

# Virginia Passenger Rail Authority

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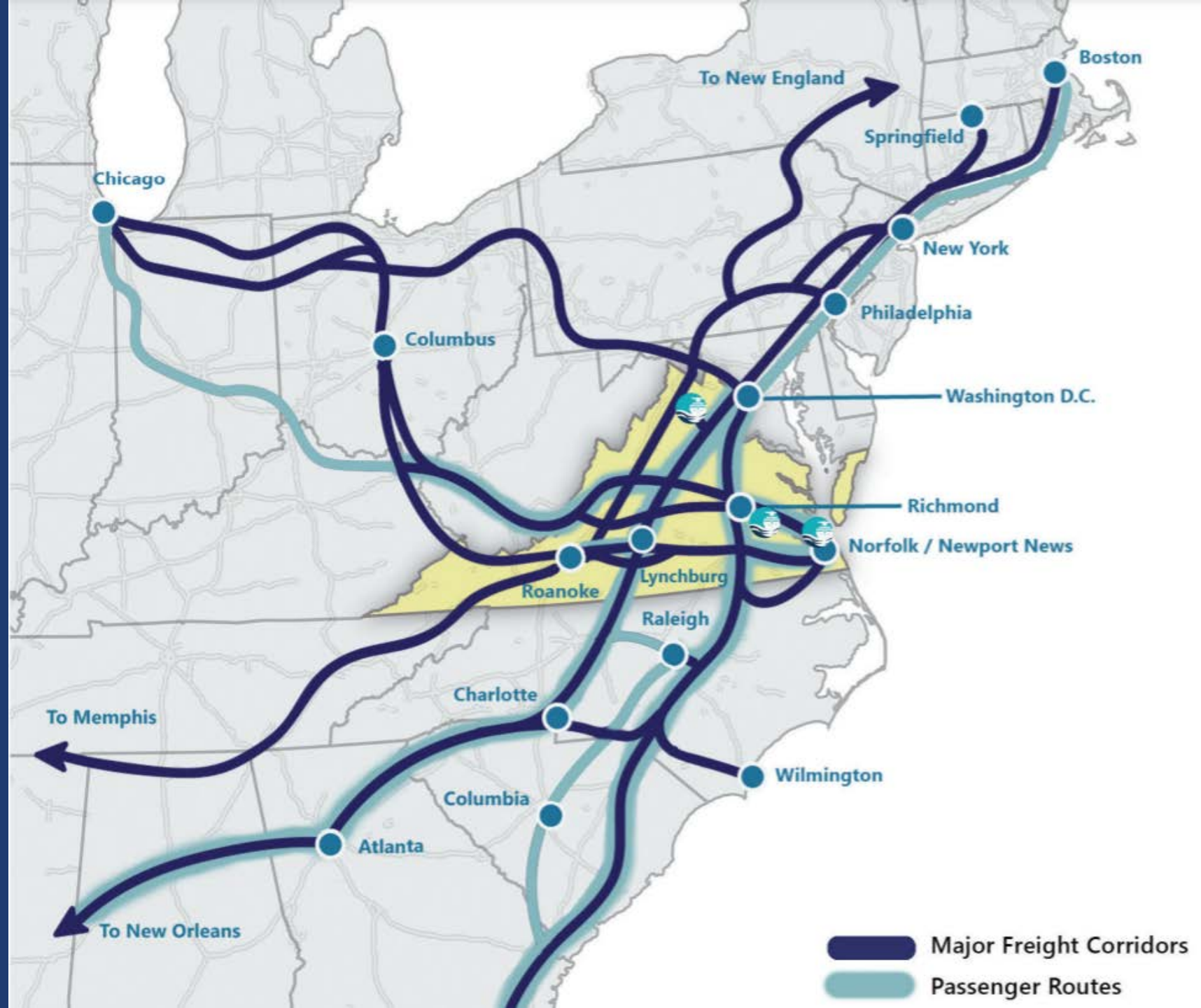
May 2022

TPB Technical Committee

Agenda Item 9



# Virginia: Rail Epicenter of the East



# Virginia 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

# 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



# 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



# Transforming Rail In Virginia

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

Preliminary Agreement with Norfolk Southern Railway (NSR) to expand to New River Valley announced

