

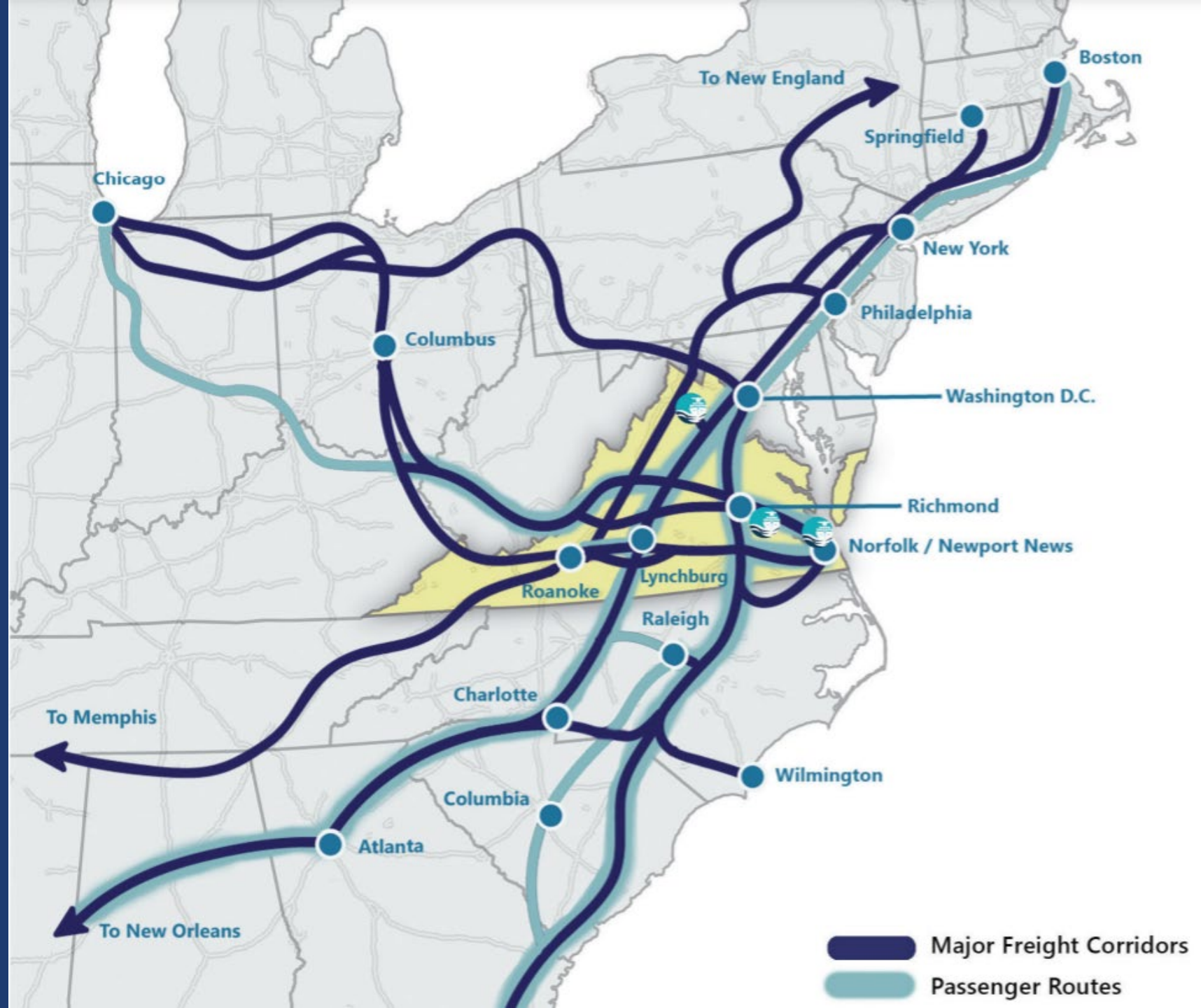
January 2023

Virginia Passenger Rail Authority

Tennessee Advisory Commission on
Intergovernmental Relations



Virginia: Rail Epicenter of the East



Virginia Passenger Rail Network

- Four State-Supported Amtrak Routes
- 8 daily roundtrips
 - Roanoke: 2
 - Richmond: 1
 - Newport News: 2
 - Norfolk: 3

- Two Virginia Railway Express (VRE) Commuter Routes
- 16 daily roundtrips
 - Manassas: 8
 - Fredericksburg: 8

