger Service to the New River Valley for the first time since 1979





# Questions?

Katherine Youngbluth, Director of Planning  
Virginia Passenger Rail Authority