January 10, 2022

Definitive agreements between VPRRA & NSR were finalized on January 10<sup>th</sup>, with financial close coming in mid-2022 after further regulatory and other due diligence is complete



Rail Industry Day Presentation

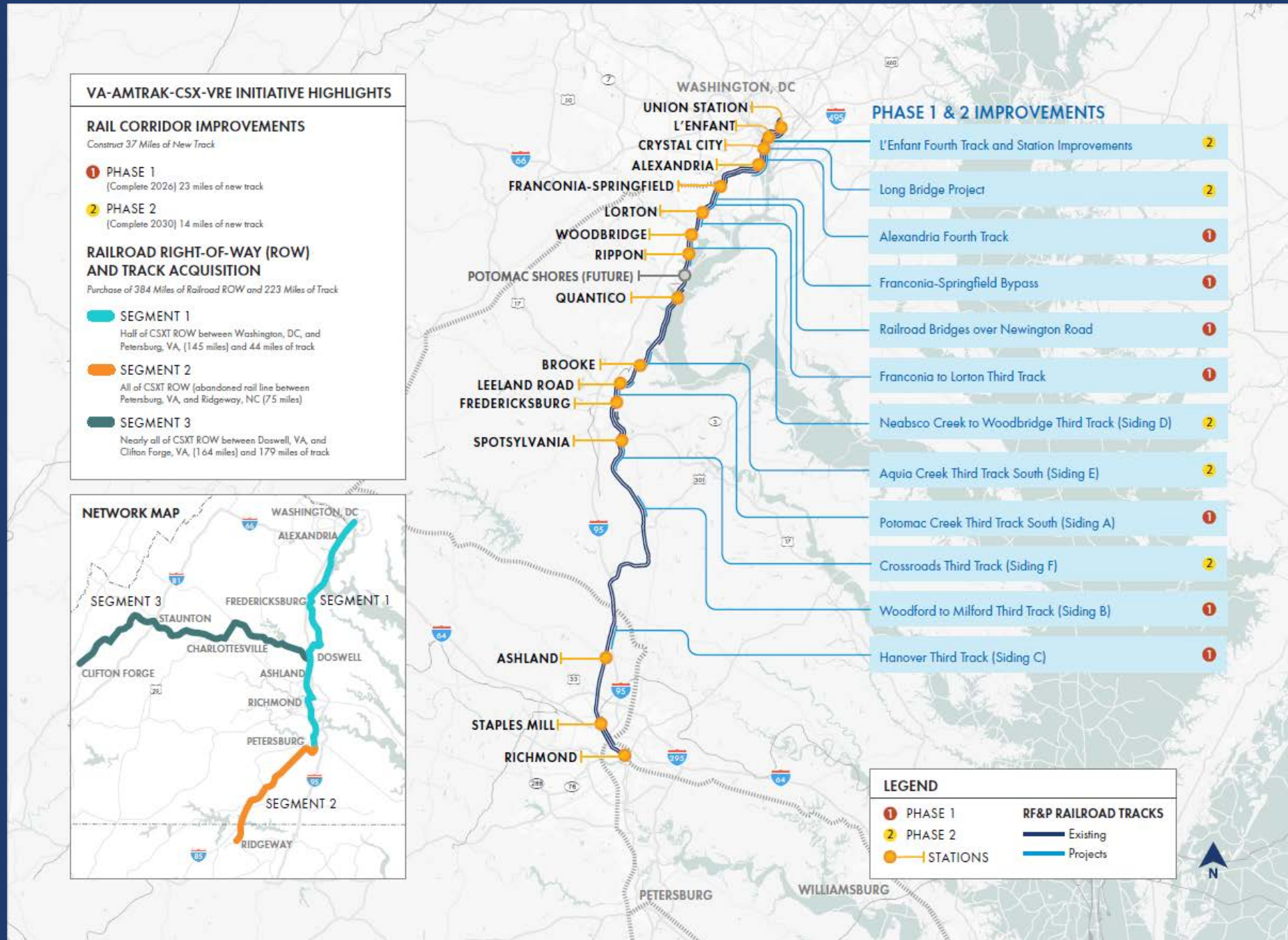
March 21, 2022

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# Rail Projects and Service

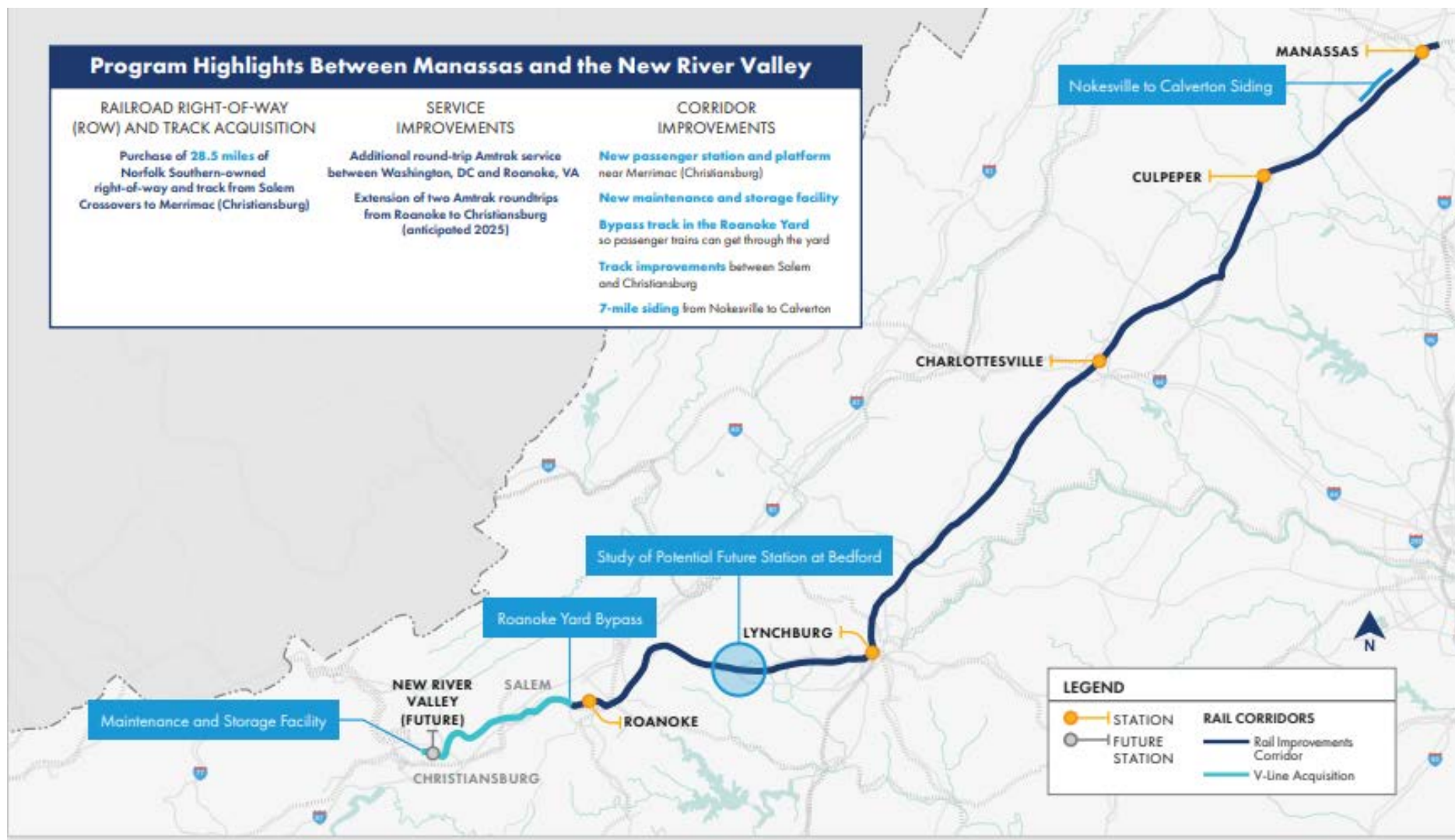
# CSX Agreement

- 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.





