
Transforming Rail in Virginia Initiative

Transportation Planning Board

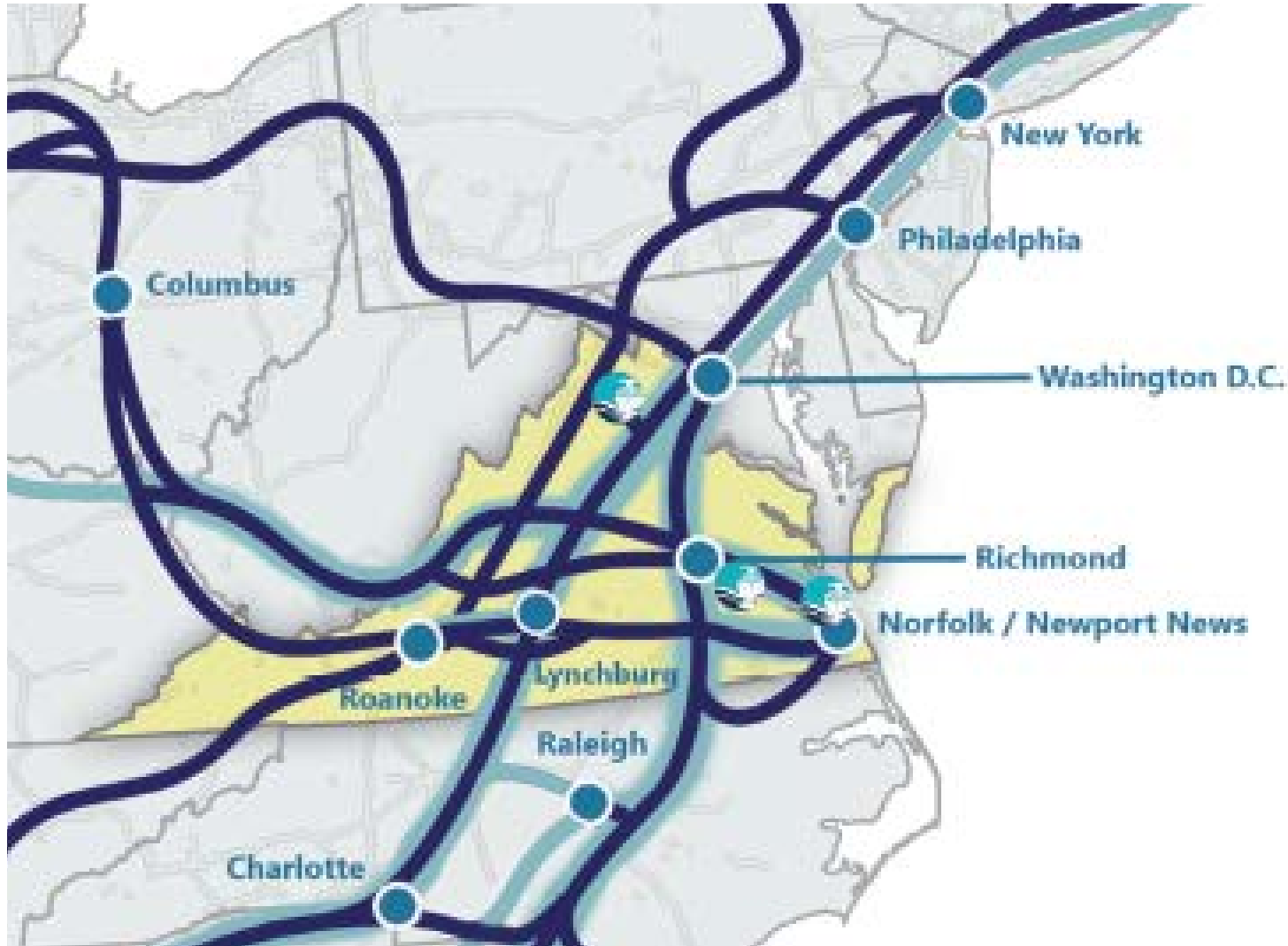
November 18, 2020

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Virginia Department of Rail and Public Transportation

