

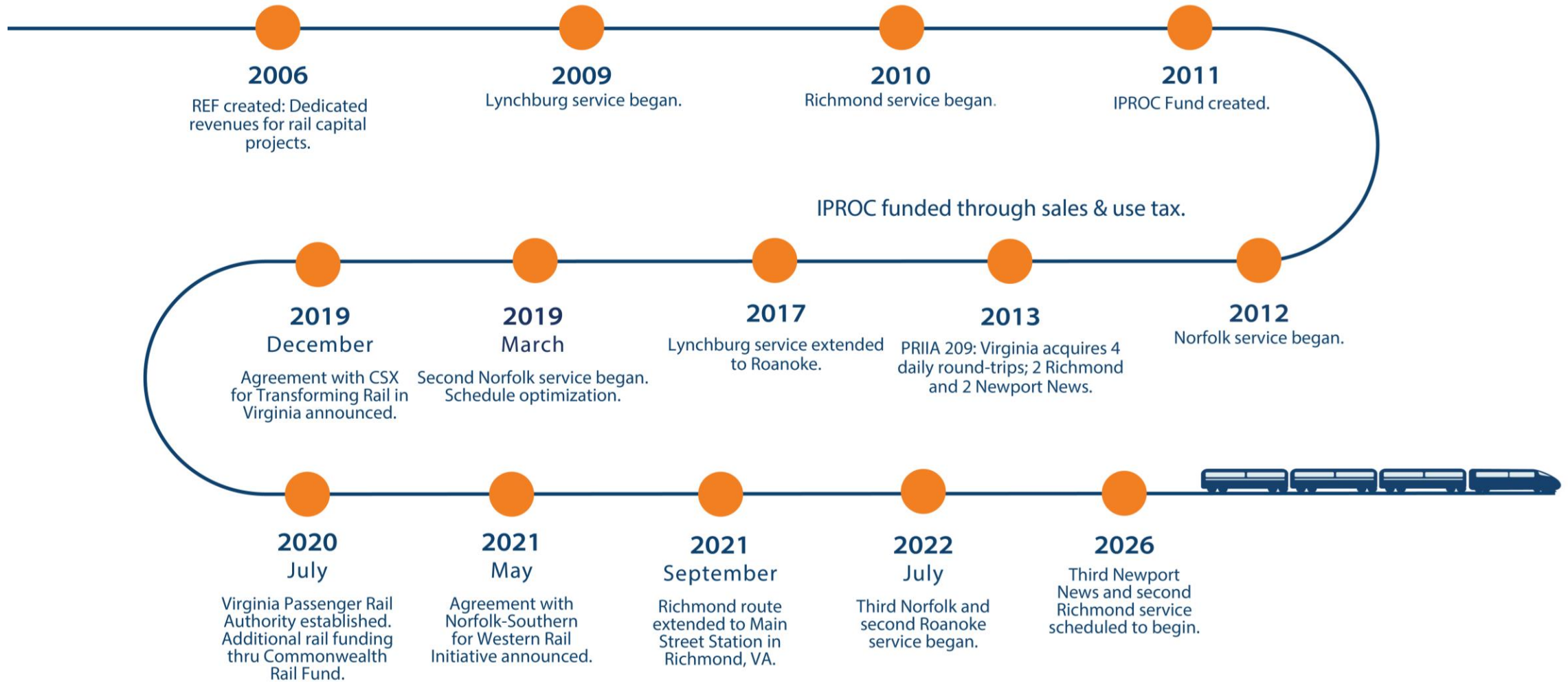
Richmond Regional Transportation Planning Organization Policy Board

Virginia Passenger Rail Authority Update

January 5, 2023



Commitment to Rail Funding in Virginia



Today's Constraints

- Virginia's interstate congestion is growing at unsustainable pace.
- Cost of adding one lane to I-95 between I-495 and Thornburg: \$12.6 Billion.
- Currently, Passenger Rail cannot grow due to bottleneck between Virginia and DC.
- 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 increased rail capacity is possible if agreements can be executed 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 Norfolk Southern Railway (NSR) to add second Roanoke train and expand to New River Valley announced.

January 10 & June 30, 2022

Definitive legal agreements between VPRA & NSR finalized in January; Financial close occurred in June after federal approval, title work, and due diligence completed.



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.
- Owns rail assets and right of way.
- Will partner with others to operate passenger and commuter rail service.
- Governed by a 15-Member Board.



CSX Agreement

- Includes acquisition and infrastructure.

