

# Virginia Passenger Rail Authority

**TRANSFORMING RAIL IN VIRGINIA OVERVIEW  
VRRRA CONFERENCE**

October 1, 2021

# Virginia Passenger Rail Authority

- **Current Employee Count: 9 FTEs**
- **Current Openings: ~10**
- **Positions will continue to be filled into 2022**
- **DJ Stadtler: Executive Director**
  - Hired in April 2021
  - Previously worked as Executive VP at Amtrak
- **Senior Leadership:**
  - Steve Pittard: CFO
  - Mike McLaughlin: COO
  - Jeremy Latimer: Director of Rail Services
  - Fyiad Constantine: Engineering Manager
  - Kate Youngbluth: Director of Planning
  - Pam Ash: Director of Human Resources



# 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

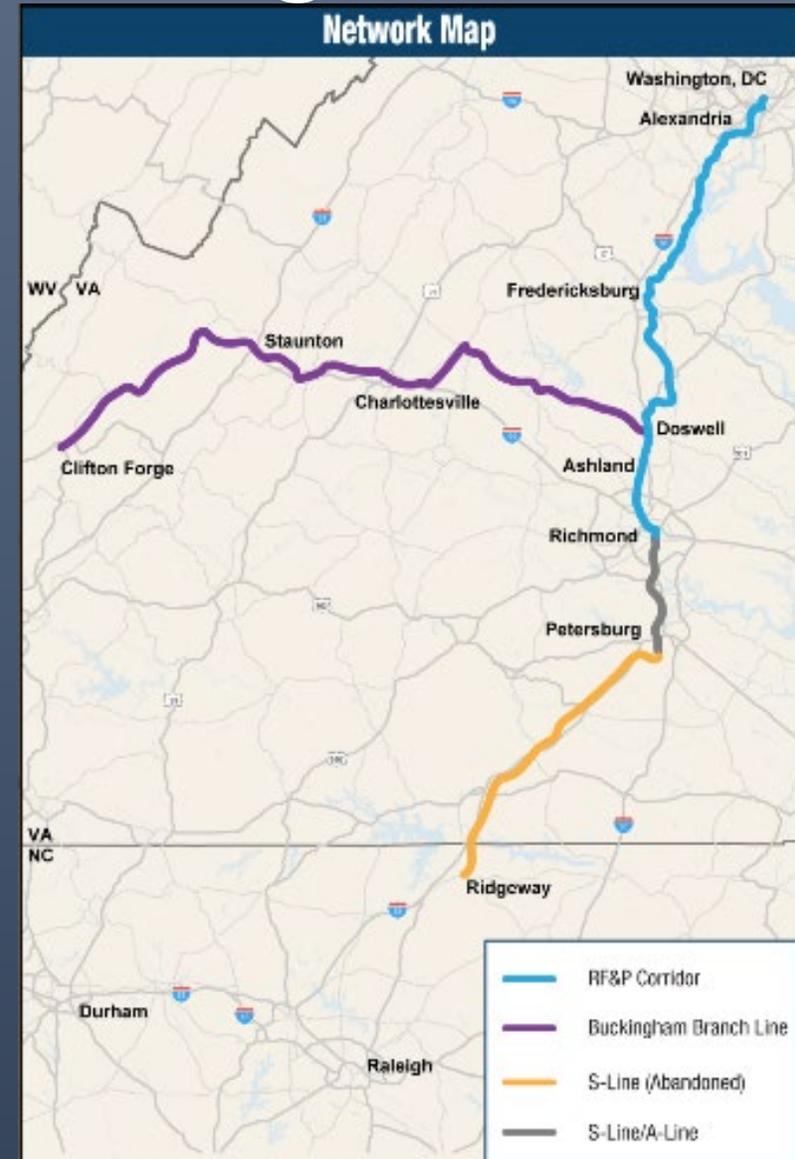
● Passenger Station

### Other Rail Services

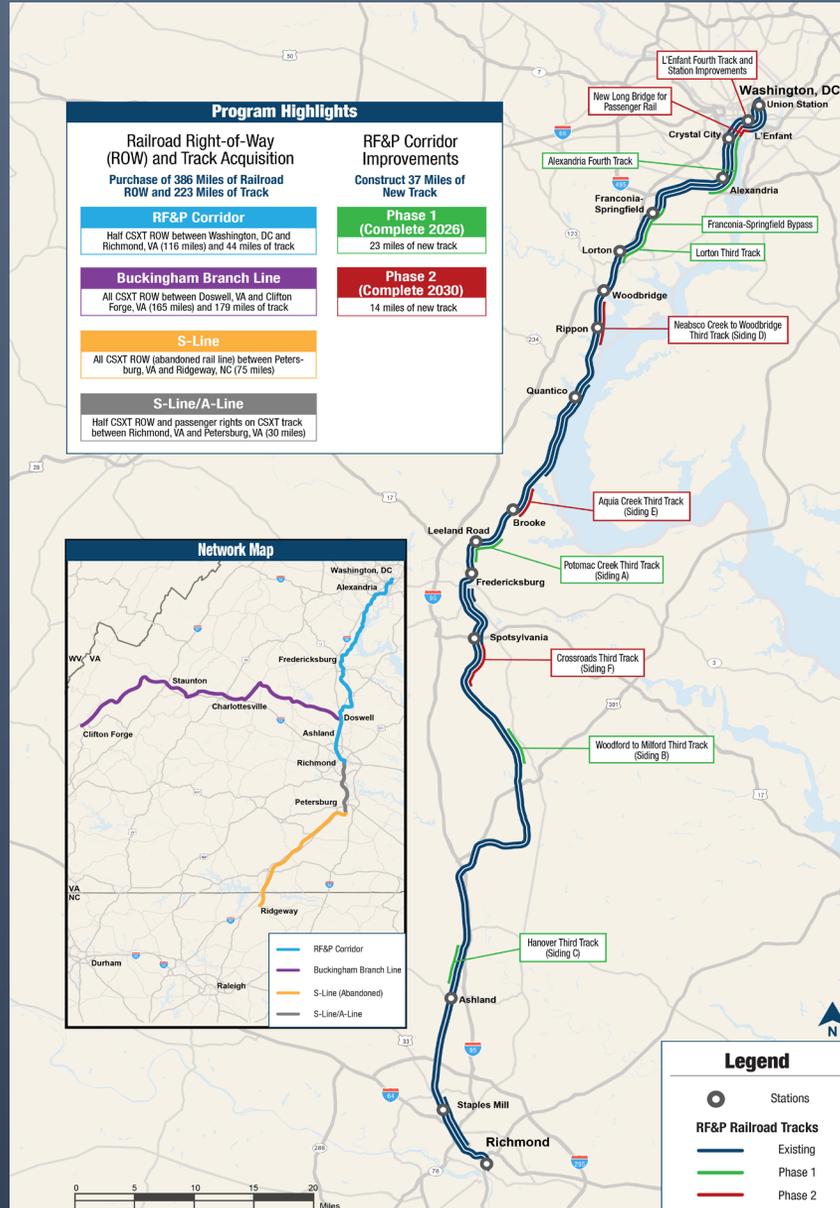
- Other Amtrak State-Supported (Carolinian)
- Amtrak Long-Distance
- VRE Commuter Rail System
- - - - - Thruway Bus

