

March 7, 2024

# Richmond Regional Transportation Planning Organization

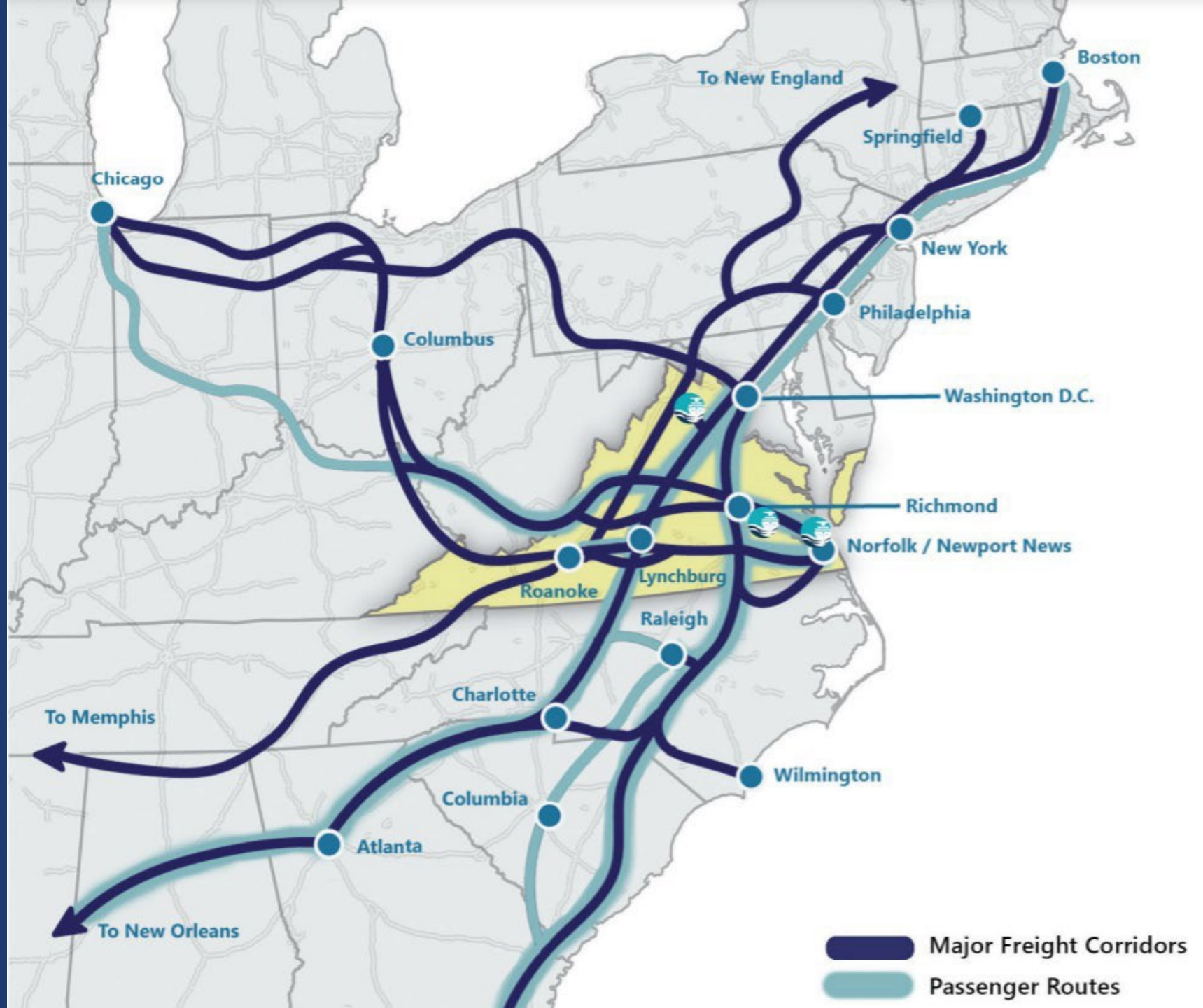
Policy Board Update 3-7-24



# Agenda

- Introduction
- Richmond Layover Facility
- Hanover Third Track (Siding C)
- Ettrick Station Improvements
- Richmond Area Phased Service & Infrastructure Plan
- Richmond to Raleigh (R2R)