Segment 1:

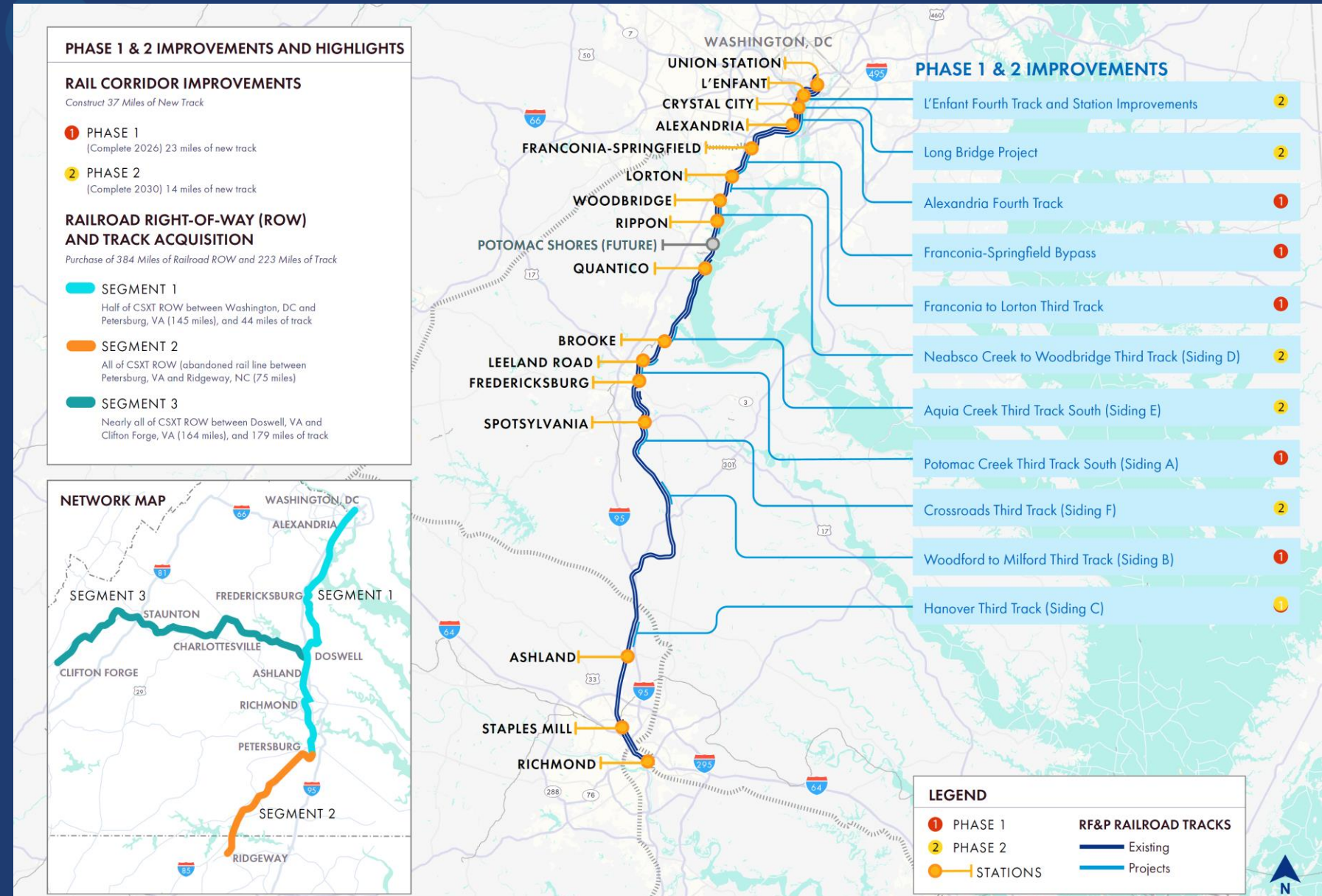
- Purchase half of the ROW from DC to Petersburg.

Segment 2:

- Full acquisition of the Buckingham Branch from Doswell to Clifton Forge.

Segment 3:

- Acquisition of CSX property along the abandoned S-Line from Petersburg to NC.