PASSENGER ROUTES



Virginia State-Supported Services

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

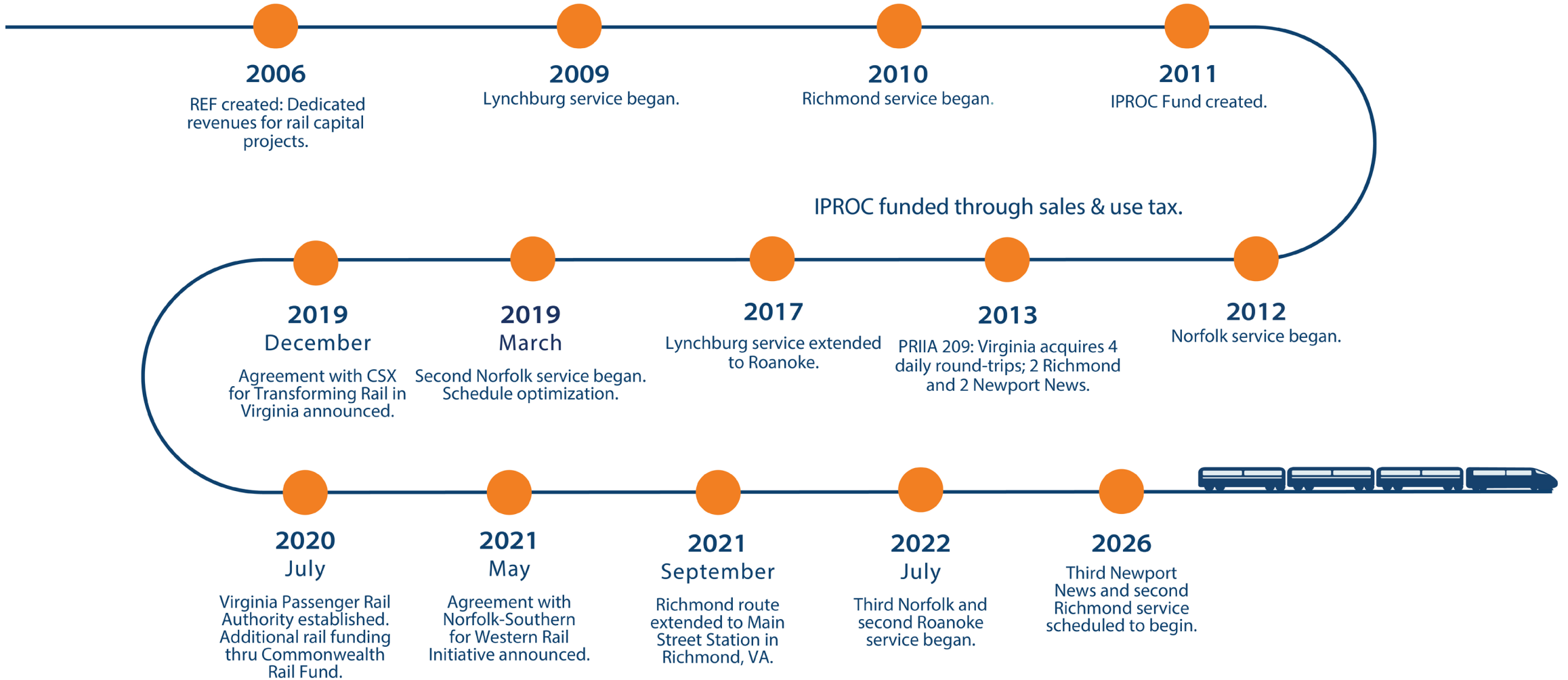
Host Railroads

- 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

Commitment to Rail Funding and Service in Virginia



Today's Constraints and the Need for Rail Growth

- **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.
- **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.**



Railroad Agreements: Win-Win for Virginia & Freight Rails

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.