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

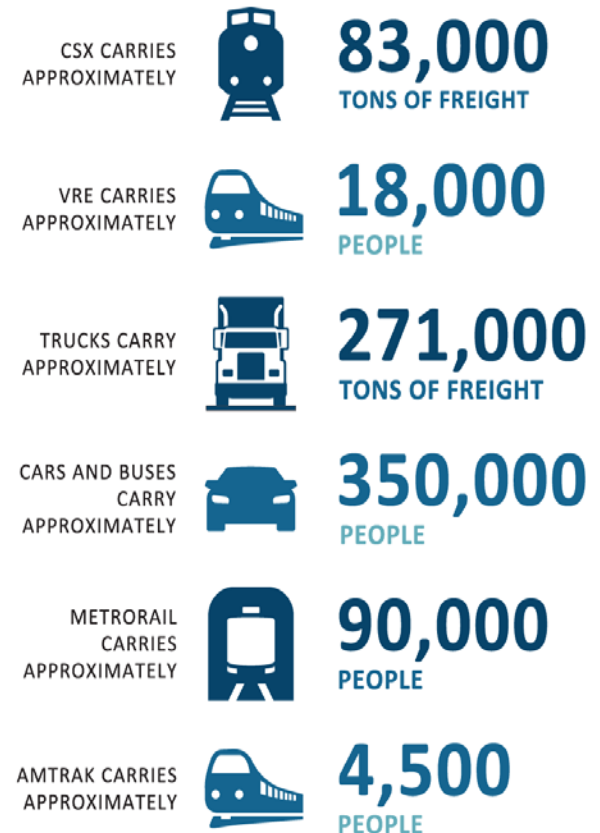
Other Rail Services

- 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



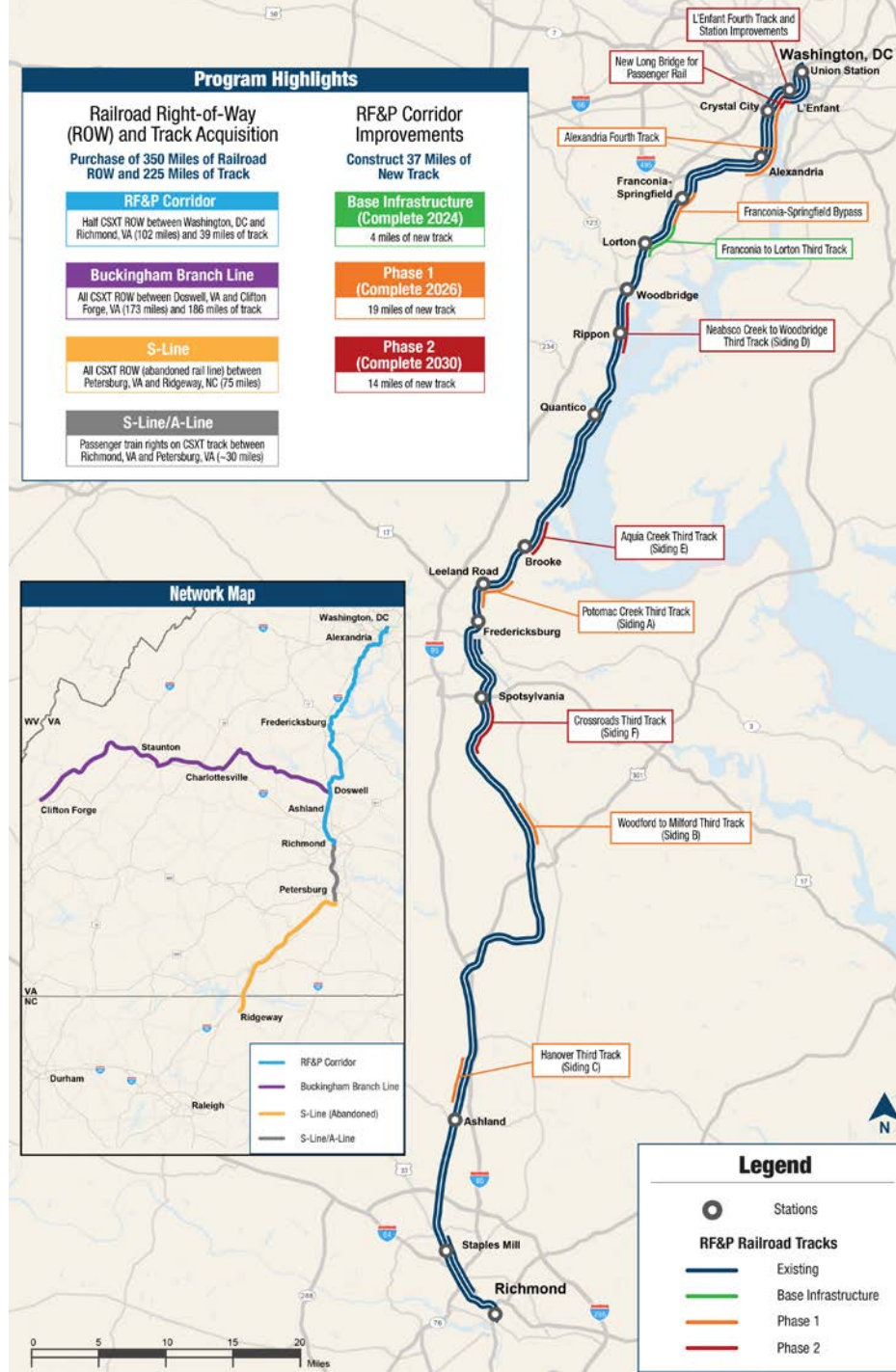
Transforming Rail in Virginia



- On December 19, Governor Northam and CSX announced a **\$3.7B** landmark deal
- Amtrak funding support of 25% of program to begin separating passenger and freight rail in Virginia
- Program will be implemented by new Virginia Passenger Rail Authority

Transforming Rail in Virginia Initiative

- Paradigm shift in rail transportation
 - VA will own active railroad tracks and railroad ROW, and the new Long Bridge
 - Construct and maintain a growing rail network with regional benefits
 - Innovative public/private partnership with VA, Class I Railroad (CSX), Amtrak and VRE



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

Virginia Passenger Rail Authority

- Created in 2020 General Assembly Session
- Given all powers necessary or convenient for carrying out its statutory purposes, including:
 - Design, build, finance, operate, and/or 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

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Improving Connectivity in the DMV

- Connects Baltimore, DC, and Richmond with frequent rail service
- Opens up potential for future MARC “Run-Through” service
 - 17,500 weekday trips by 2040
 - Direct access to over 25,000 new jobs
 - Add'l 765,000 within commuting distance
- Improves Regional Bike-Ped Connectivity
 - Roughly 5,800 daily current bike/ped commuters between DC/VA with an annual GRP value of \$970 million
 - By 2040 daily bike/ped commuters will rise by 1,300, contributing an additional \$590 million annually in GRP
- Improve access to affordable housing opportunities outside the region’s core
 - 97,000 moderately priced homes within commuting distance



Sources: Greater Washington Partnership, JBG Smith, MWCOCG, & George Mason University