# Transforming Rail in Virginia: CSX Agreement

- \$3.7 Billion Transforming Rail in Virginia Program announced December, 2019 by Virginia, CSX, Amtrak and VRE.
- Includes acquisition and infrastructure.
- The acquisition map stretches from the nation's capital to the Allegheny Mountains to North Carolina.
- Virginia is purchasing half of the RF&P right of way.
  - 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
- Infrastructure Phases 1 and 2 are concentrated on the RF&P from Washington to Richmond.



# Transforming Rail in VA - Major Features

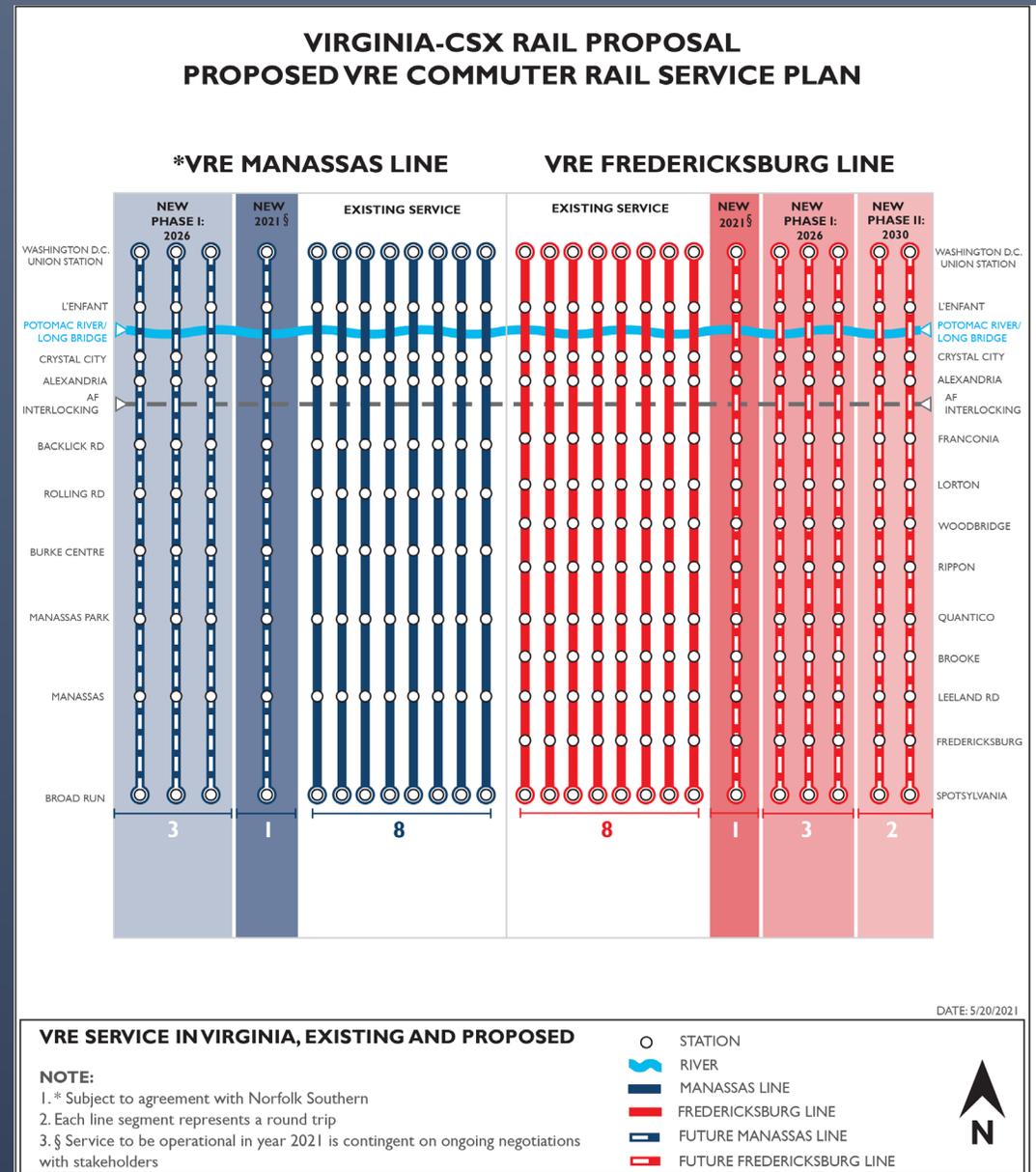


## Phases 1 & 2

- Path forward to full separation of freight and passenger service in future
- Acquisition of ROW, track and passenger rights from CSX
- Build-out of infrastructure in two phases
- Construct new Long Bridge
- Completion of phases will result in additional VRE / Amtrak service
- Preservation of future rail corridors