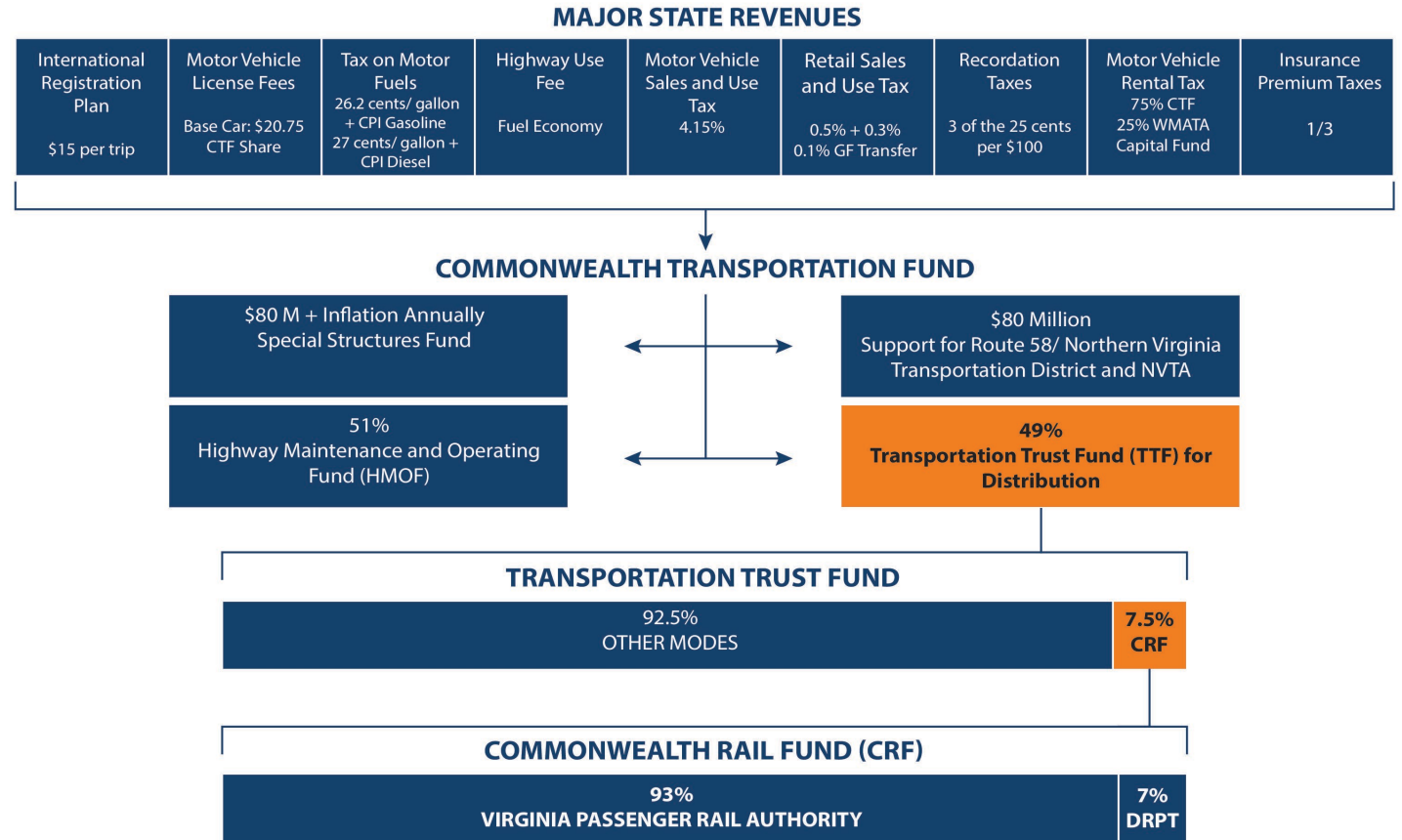
Virginia Passenger Rail Authority

- Created in 2020 by the General Assembly
- Given all powers necessary for carrying out its statutory purposes:
 - Manage passenger rail in Virginia
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
- VPRA has acquired, or will soon acquire, approximately 400 miles of railroad right-of-way in rail corridors along I-95, I-64, I-85, and I-81.
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board
 - Board members are appointed by the Governor
 - Chaired by the Director of the Department of Rail and Public Transportation



Commonwealth Transportation Fund

- In 2020, the General Assembly restructured the transportation funding system to ensure Virginia has a sustainable, statewide transportation funding model.
- A unified Commonwealth Transportation Fund was created to invest in multimodal transportation.
 - Commonwealth Rail Fund a subset of the Transportation Fund
- Advanced the implementation of Transforming Rail and Virginia's agreements with Freight Railroads.








	FY23	FY24	FY25	FY26	FY27	FY28	Total
VPRA (93%)	\$184.4	\$158.4	\$165.3	\$168.3	\$171.4	174.3	\$1,022.1








VPRA Ten Year Financial Plan – Sources and Uses

Financial Plan Uses

	Capital Projects	\$4,118M
	Operations	\$1,507M
	Capital and Operating Grants	\$640M
	Management Reserve	\$78M
	Financing Costs	\$8M
TOTAL USES		\$6,351M

Sources of Funds

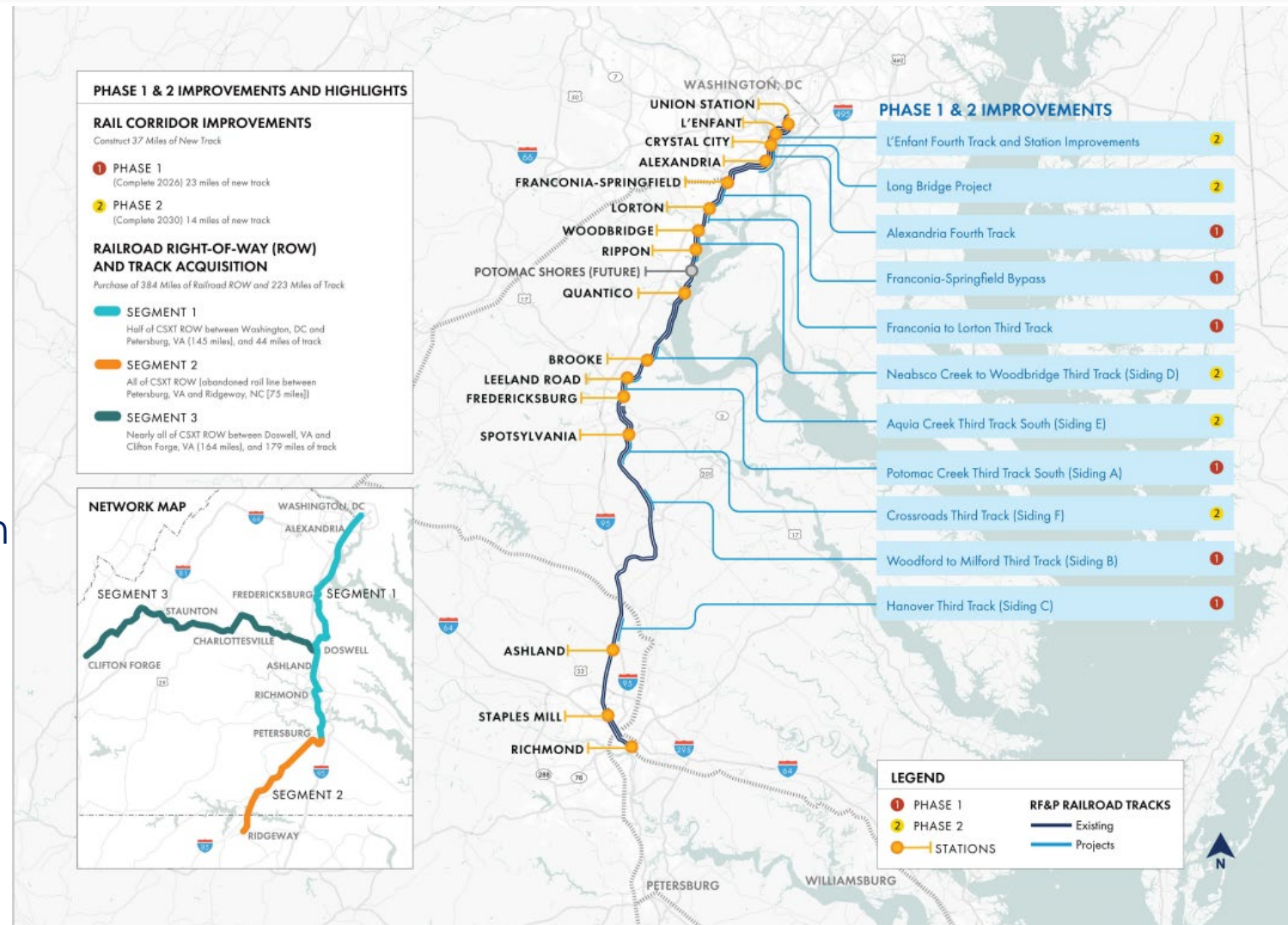
	PayGo	\$3,564M
	Proceeds of Financing	\$1,001M
	Amtrak	\$944M
	Federal and Local Grant Awards and Matches	\$458M
	Tolls and Concession Payments	\$384M
TOTAL SOURCES		\$6,351M