# Virginia: Rail Epicenter of the East





# Virginia Passenger Rail Network: 2024

- Four State-Supported Amtrak Routes: 8 daily roundtrips
  - Roanoke: 2
  - Richmond: 1
  - Newport News: 2
  - Norfolk: 3
- Five Amtrak Long Distance Roundtrips
- One NC State-Supported Roundtrip
- Two Virginia Railway Express (VRE) Commuter Routes
- 16 daily roundtrips
  - Manassas: 8
  - Fredericksburg: 8

**Existing VA Passenger Rail Network a result of dedicated, bipartisan funding since 2006**

## PASSENGER ROUTES



### Virginia State-Supported Services

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

### Host Railroads

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

### Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- Thruway Bus



# Today's Constraints

Virginia's interstate congestion is growing at an 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.



# VPRA

- 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
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-member Board of Directors appointed by the Governor





# CSX Agreement

## Segment 1:

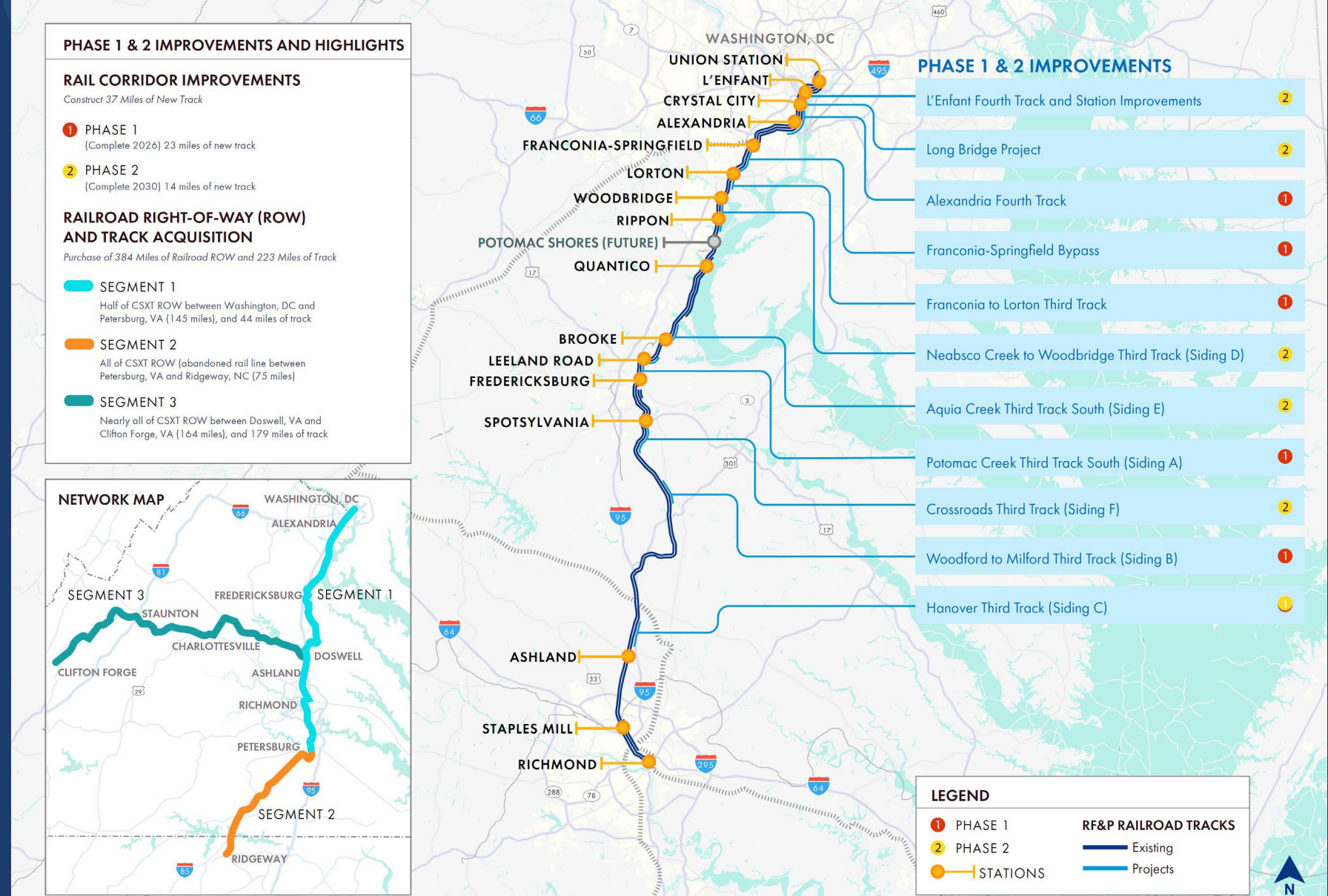
- Purchase half of the ROW from DC to Petersburg.

