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# Transforming Rail in Virginia

RRTPO

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# Virginia: at the Crossroads of the Mid-Atlantic Rail Network



# Virginia's 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

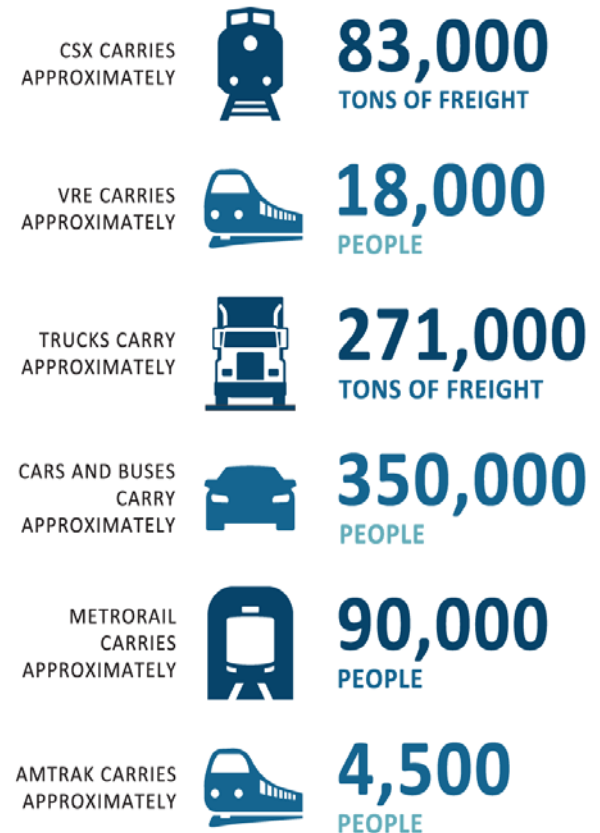
**Other Rail Services**

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

# I-95 Rail Corridor

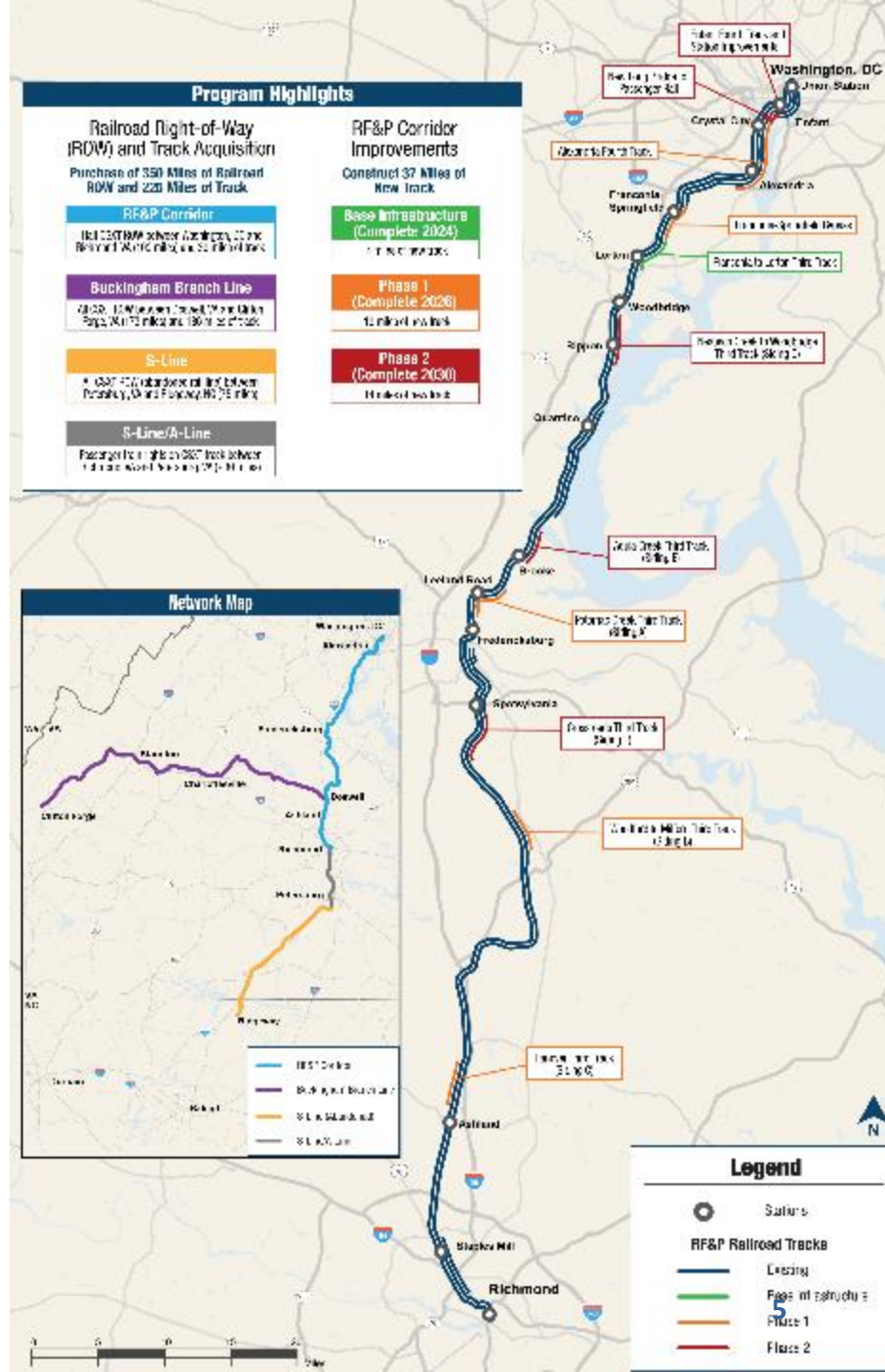
- VA promotes multimodal solutions to moving people and goods efficiently through transportation corridors
- I-95 Corridor has some of the highest congestion for rail and roadways
  - Over \$12B to add one lane NB/SB
- DRPT and VRE have worked collaboratively with CSX to improve rail capacity
- Increased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

## Daily Traffic in I-95 Corridor



# 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

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## 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

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## 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

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## 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



