Transforming Rail in Virginia
RRTP0
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Virginia: at the Crossroads of the Mid-Atlantic 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

### Daily Traffic in I-95 Corridor

- **CSX Carries Approximately:** 83,000 Tons of Freight
- **VRE Carries Approximately:** 18,000 People
- **Trucks Carry Approximately:** 271,000 Tons of Freight
- **Cars and Buses Carry Approximately:** 350,000 People
- **Metrorail Carries Approximately:** 90,000 People
- **Amtrak Carries Approximately:** 4,500 People
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
  - 4th 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

### RAIL
- Funding Administration: DRPT
- Corridor Planning: DRPT
- Statewide Planning: DRPT
- Programming / SYIP: DRPT
- Policy Setting: DRPT
- Design / Construction: NEW VPRA
- ROW / 3rd Party: NEW VPRA
- Operations Oversight: NEW VPRA

### Transit
- Freight: TO VPRA
- Passenger: TO VPRA

### Commuter Programs
- Freight: DRPT
- Passenger: DRPT
- TO 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 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
DRPT Update
RRTPO
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