*Note that each source on the right hand side is not directly allocated to each use on the left hand side.

Rail Projects and Service

Transforming Rail in Virginia - CSX Agreement

- Historic agreement between the Commonwealth and CSX Transportation. Initiated in 2019
- Included acquisition and infrastructure.
- Virginia purchased half of the DC to Petersburg (**RF&P - Richmond, Fredericksburg, and Potomac**) right-of-way, allowing 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.
- Considered a **national model**.



TRV Infrastructure Improvements from DC to Quantico

Program Highlights

Railroad Right-of-Way (ROW) and Track Acquisition

Purchase of 386 Miles of Railroad ROW and 223 Miles of Track

RF&P Corridor

Half CSXT ROW between Washington, DC and Richmond, VA (116 miles) and 44 miles of track

Buckingham Branch Line

All CSXT ROW between Doswell, VA and Clifton Forge, VA (165 miles) and 179 miles of track

S-Line

All CSXT ROW (abandoned rail line) between Petersburg, VA and Ridgeway, NC (75 miles)

S-Line/A-Line

Half CSXT ROW and passenger rights on CSXT track between Richmond, VA and Petersburg, VA (30 miles)

RF&P Corridor Improvements

Construct 37 Miles of New Track





Phase 1 (Complete 2026)

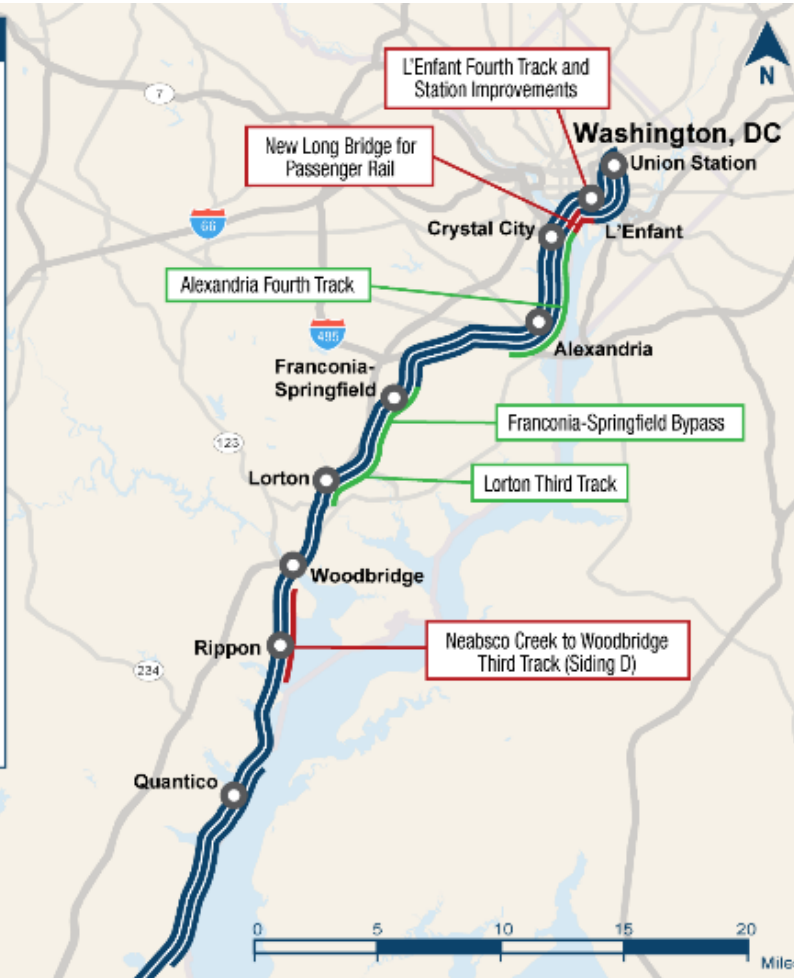
23 miles of new track

Phase 2 (Complete 2030)