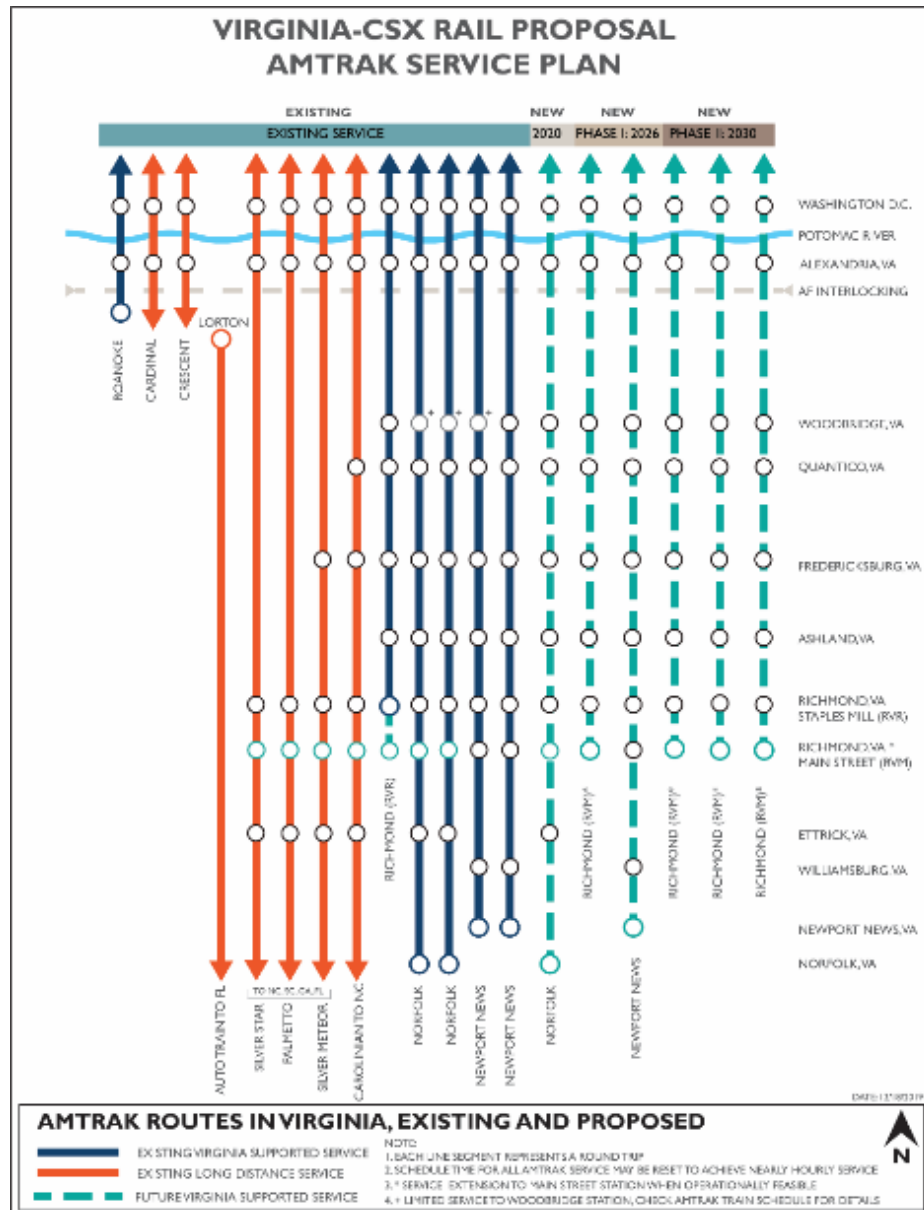
# Long Bridge Expansion Project

- 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, 1st Street, Washington Channel and Ohio Drive
- **VA will own the passenger train bridge and tracks**