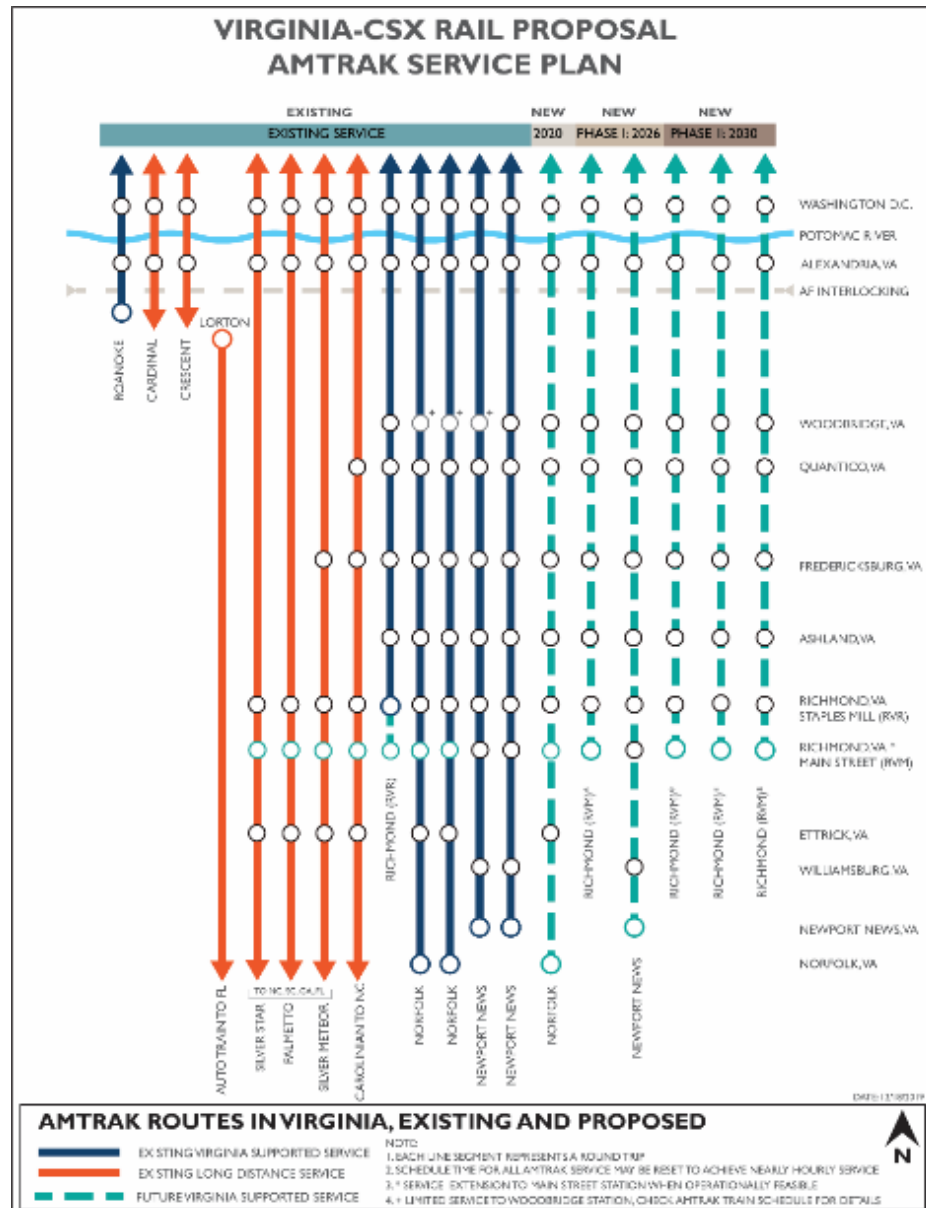
Economic Benefits to the DC Region

- 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

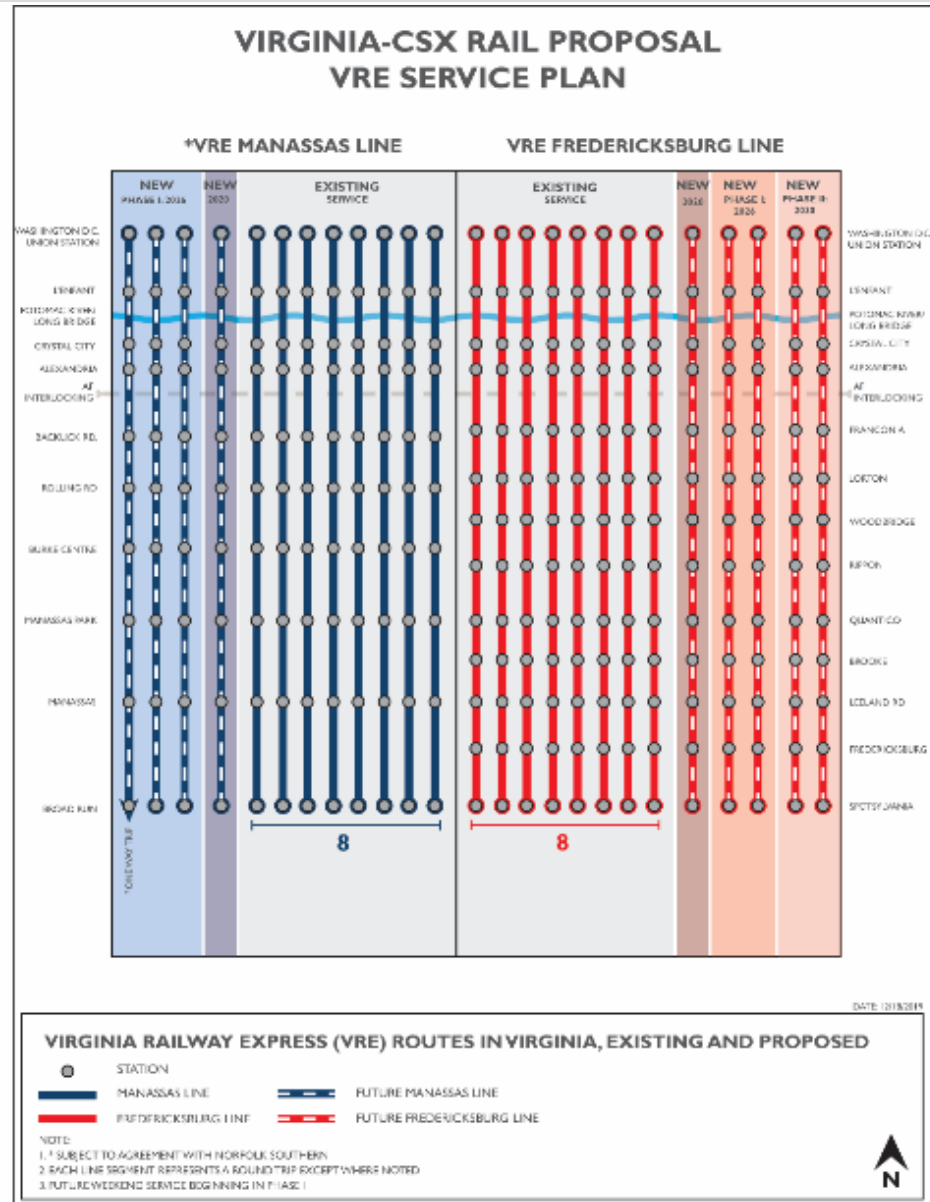
New Amtrak Service Plan

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