# Western Rail Agreement with Norfolk Southern

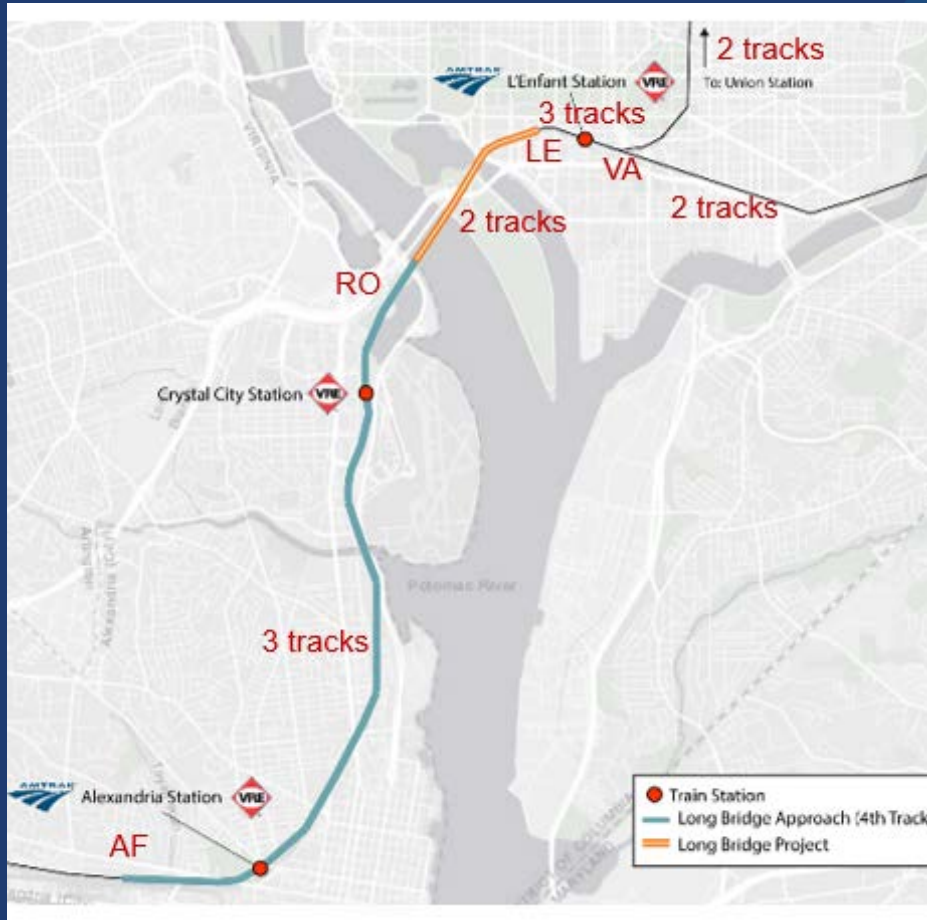


# New Service Corresponds with Construction

- 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.



# Long Bridge Area Overview



← L'Enfant 4<sup>th</sup> Track (LE to VA) (VRE-Led 2028) (3 to 4 tracks)

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

← Alexandria 4<sup>th</sup> Track (AF to RO) (2026) (3 to 4 tracks)



# Franconia-Springfield Bypass Project

- Description: Located just south of the Franconia-Springfield Station, design and construct a single track on a bypass bridge with accommodations for a future second track
- Purpose: The project will allow passenger trains to crossover tracks and serve VRE stations on the west north of Franconia and on the east south of Franconia
- Benefit: Reduce conflicts between passenger trains and freight trains



# Franconia Bypass Status & Next Steps

Concept level design completed

Environmental clearance completed: Categorical Exclusion

Project budget - \$241M (year of expenditure)