## Segment 2:

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

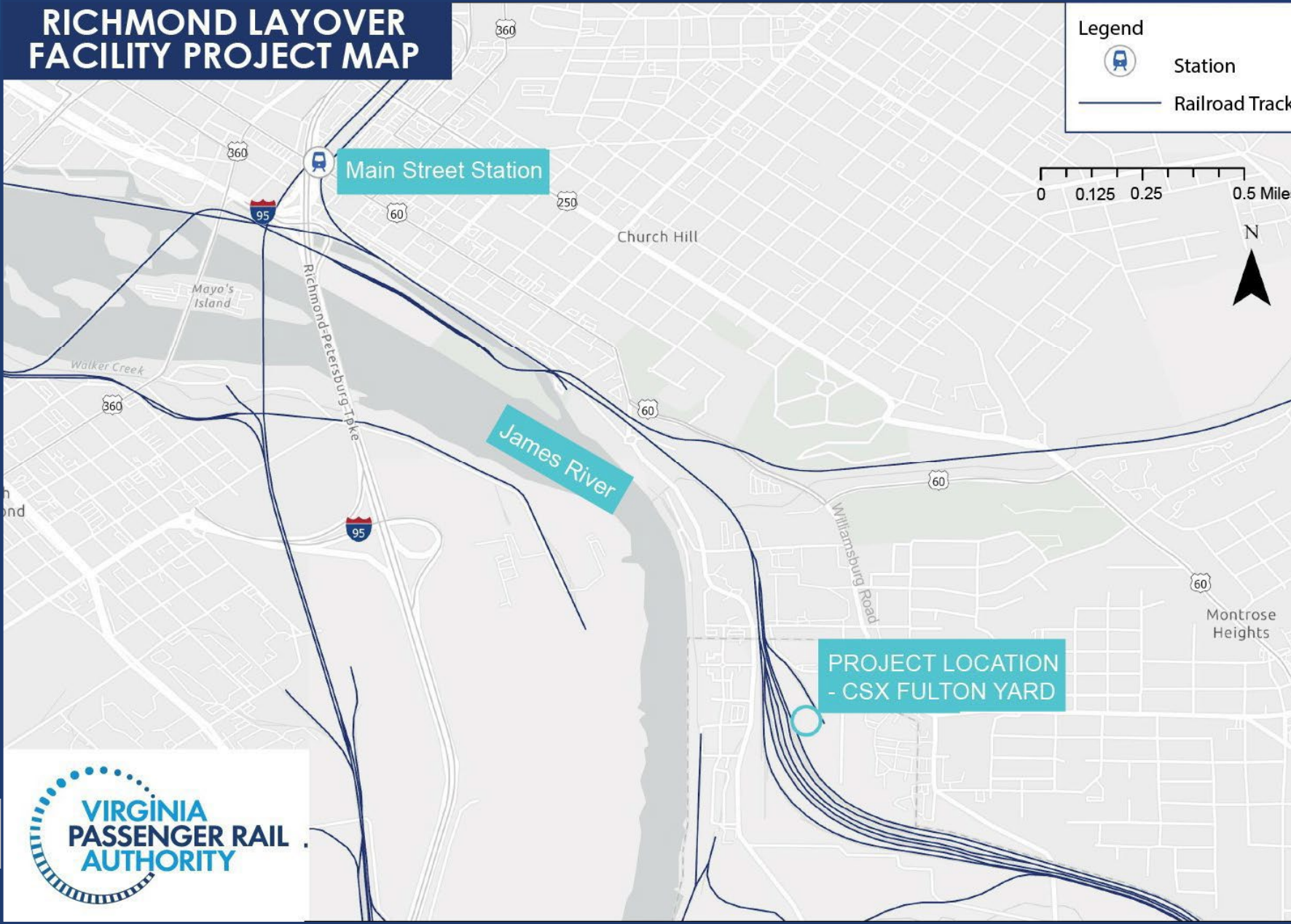
## Segment 3:

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



# Richmond Layover Facility

## RICHMOND LAYOVER FACILITY PROJECT MAP

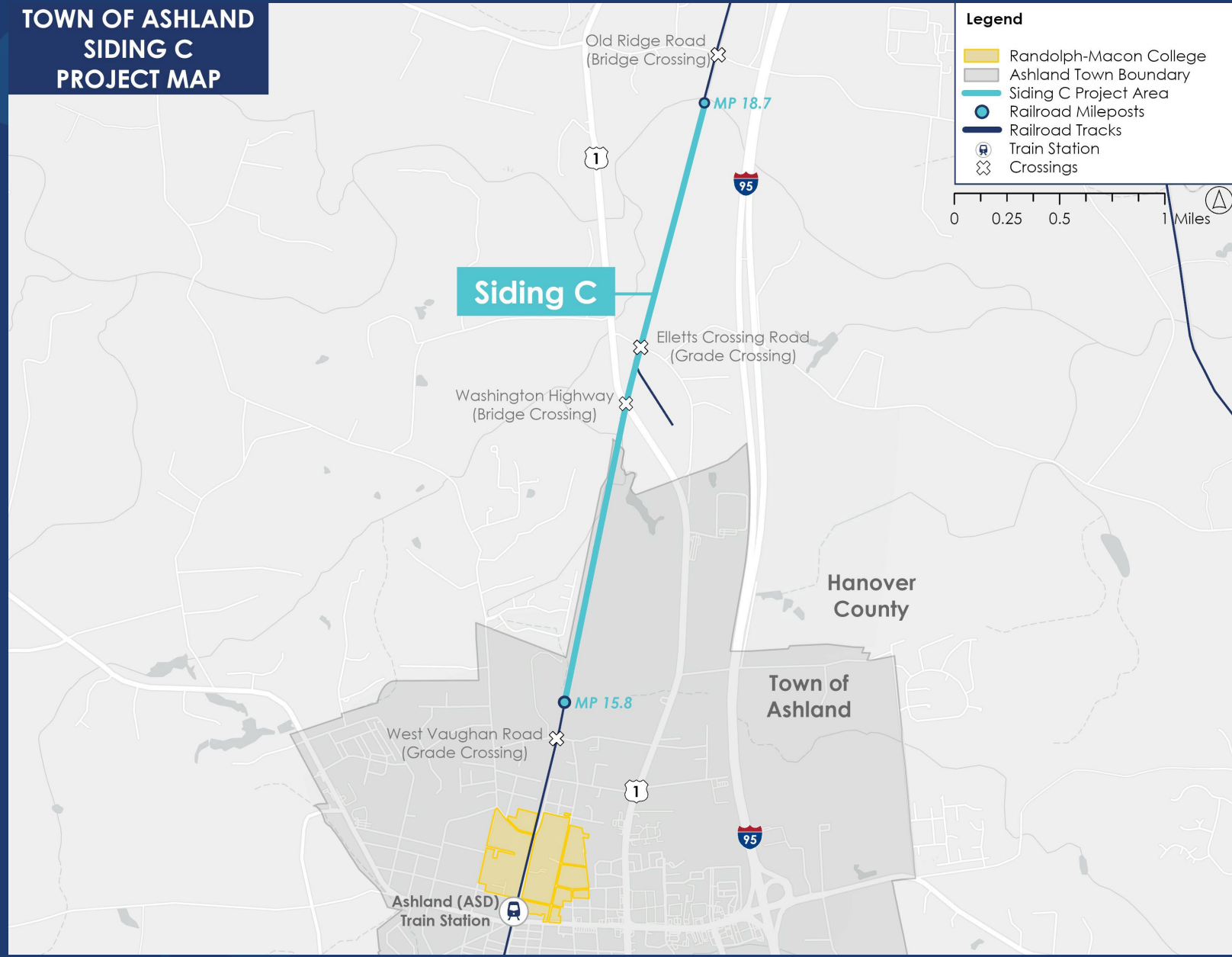


- Construction of an overnight storage and servicing facility at the existing CSX Fulton Yard.
- Reduce non-service trips to improve reliability and capacity in the rail corridor.
- Support existing and future passenger rail service between Richmond and Washington, DC.



# Hanover Third Track (Siding C)

- Construction of approximately 3 miles of third track in Hanover County between the South Anna River and West Vaughan Rd /Archie Cannon Dr.
- Reconstruction of the Route 1 bridge over the railroad.
- Reconstruction of a new, single-track rail bridge over Elletts Crossing Rd.



# Ettrick Station Improvements



- New ticket window, electric/lighting repairs, new restrooms and door signage.
- New canopy and ADA compliant platform.
- Restriping and repaving of parking lot.
- New stormwater management system.