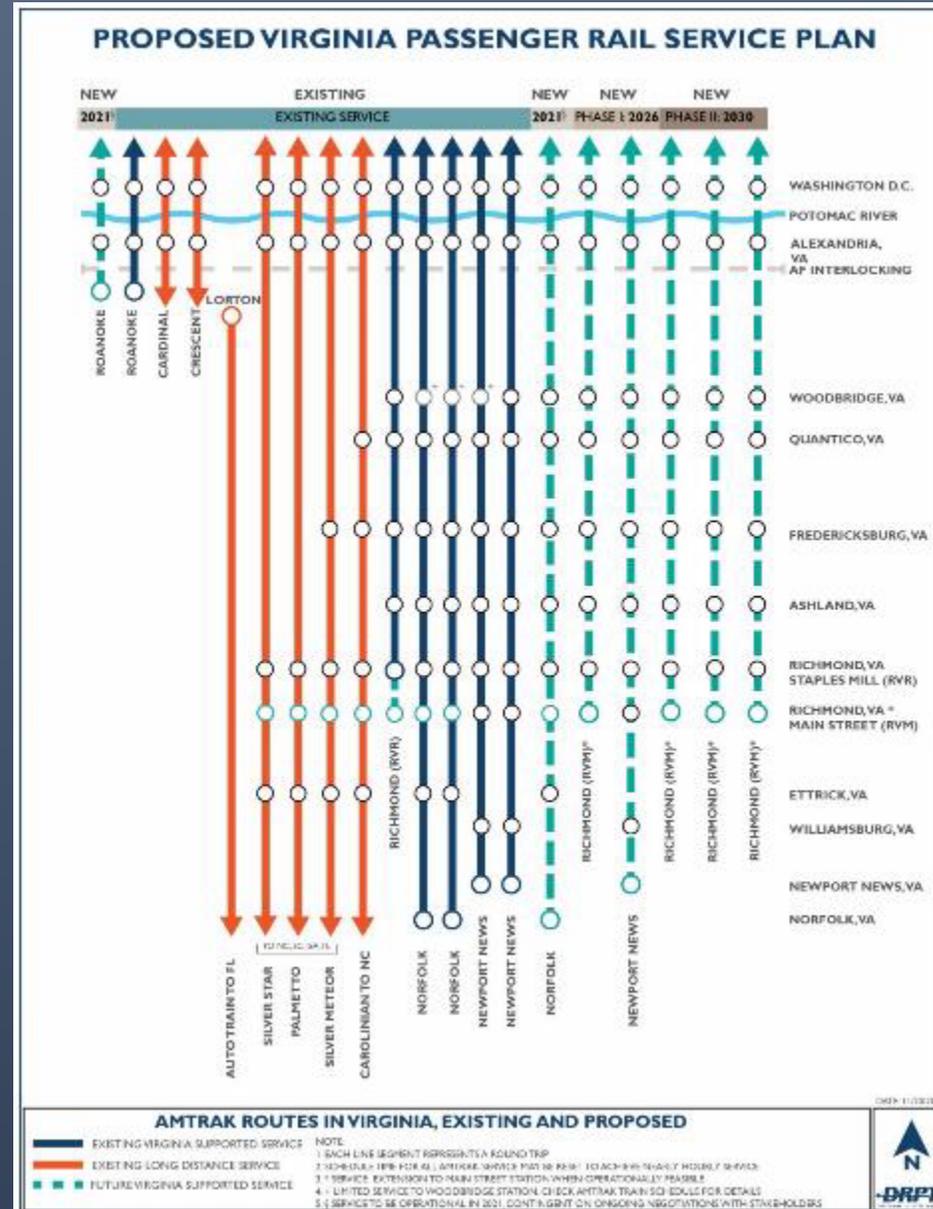
# Construction Corresponds with Service

- Proposed Future Virginia Railway Express (VRE) Service Plan
  - Service on the Manassas Line is contingent on agreement with Norfolk Southern