Coordination with Franconia Third Track project

Design: Mid-2022

Construction: 2026



Illustrative Rendering of Franconia Bypass

# Franconia to Lorton Third Mainline Project

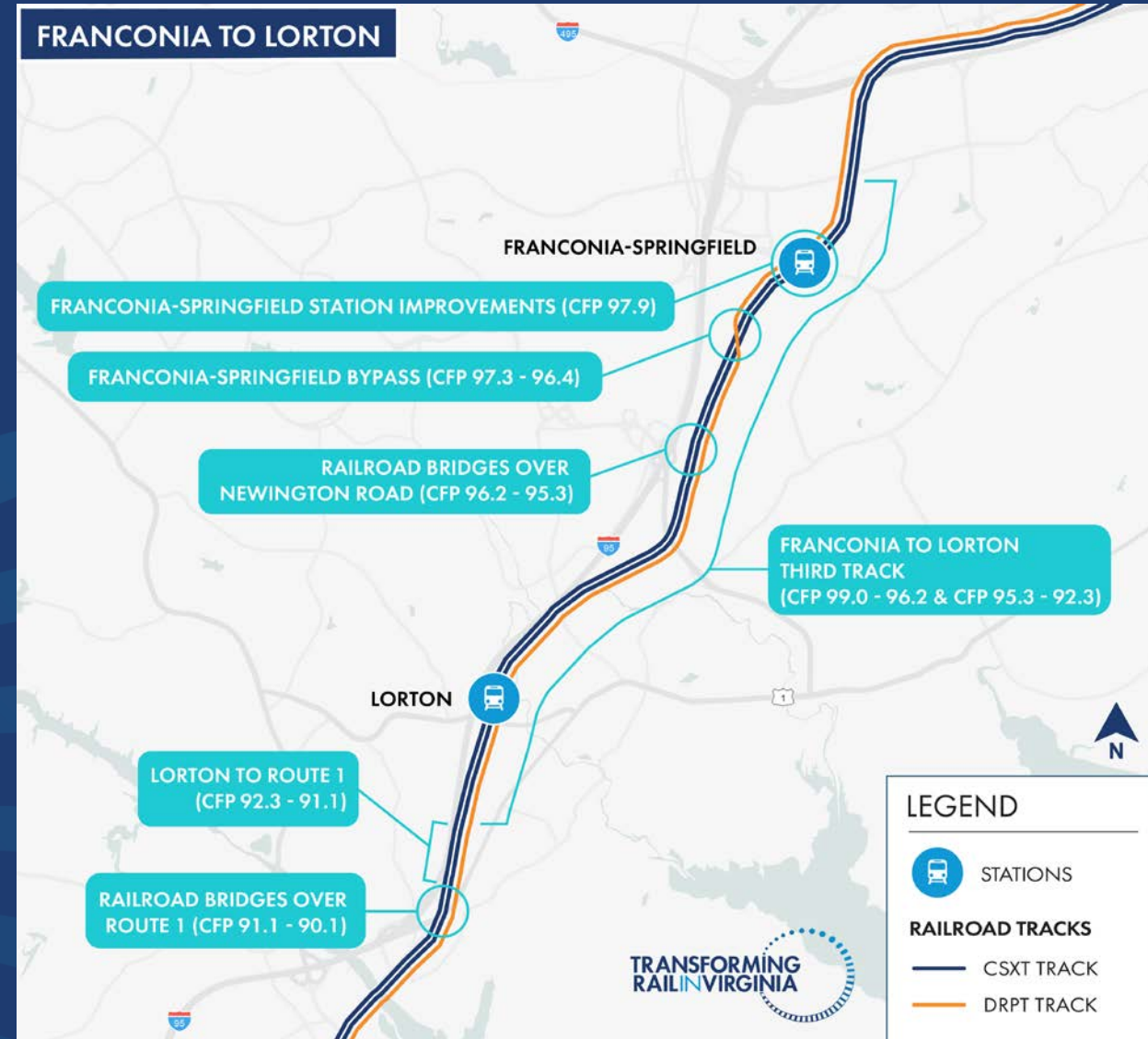
Project Description: Approximately 7 miles of third mainline

Benefit: Improve capacity and reduce conflicts between passenger trains and freight trains

- Processed under one contract with multiple components:
  - Franconia to Lorton: \$208M
  - Lorton to Route 1: \$21M
  - Replacement of undergrade railroad bridges
    - Newington Rd. and Route 1 (\$36M and \$57M, respectively)

Design: 2022

Construction: 2026



# Phase 1 & Phase 2 Siding Projects

Description: Phase 1 and 2 siding locations - Woodbridge to Hanover County

Benefit: Enhances capacity and fluidity for passenger and freight trains from Washington, DC to Richmond