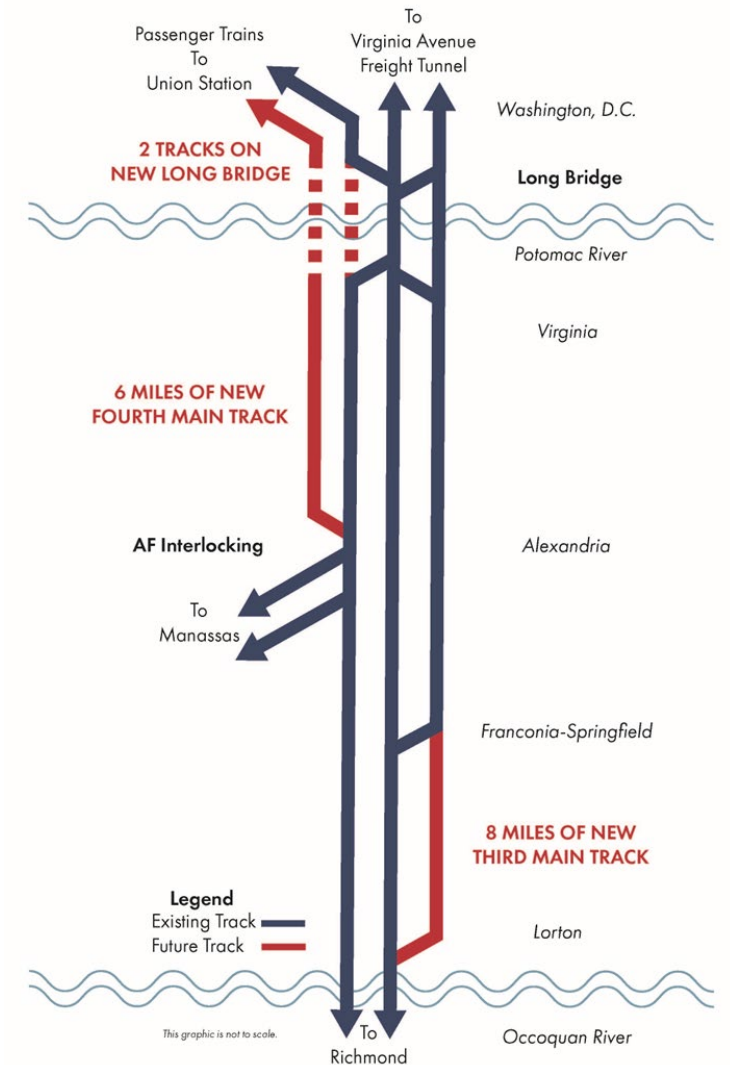
14 miles of new track

Legend

-  Stations
- RF&P Railroad Tracks**
-  Existing
-  Phase 1
-  Phase 2

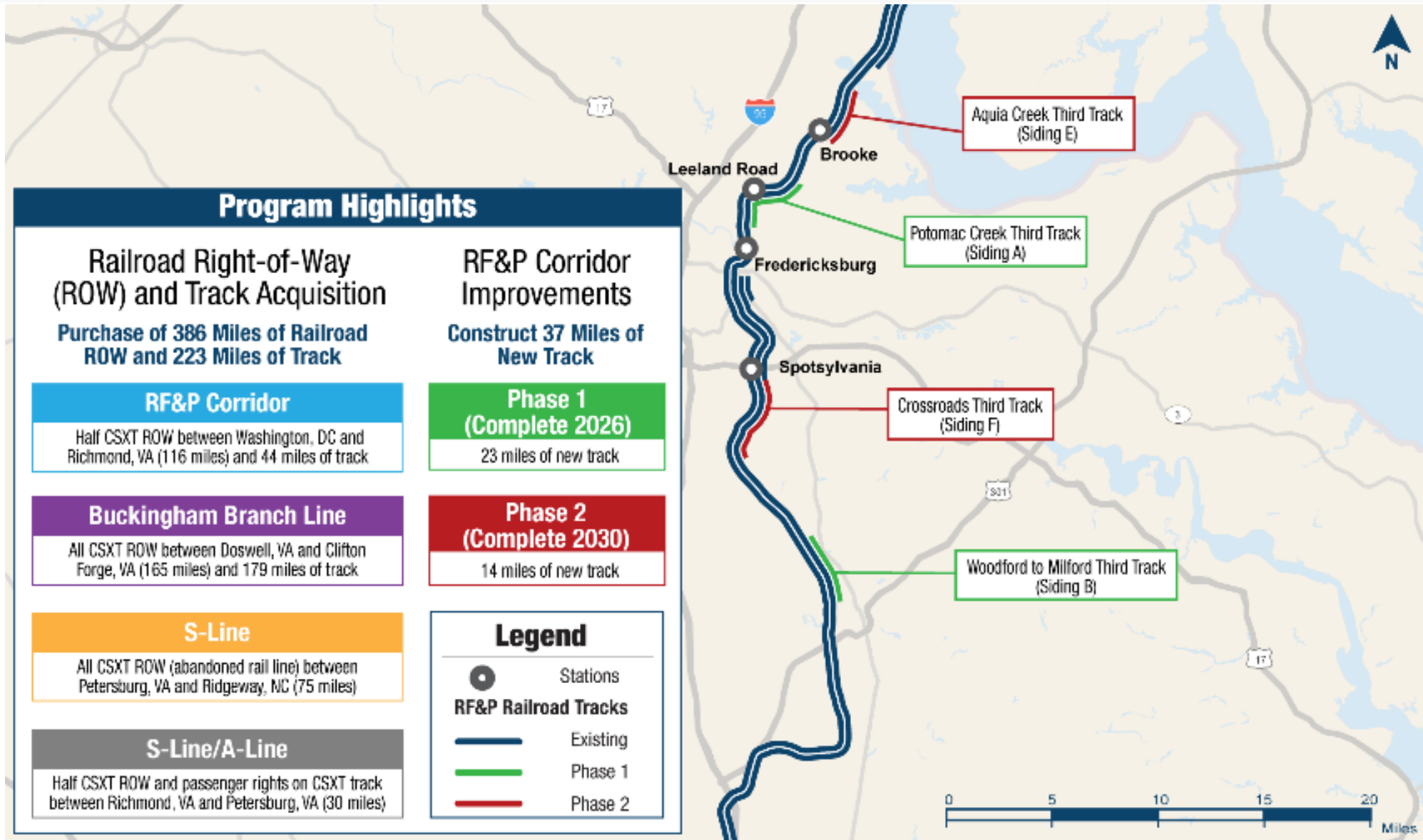


Northern Virginia Area Track Improvements



Fredericksburg Area Projects

Phase 1 & 2 sidings are the start of a dedicated 3rd track to Spotsylvania at the end of the VRE Territory