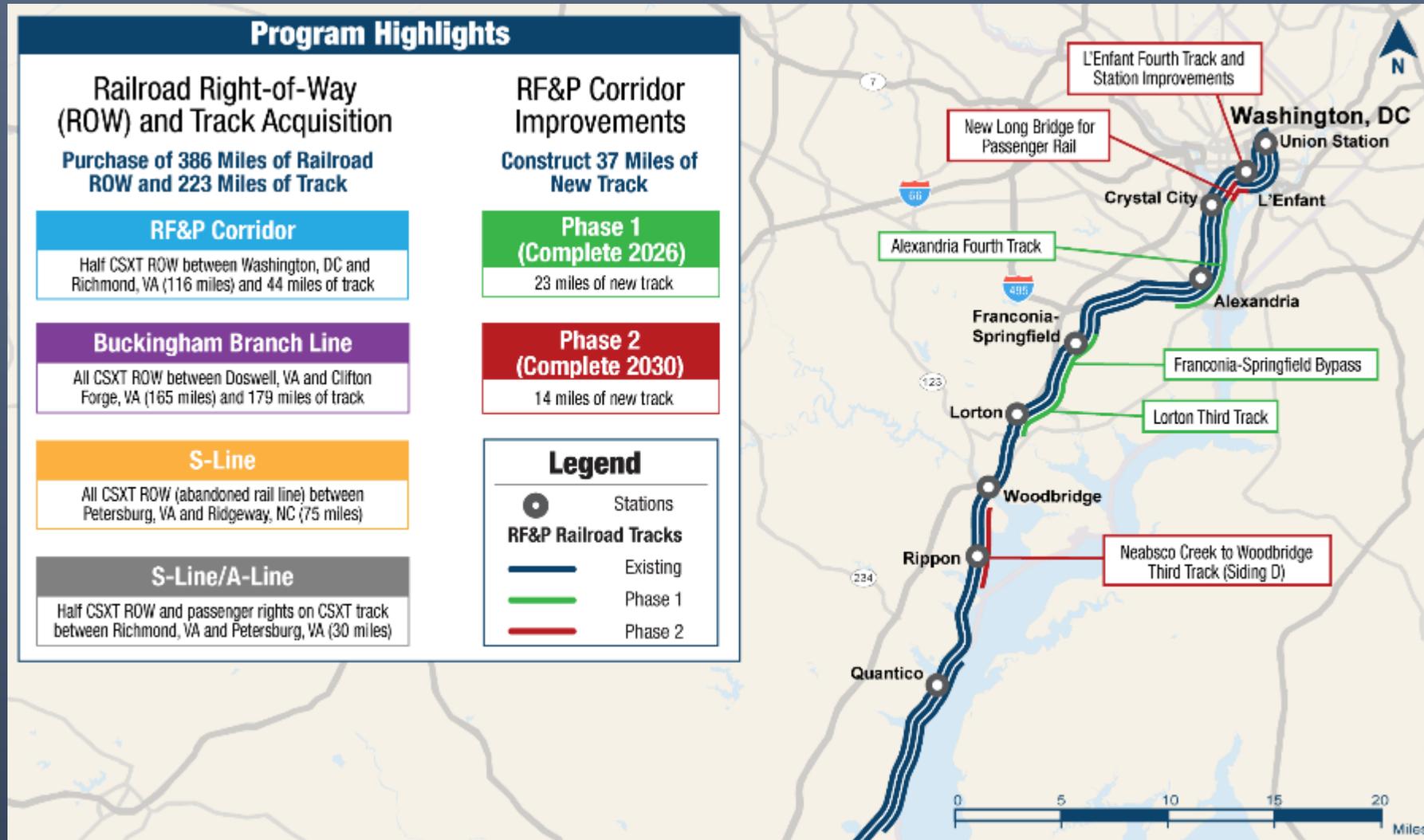


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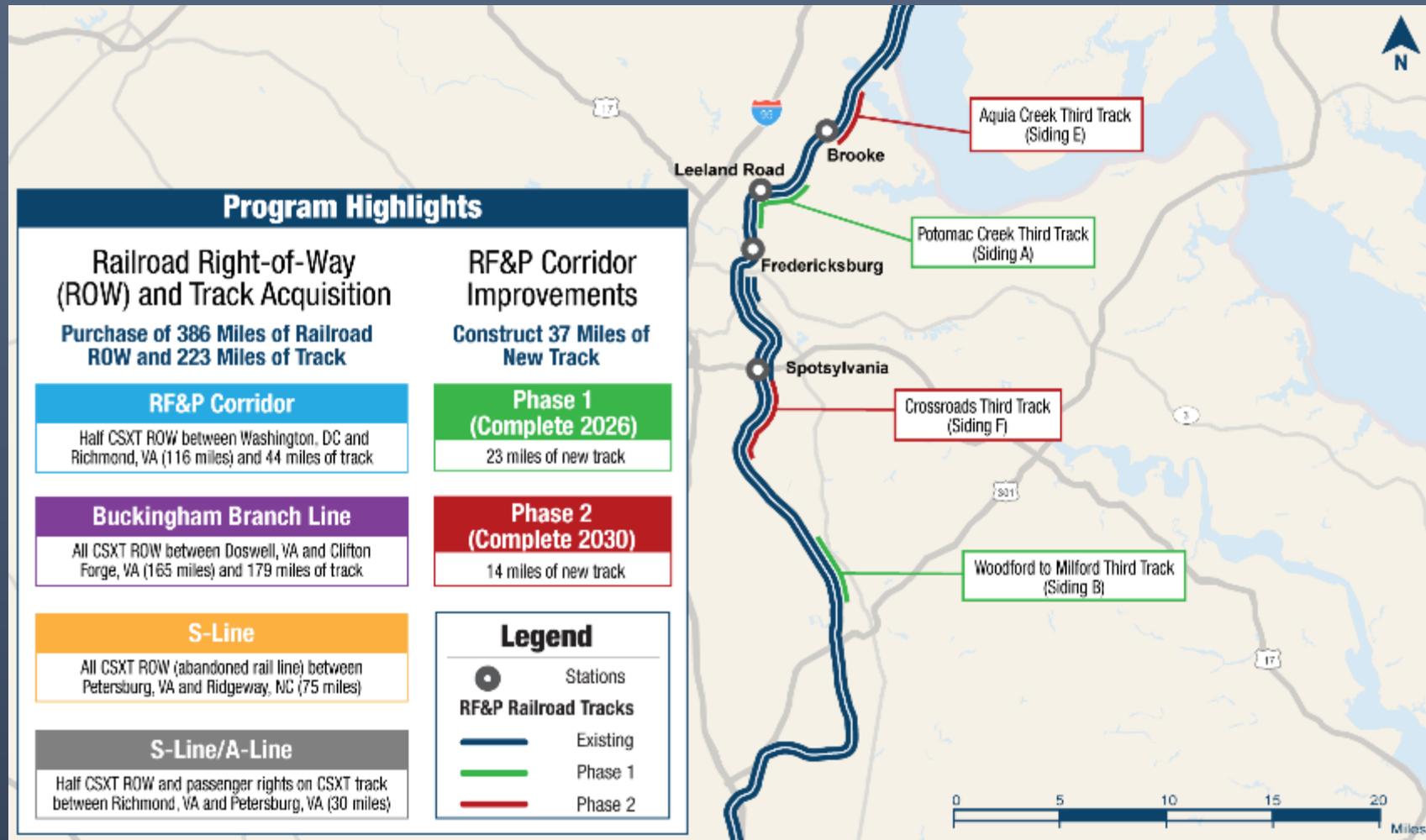
- Proposed Future Amtrak Service Plan
  - Service to Roanoke is contingent on agreement with Norfolk Southern