# Richmond Area Phased Service & Infrastructure Plan

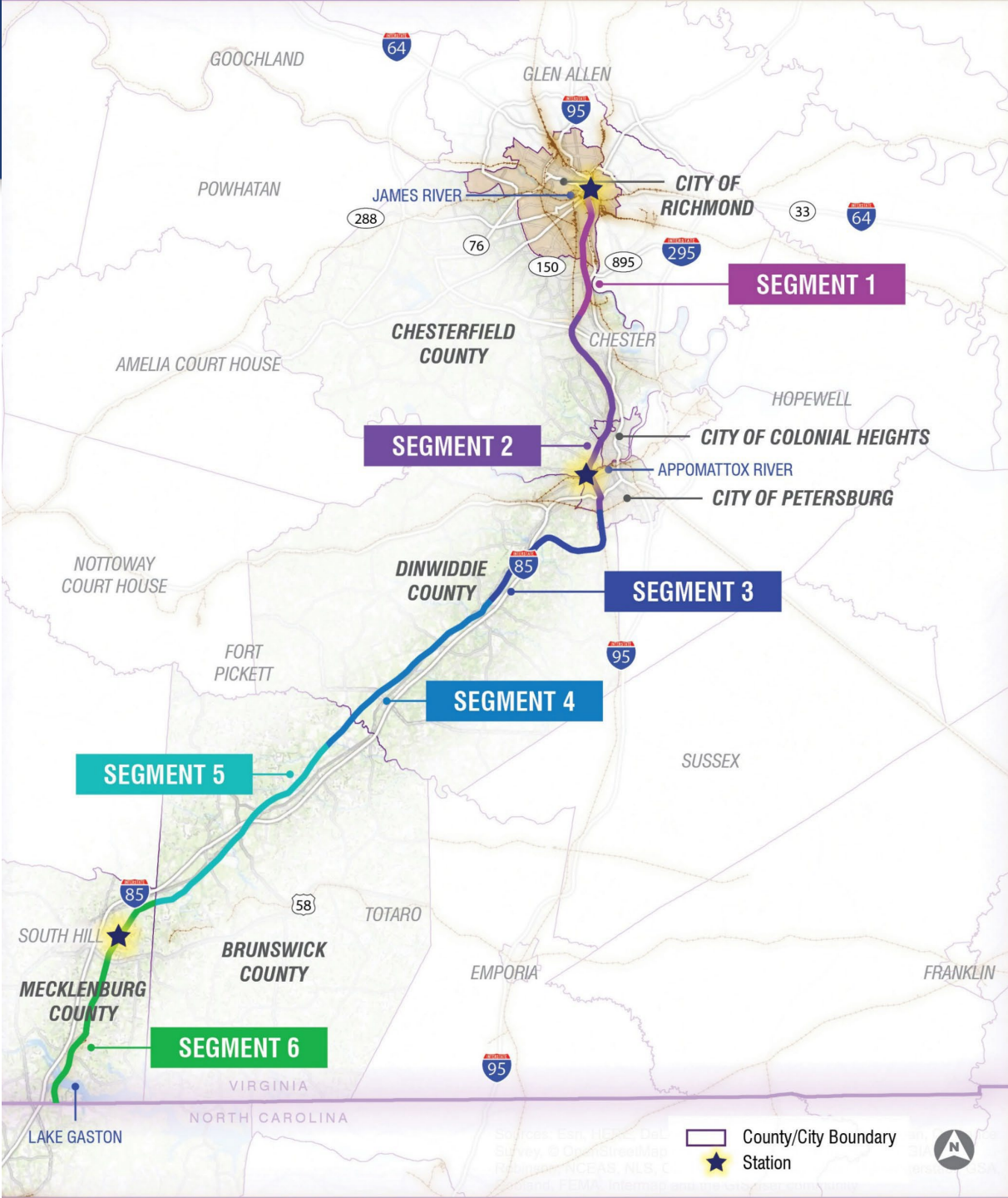
**Goal:** Incremental improvements and service connections for Newport News, Norfolk, and North Carolina services through the Richmond area to DC and the Northeast Corridor.

- Document existing conditions of Phases 1 & 2 of TRV.
- Define which services temporarily travel west of Richmond on the ACL.
- Define which services connect permanently/ eventually through Richmond Main Street.
- Understand the speeds and travel times based on incremental improvements.
- Align service growth through Richmond with future TRV phases.



# Richmond to Raleigh (R2R)

Segment	Miles	Key Features
Segment 1 RR-VA-1 Richmond to Bellwood	9.9	<ul style="list-style-type: none"><li>Existing viaduct through downtown and over James River to remain</li></ul>
Segment 2 RR-VA-2 Bellwood to Petersburg	15.7	<ul style="list-style-type: none"><li>Proposed major rail bridge over Appomattox River</li></ul>
Segment 3 RR-VA-3 Petersburg to Dinwiddie	19.5	<ul style="list-style-type: none"><li>Inactive S-Line corridor begins in this segment</li><li>Five proposed rail bridges over minor streams</li></ul>
Segment 4 RR-VA-4 Dinwiddie to Warfield	13.2	<ul style="list-style-type: none"><li>Two proposed rail bridges over minor streams</li></ul>
Segment 5 RR-VA-5 Warfield to La Crosse	18.6	<ul style="list-style-type: none"><li>Two proposed rail bridges over minor streams</li></ul>
Segment 6 RR-VA-6 La Crosse to Paschall	17.8	<ul style="list-style-type: none"><li>One proposed rail bridge over Taylors Creek</li><li>One existing rail bridge to remain over Lake Gaston</li></ul>





# Thank You