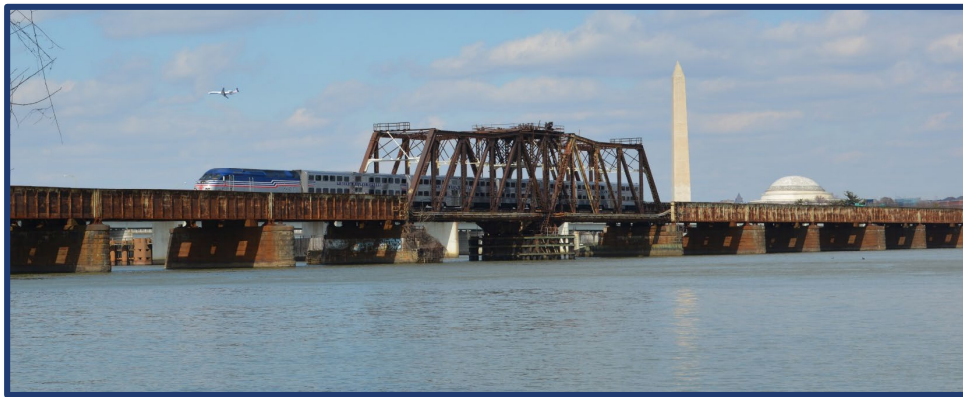
Long Bridge

EIS Phase
2017-2020

PE Phase
2021-2023

Final Design
2023-TBD

Construction
TBD-2030



Focus Areas – Long Bridge Park to L'Enfant Station

1. Long Bridge Park 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 L'Enfant Station

Enhancing Capacity to Expand Service

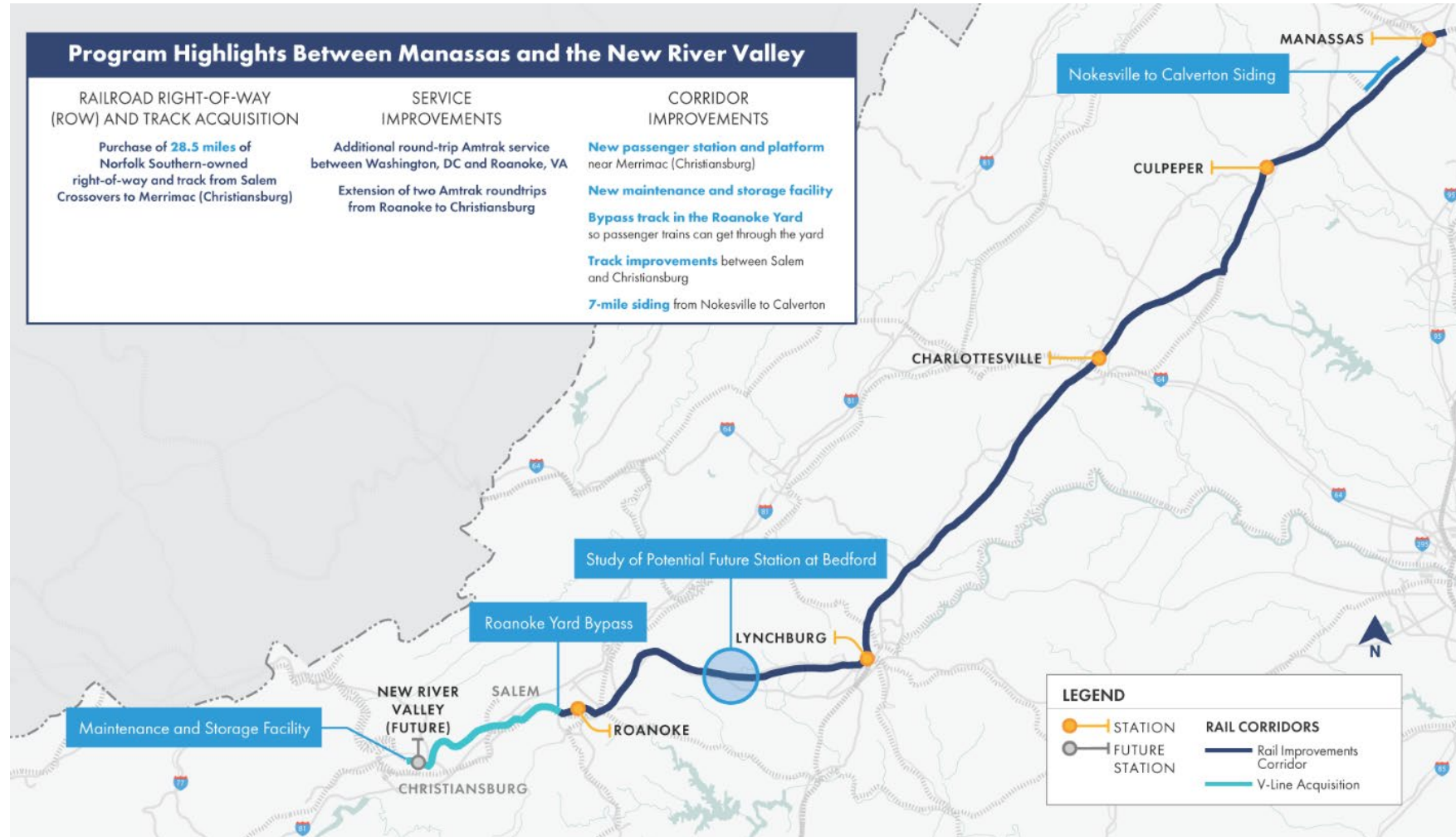
- **Amtrak ridership at all-time highs**; set record ridership beginning in June – monthly records set thereafter.
- **More than doubles state-supported Amtrak roundtrips from 6 to 13**; trains 7 and 8 started in July of 2022
- Nearly hourly service from Richmond to DC; all trains travel to the Northeast Corridor.
- Adds additional VRE and Amtrak weekend and late-night service starting in 2026.
- Increases VRE Service by 75% along the Fredericksburg Line.
- Allows future ability to increase VRE Manassas Line Service.
- Provides Virginia with control and guaranteed VRE / Amtrak service.