Long Bridge

EIS Phase
2017-2020

PE Phase
2021-2023

Final Design
2023-TBD

Construction
TBD-2030



Focus Areas – RO Interlocking to LE Interlocking

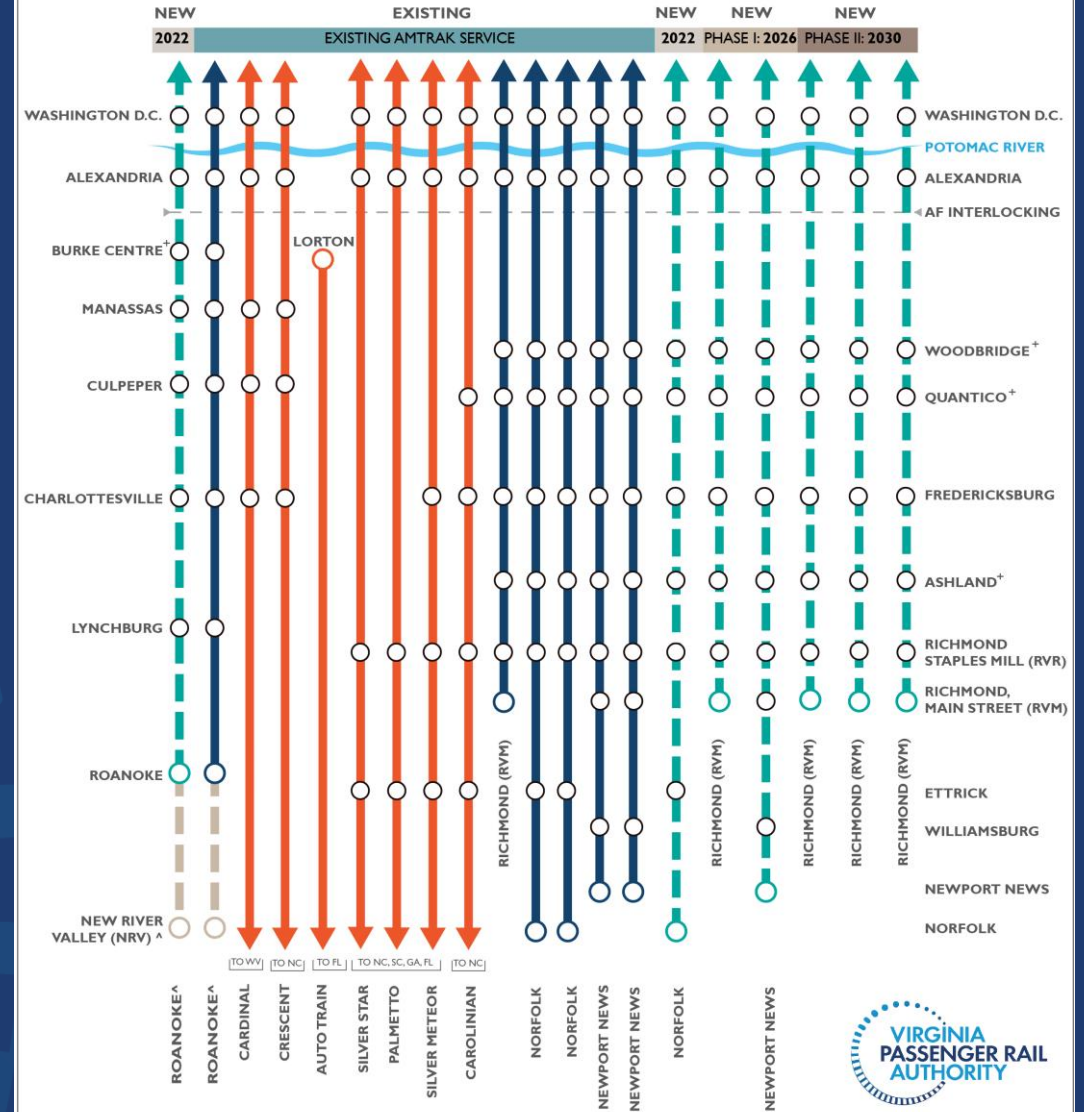
1. RO interlocking to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings
4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to LE

Amtrak Service Planning

- New post-acquisition Amtrak expansion started with an extension of a Richmond train from Staples Mill to Main Street in Fall 2021 and continued with additional Roanoke and Norfolk service in July of 2022.
- New service corresponds with construction – i.e. once Phase 1 projects are complete there will be two more roundtrips serving Richmond.
- Once Phase II projects are complete (2030) state-sponsored Amtrak service more than double from 6 to 15, with nearly hourly service from DC to Richmond.
- Amtrak schedules along the east coast will likely change by 2026 and 2030, so Phase I & II schedules are not set in stone.



