Virginia Passenger Rail Authority

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Virginia: Rail Epicenter of the East
Virginia Passenger Rail Network
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
2006
REF created: Dedicated revenues for rail capital projects.

2009
Lynchburg service begins.

2010
Richmond service begins.

2011
IPROC Fund created.

2012
Norfolk service begins.

2013
PRIIA 209: Virginia acquires 4 daily round-trips; 2 Richmond and 2 Newport News.

2017
Lynchburg service extended to Roanoke.

2019
December
Agreement with CSX for Transforming Rail in Virginia announced.

2019
March
Second Norfolk service begins. Schedule optimization.

2020
July
Virginia Passenger Rail Authority established. Additional rail funding thru Commonwealth Rail Fund.

2021
May
Agreement with Norfolk-Southern for Western Rail Initiative announced.

2021
September
Richmond route extended to Main Street Station in Richmond, VA.

2022
Third Norfolk and second Roanoke service scheduled to begin.

2026
Third Newport News service scheduled to begin.
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
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
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 4th Track (LE to VA) (2028) (3 to 4 tracks)

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

Alexandria 4th Track (AF to RO) (2026) (3 to 4 tracks)
Long Bridge

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
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
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?

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