# New Amtrak Service Plan

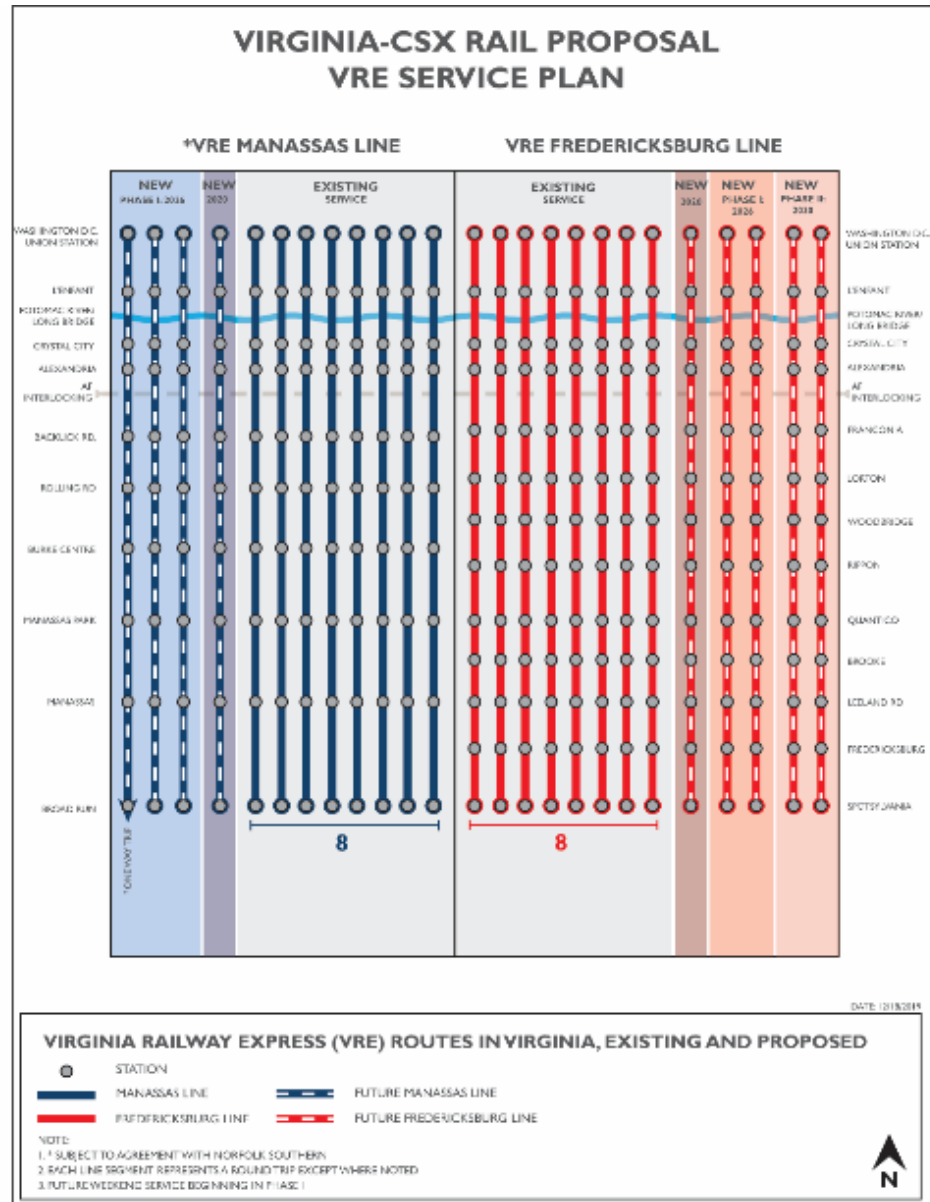
6 additional round-trip trains extending the Northeast Corridor from DC to Richmond and Hampton Roads by 2030





# 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

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- 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

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- 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

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# Future State Operations

	RAIL		Transit	Commuter Programs
	Freight	Passenger		
Funding Administration	DRPT	TO VPRA	DRPT	DRPT
Corridor Planning	DRPT	TO VPRA	DRPT	
Statewide Planning	DRPT		DRPT	DRPT
Programming / SYIP	DRPT	TO VPRA	DRPT	DRPT
Policy Setting	DRPT	TO VPRA	DRPT	
Design / Construction		NEW VPRA		
ROW / 3 <sup>rd</sup> Party		NEW VPRA		
Operations Oversight		NEW VPRA		

Support Functions New to VPRA / Borrowed Initially from DRPT

Communications

Administration

Legal (AG)