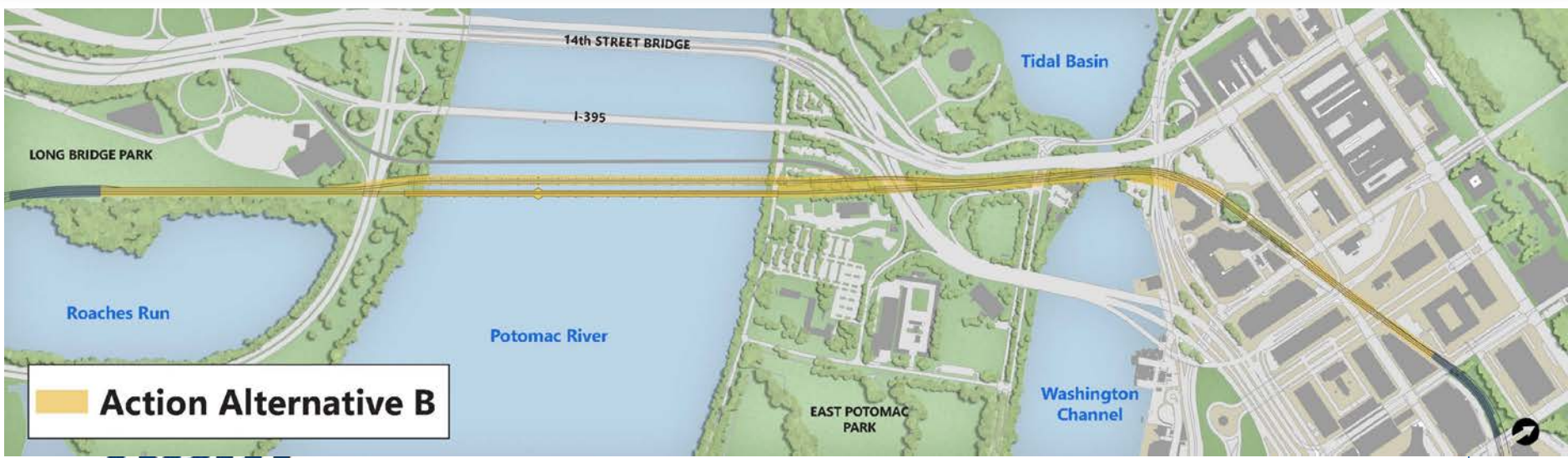
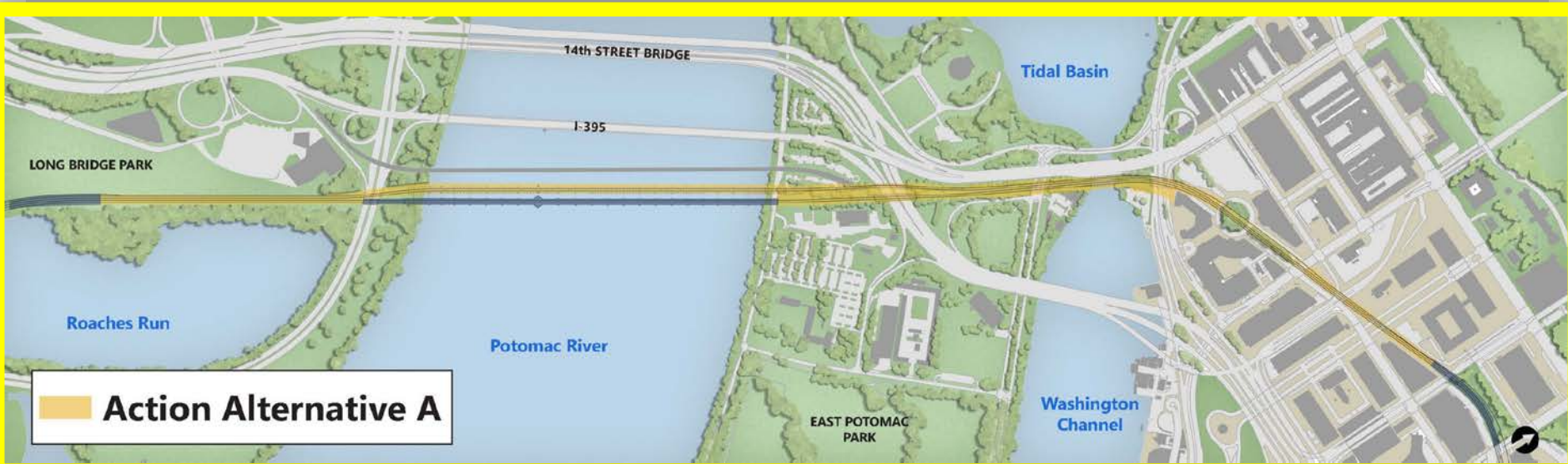
Long Bridge Expansion

- Almost 80 trains a day over a 100-year old 2-track bridge
- 98% capacity during peak hours
- Environmental clearance finalized in September 2020

Agreement with CSX needed to move the project forward



Action Alternatives



Bike-Pedestrian Crossing



Independent structure upstream of the new railroad bridge spanning the Potomac River