Western Rail Initiative: Norfolk Southern Agreement

The VA-NS agreement was completed in 2022, resulting in the following:

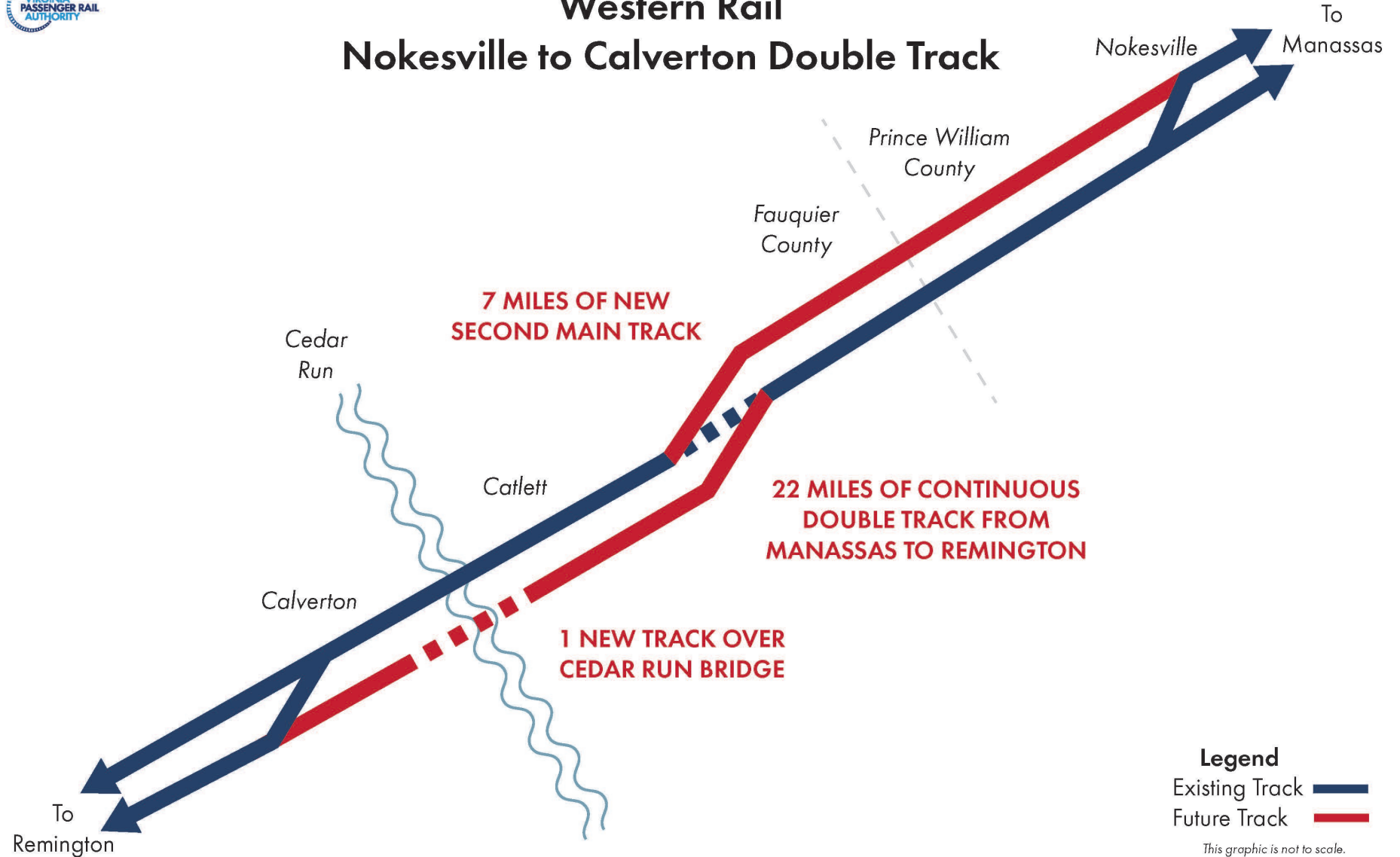
- The acquisition of 28 miles of the Virginian Line from NS
- A second roundtrip to Roanoke
- Future expanded service to the New River Valley
 - Over \$300M worth of capital improvements
- After expansion to the New River Valley, the agreement with NS will add an estimated 80,000 net new riders to the route