Finance / Procurement

Human Resources



# Future of Rail at DRPT

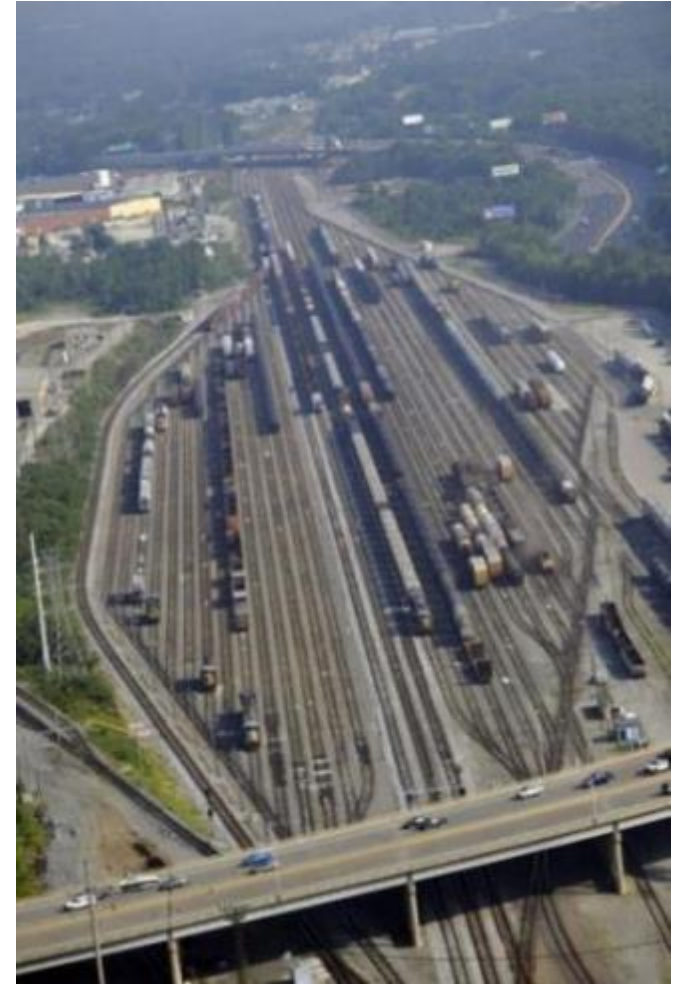
- Commonwealth Rail Fund
  - Freight rail program and statewide planning
  - Approximately **\$11M** annually (pre-COVID estimate)
- Shortline Railway Preservation Fund
  - Up to **\$8M** annually
    - Up to **\$4M**: Commonwealth Rail Fund
    - **\$4M**: Highway Construction Program
- Rail Industrial Access Program
  - Application-based program



# DRPT Freight Rail Enhancement 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 35,000 sq. ft. building
- 450-space parking deck

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





# 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



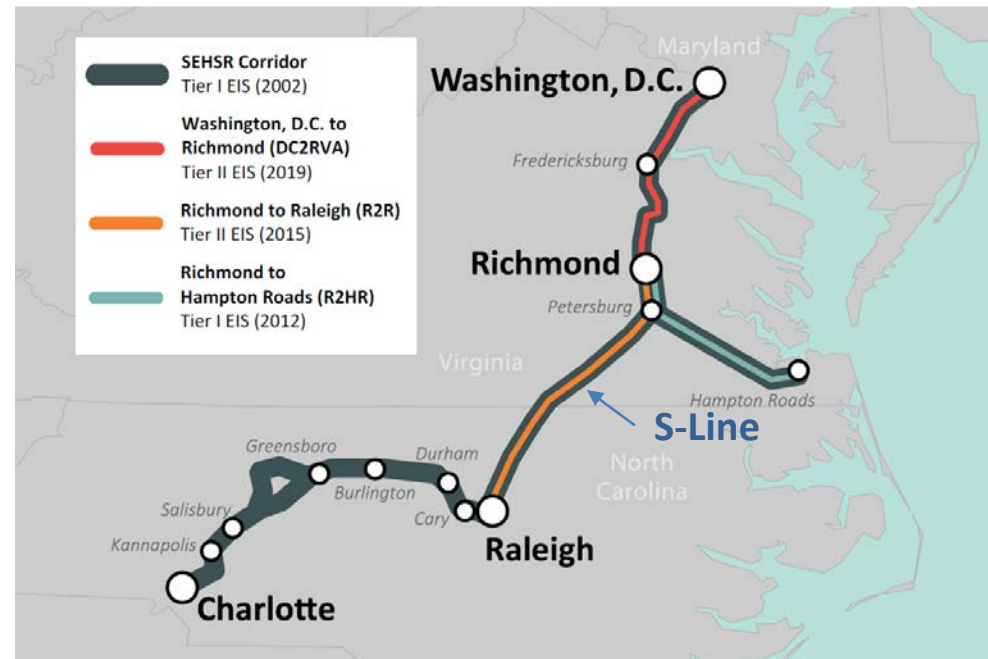
# Rail Connections to North Carolina

- 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



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# DRPT Update

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