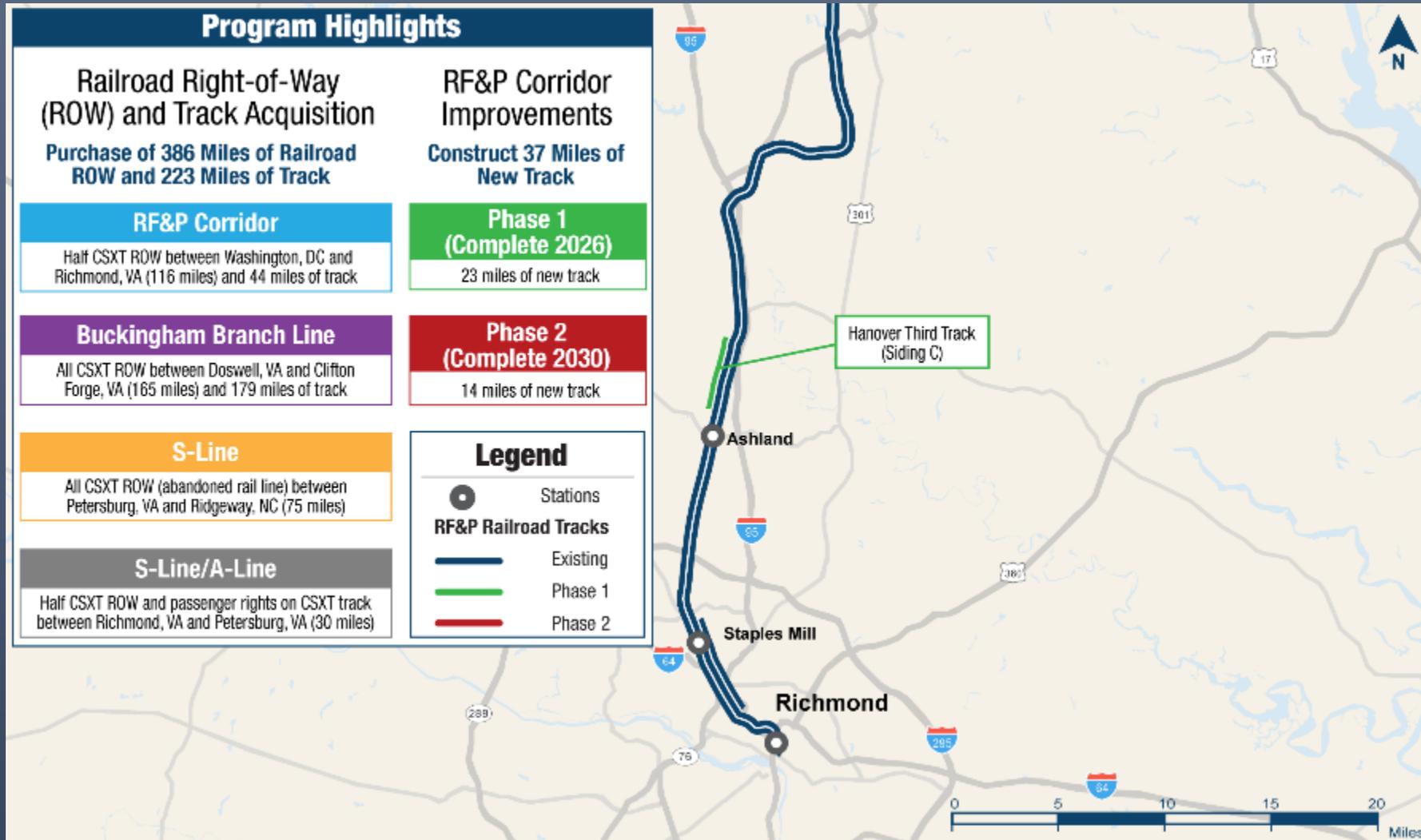
# Northern Virginia and District Projects