PROPOSED VIRGINIA PASSENGER RAIL SERVICE PLAN



DATE: 6/8/2022

AMTRAK ROUTES IN VIRGINIA, EXISTING AND PROPOSED

- EXISTING VIRGINIA SUPPORTED SERVICE
- EXISTING LONG DISTANCE SERVICE
- - - FUTURE VIRGINIA SUPPORTED SERVICE
- - - EXTENSION TO NEW RIVER VALLEY

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. + LIMITED SERVICE AT STATION. CHECK AMTRAK TRAIN SCHEDULE FOR DETAILS
 4. ^ SERVICE EXTENSION TO NEW RIVER VALLEY (NRV) ANTICIPATED IN 2026



Richmond Area Improvements

Thru Phase 2: Staples Mill to Main Street

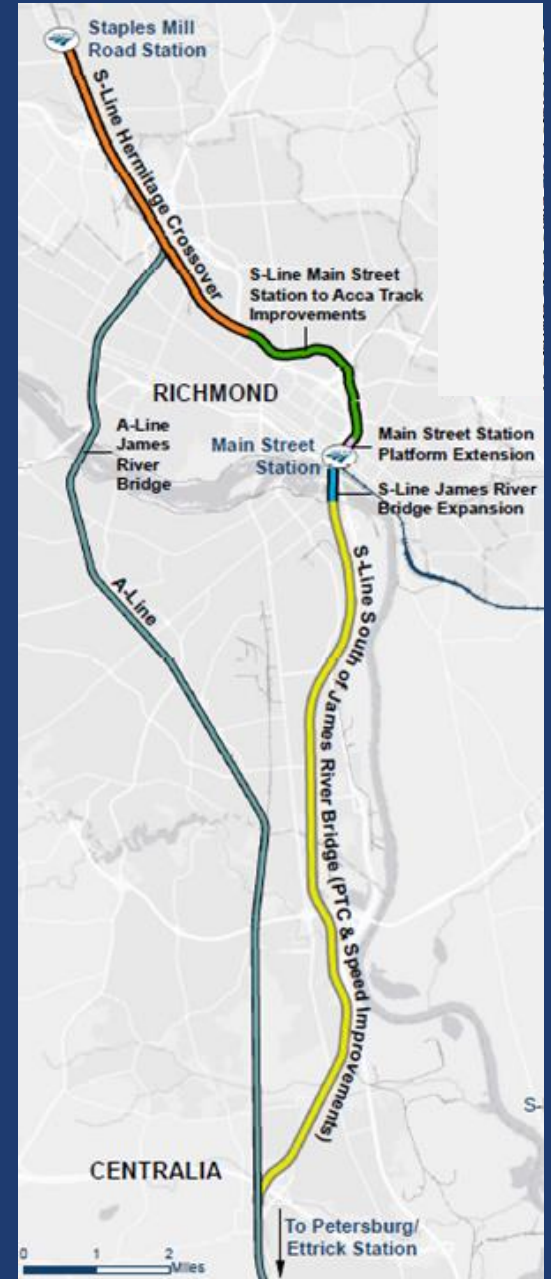
- Virginia acquired the right to extend trains originating and terminating at Staples Mill to Main Street (first extension September 27, 2021).
- DRPT and VPRA are planning for improvements to Staples Mill Station.
- VPRA to construct train lay-over/service facility south of Acca Yard to allow for further extension to Main Street.



Richmond Area Improvements

Beyond Phase 2: Main Street to Petersburg/Ettrick & beyond

- VPRA will conduct a planning study to further analyze levels of service and required infrastructure needed between Staples Mill and Main Street, including the following projects:
 - West Platform Renovation and East Platform Extension at Main Street
 - Dedicated passenger track between Staples Mill and Main Street
- VPRA working with NC DOT to improve service south of Main Street down to Petersburg and North Carolina
 - James River to Centralia – track upgrades and track construction required to achieve appropriate passenger rail speeds along passenger-only double track segment.
 - Centralia to Abandoned S-Line – Passenger-only double track segment (except area where ROW only allows for one track)
- Over 25 total miles of track and infrastructure estimated to be constructed at a cost of over ~\$1 billion