## Phase 1 – Sidings A, B, & C

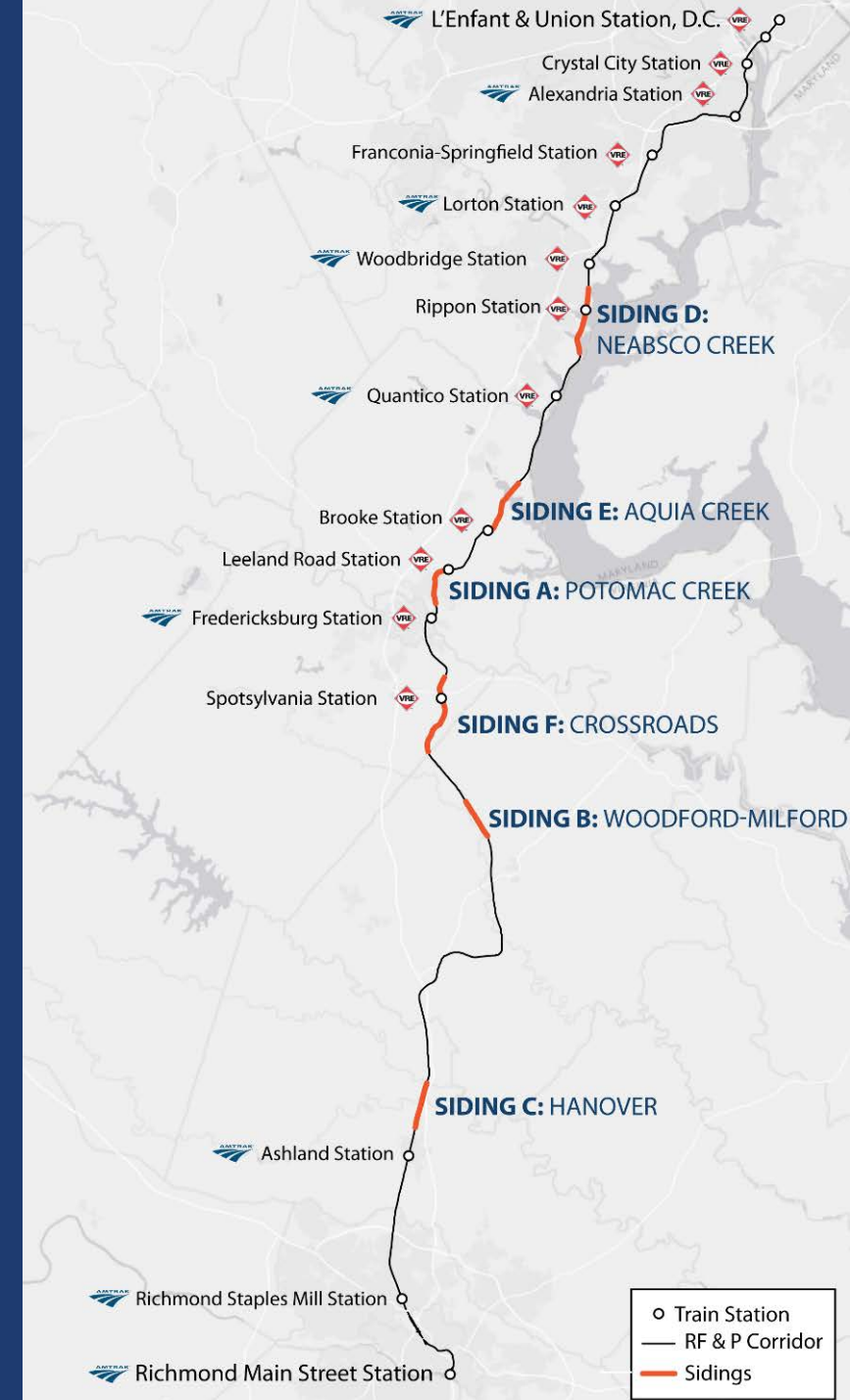
- Design: 2022 – 2025
- Construction: 2024 – 2026

## Phase 2 – Sidings D, E, & F

- Design: 2025 – 2027
- Construction: 2027 – 2030

Budget: ~ \$470 Million

- 3-4 miles in length
- Sidings D, E, A, & F connects existing 3<sup>rd</sup> Track corridor to create an almost continuous 3<sup>rd</sup> Track from Alexandria to Spotsylvania



# Questions?

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