# Central RF&P

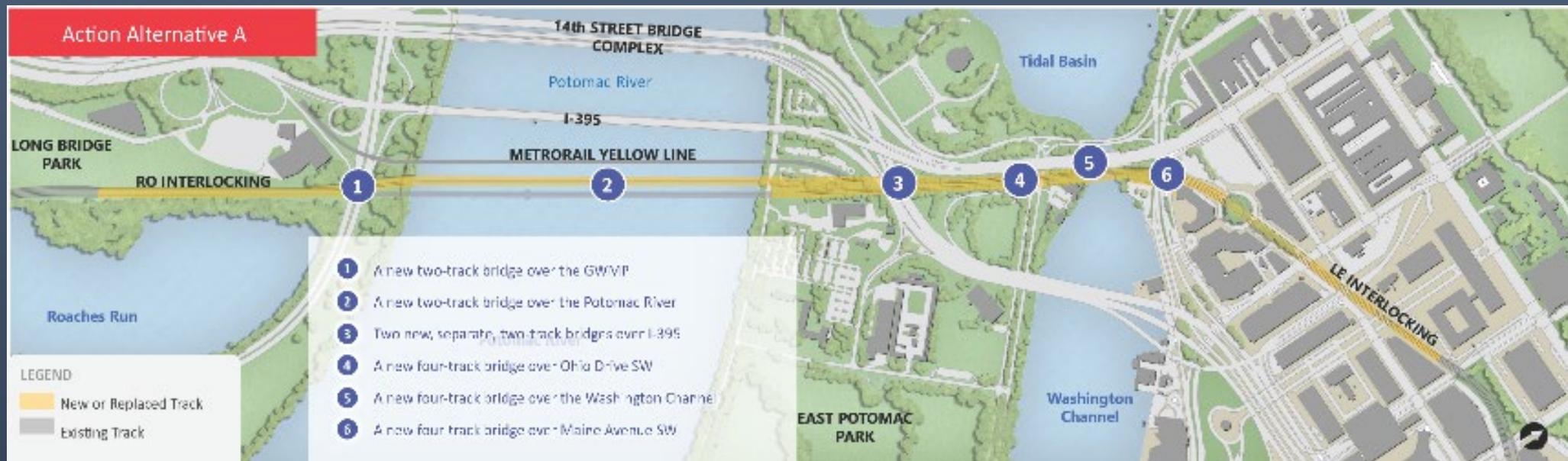


# Southern RF&P



# Long Bridge

- In order to add more freight and passenger rail, the biggest rail bottleneck on the East Coast – Long Bridge – needs to be addressed.
- Long Bridge carries almost 80 trains a day over a 100-year old 2-track bridge.
- The bridge is at 98% capacity during peak hours.
- Environmental clearance started in 2016 and was finalized in September 2020; names Virginia as the lead on design and construction.
- 30% Design contract awarded March 2021.
- \$2 Billion estimated cost



# Alexandria 4<sup>th</sup> Track Project: “AF to RO”

- The project will design & construct 6 miles of fourth track between the AF (Alexandria) and RO (Rosslyn) Interlockings.
- 3 Fredericksburg line tracks and 2 Manassas line tracks – which carry all of the Commonwealth’s VRE and Amtrak passenger trains in addition to freight traffic – converge into 3 tracks at the AF interlocking in Alexandria.
- The new track will be coordinated with the Crystal City Station and Alexandria Station projects performed by VRE.
- Project received a \$45 million FASTLANE grant from US DOT in 2016.
- When complete CSX will convey an existing track on the west to Virginia.
- \$164 million project.



# 4<sup>th</sup> Track Project Status and Next Steps

- AF to RO is one of the first projects to be advanced as part of the DC2RVA project, which was complete in Sept 2019.
- 30% Design plans were completed for the full DC2RVA project corridor.
- Early works project package for a crash wall at Airport Access Road in Arlington – pulled from the AF to RO project – will satisfy the \$45 million grant requirement of construction start w/in 18 months of DOT grant agreement execution.
- CSX will be leading final design and construction as the right of way to build the project is on the east on CSX land.
- Final Design estimated to be complete in early 2023 and Construction estimated for 2025 completion