Additional Central Virginia Improvements

Petersburg/Ettrick Station

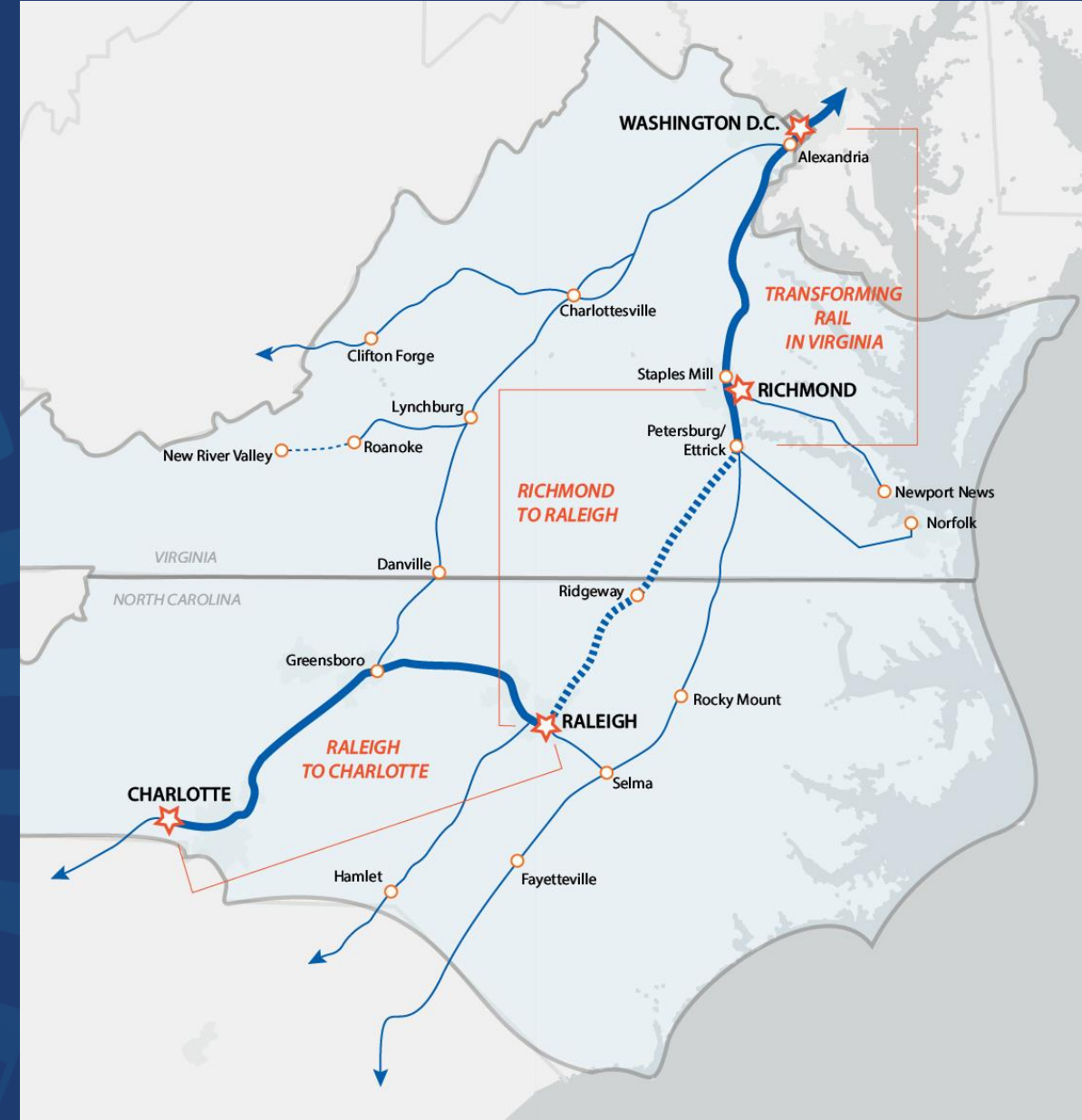
- Virginia is in the process of acquiring property at the Ettrick Station that serves Virginia State University and the Petersburg Area, which will allow for more opportunities for development in Chesterfield County.
- VPRA has identified a \$10.6M project for Ettrick Station improvements, and VPRA in June received a grant for \$6.35M from the FRA.
- This includes improvements to the building, parking, lighting, and it would provide an ADA-compliant platform (8 inches above top of rail).
- Chesterfield County is also contributing funds that will improve the access road.
- Further improvements would likely come with the development of the Richmond to Raleigh rail corridor.



Central Virginia Improvements Benefit East Coast

S-Line Development will allow Richmond to Raleigh Improvements

- Improving connections to Main Street will benefit travel from Norfolk and to North Carolina and the Southeast Corridor.
- Richmond to Raleigh EIS envisioned increase in train service to the southeast, with a reduction in travel time of over an hour.
- NC DOT, VPRA, and Amtrak received a \$58M grant from the FRA in June for preliminary engineering, with a total PE cost of \$95.8M.



Future Trainsets

- Coming to Virginia by 2030.
- Dual-Power Trainsets.
- Improved Passenger Experience.
- Reduced Emissions.
- Enhanced Accessibility.



Questions?