Project Overview



Long Bridge Corridor

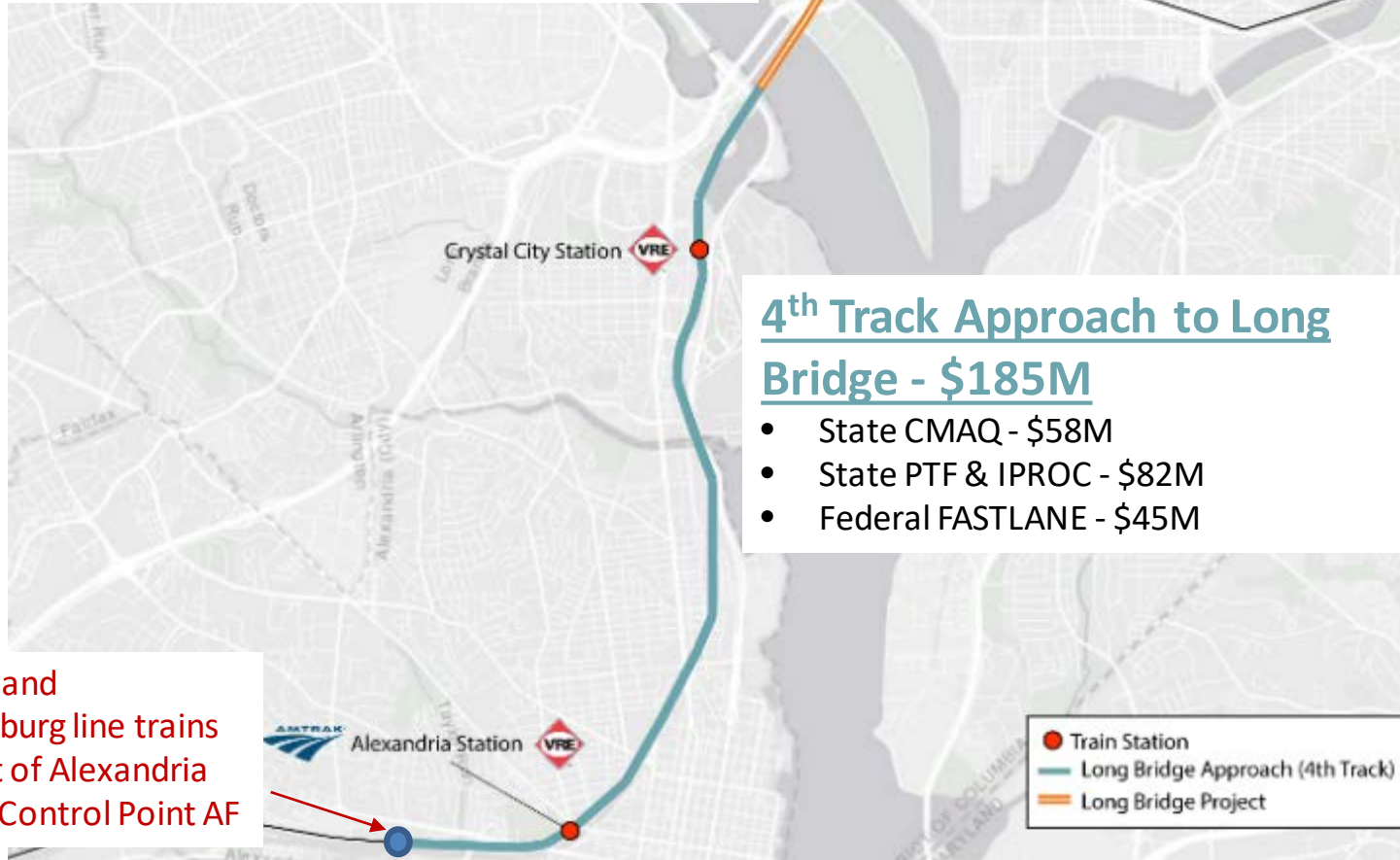
Long Bridge - \$1.9B

- State IPROC & REF in FY20-FY25 SYIP - \$214M
- Funding Plan includes other State, Federal and Regional resources



4th Track Approach to Long Bridge - \$185M

- State CMAQ - \$58M
- State PTF & IPROC - \$82M
- Federal FASTLANE - \$45M



Manassas and
Fredericksburg line trains
meet west of Alexandria
Station at Control Point AF

Current Schedule

- September 2020: ROD for Long Bridge project
- Fall 2020: DRPT Negotiating Definitive Agreements with CSX, Amtrak and VRE
- Begin Preliminary Engineering for Long Bridge: January 2021
- Agreements to be assigned to VPRA: Q1 2021



Future Steps

- Finalizing CSX and Amtrak Agreements
- Mobilizing the VPRA
- Securing Local / Regional Funding Partnerships
- Advancing Engineering and Design of Project Elements



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