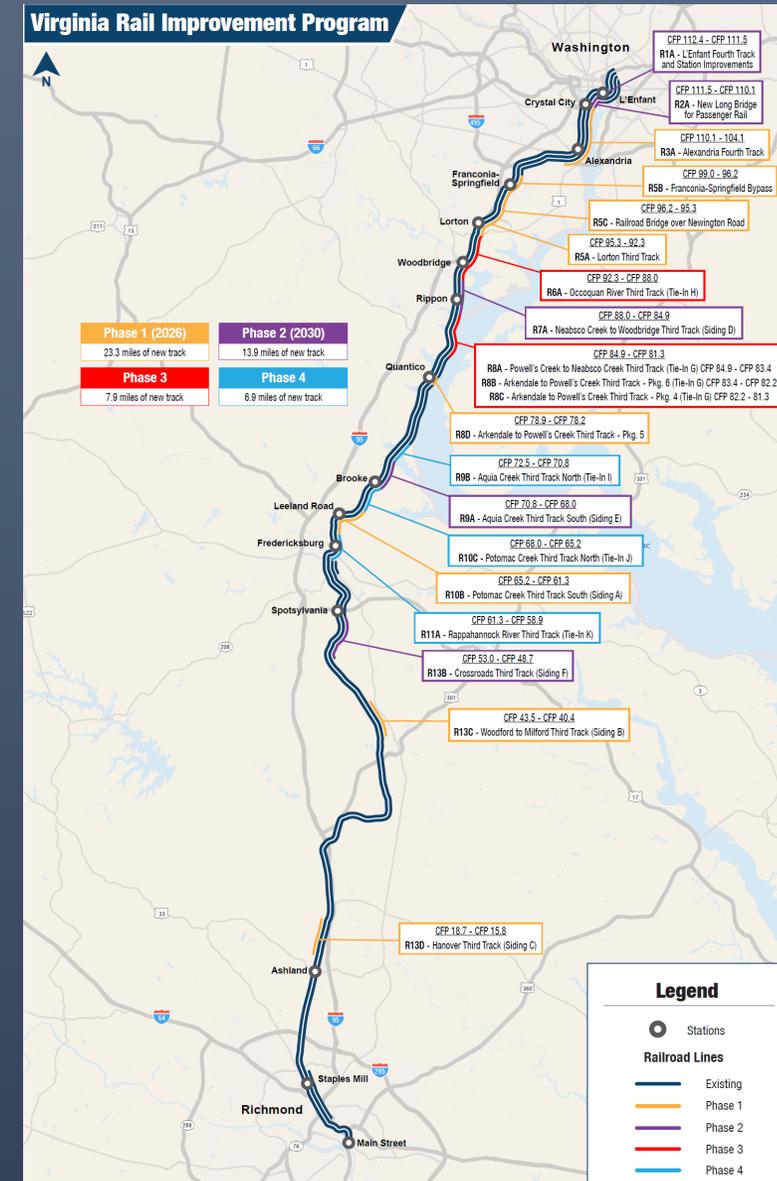
# Future Phases: DC to Richmond

## Phases 3-4 with CSX:

- Fill in gaps for dedicated passenger track to Spotsylvania
- Will create opportunity to expand VRE service exponentially

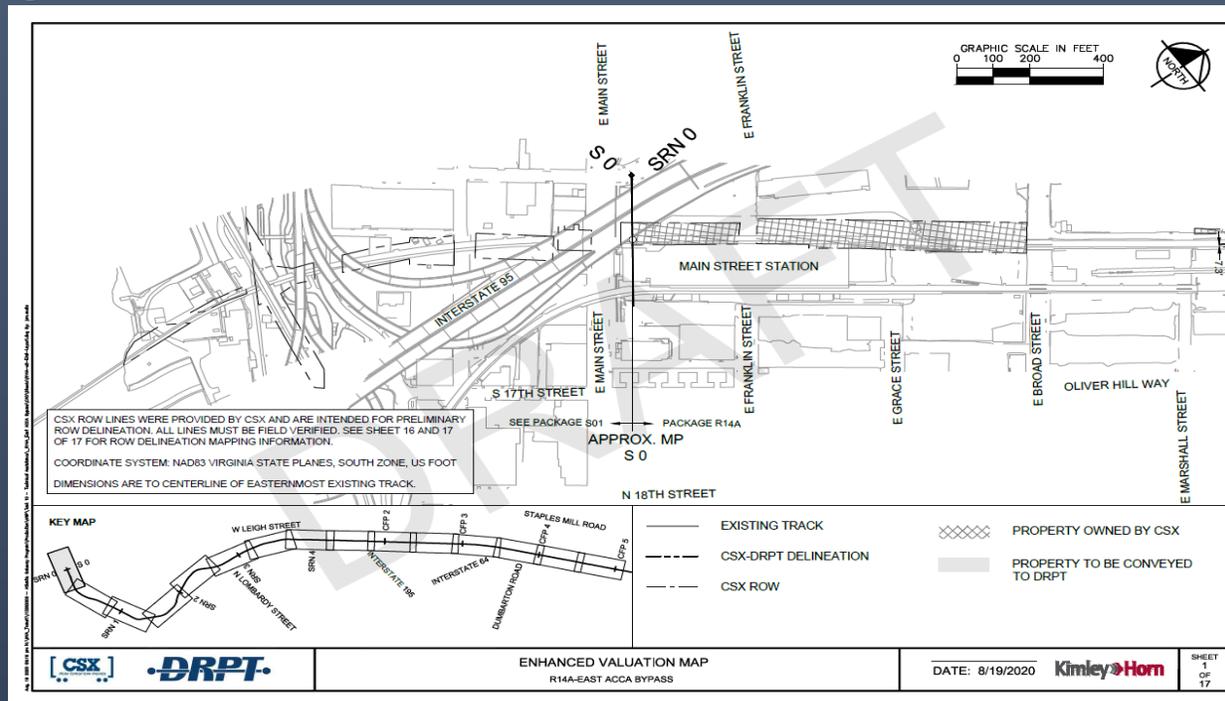
## Beyond Phase 4:

- Build out 4<sup>th</sup> track between Alexandria to Spotsylvania
- Will allow for two dedicated passenger tracks, creating full separation of passenger and freight in VRE service area
- Build 3<sup>rd</sup> track all the way to Richmond (excluding Ashland)



# Future Phases Across Virginia

- Richmond Improvements: Estimated costs of ~\$1B
  - Allow service increases to Main Street Station in downtown
  - Allows relocation of all state-supported service to “S Line” on east side of Richmond
  - 25+ miles of track and bridge improvements in phases
- Development of S-Line between Raleigh and Richmond
- US-29 and I-81 Corridors:
  - Expansion to Christiansburg
  - Additional service to Roanoke
    - Subject to agreements with Norfolk Southern