Western Rail Infrastructure Improvement: *Example of benefit to both passenger and freight rail*



Western Rail Nokesville to Calverton Double Track

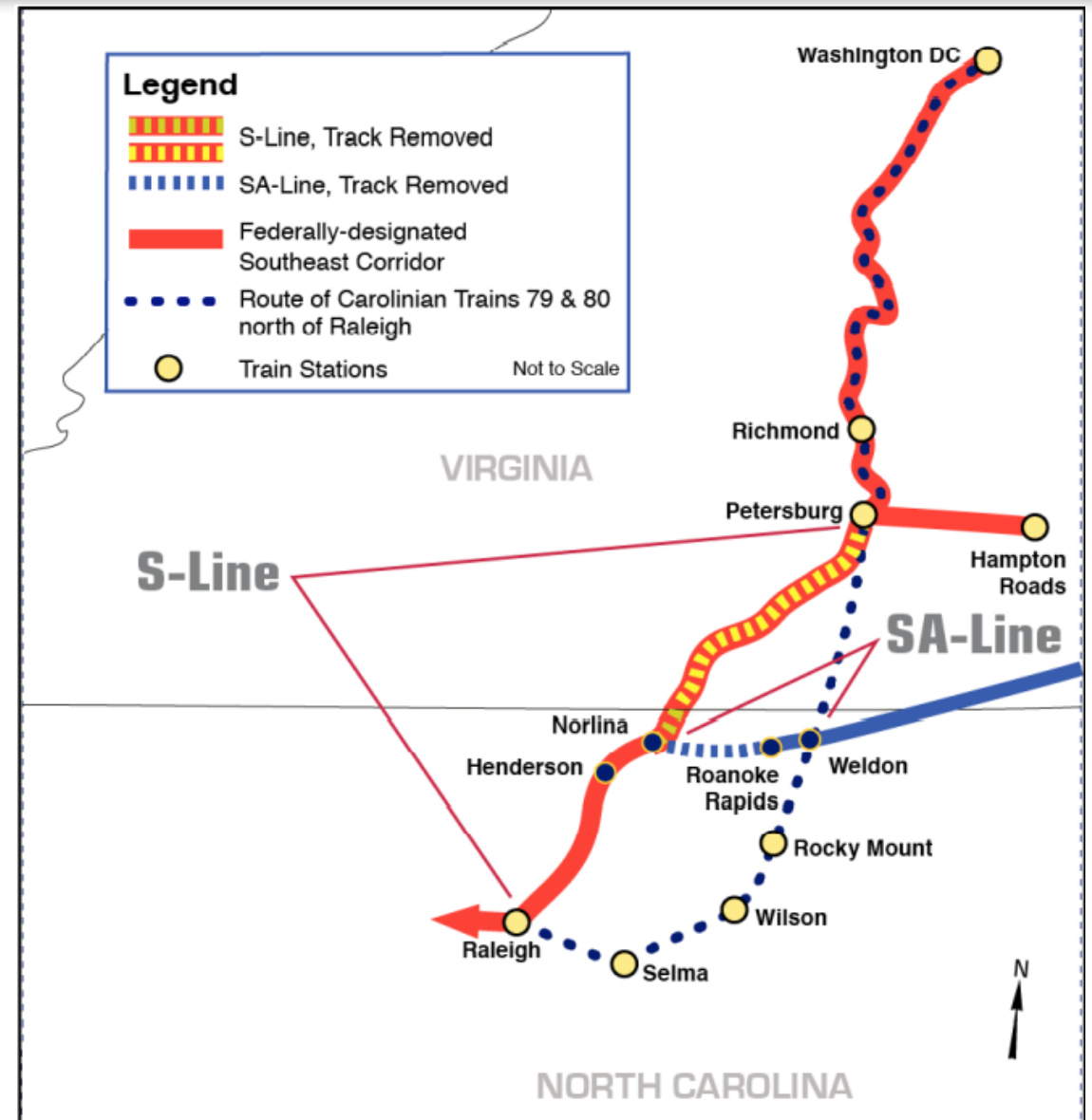


Legend
Existing Track 
Future Track 

This graphic is not to scale.

Richmond to Raleigh Improvements Benefits East Coast

- Improving connections from Raleigh to Richmond Main Street Station will benefit VA, NC, 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 on June 2nd received a \$58M grant from the FRA for preliminary engineering, with a total PE cost of \$95.8M.



Source: NCDOT

Opportunities for Federal Grants

Infrastructure Investment and Jobs Act

- \$39 Billion in new funding for public transit
 - Includes \$8B for the existing FTA Capital Investment Grant Program (applying for Long Bridge)
- \$65 Billion in new funding for passenger rail
 - Mostly discretionary grants: multi-year grant opportunities available for intercity passenger rail – provides certainty
 - VPRA actively applying for discretionary grants both for existing projects and to expedite future projects
- \$87,455,829 in Federal Funds awarded to Virginia to date
 - \$57.9 Million – Richmond to Raleigh
 - \$20 Million – Long Bridge Ped-Bike Bridge
 - \$6.3 Million – Etrick Station
 - \$2 Million – New River Valley Station
 - \$1.2 Million – Newport News Multi-Modal Transportation Center
- \$634 Million in pending applications for federal funds

Questions?