CSX-VPRA VAL  
Map of  
Richmond Main  
Street Station

# May 5, 2021: NS and Virginia Announce Preliminary Agreement for 2<sup>nd</sup> Train and Extension to the NRV

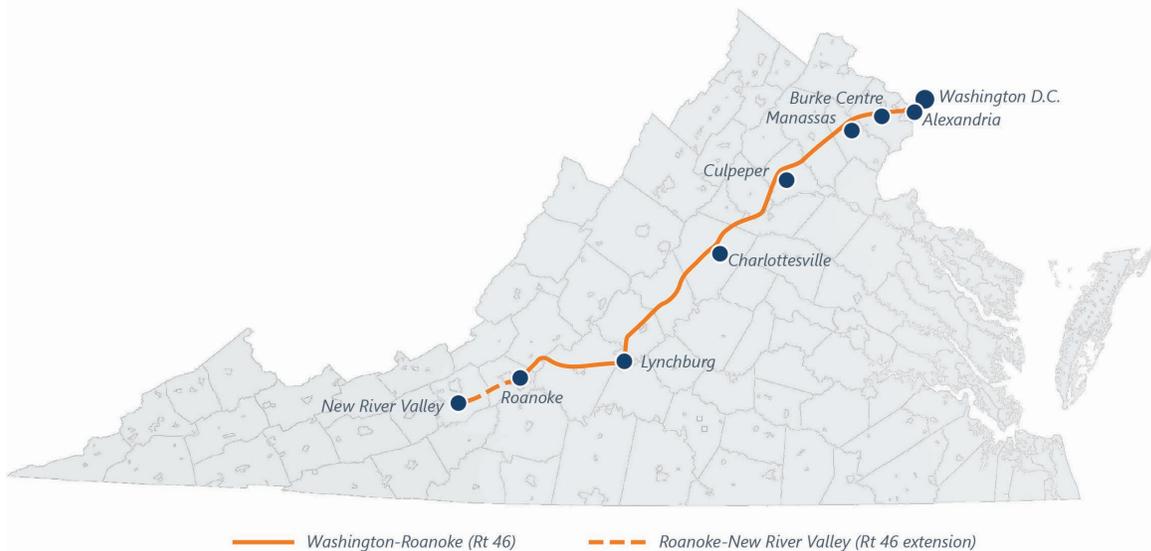




# Roanoke Route Background



- Amtrak Regional daily service began in October 2009 with one round trip between Lynchburg and Boston - annual ridership forecast of 33,100
- Service more than tripled the ridership forecast in the first full year
- Service expanded to Roanoke in November 2017
- Route carried over 220,000 passengers in 2019

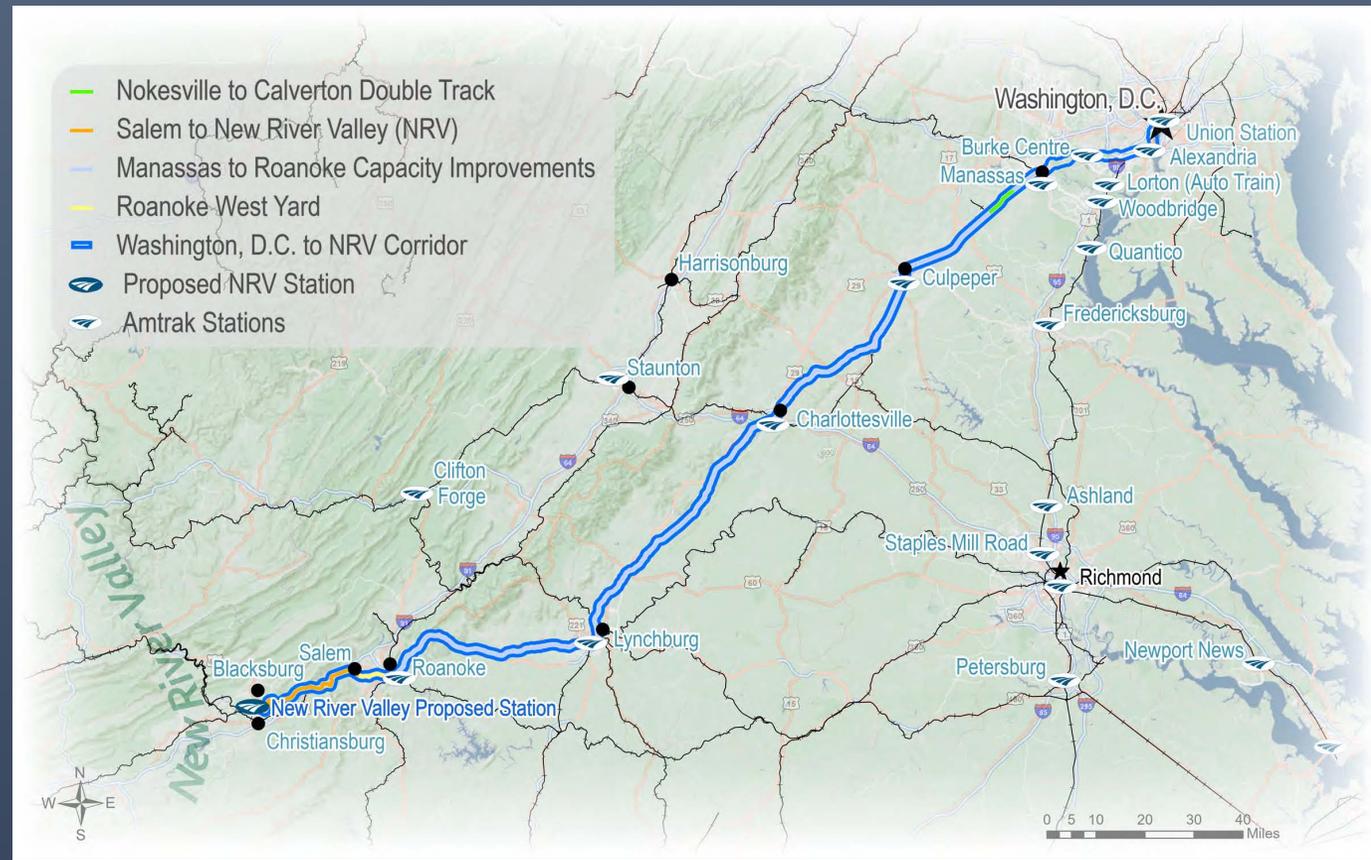


- One of the most profitable routes in the country prior to the COVID-19 pandemic
- Based on the route's proven success, the Commonwealth and Norfolk Southern (NS) have negotiated an agreement to help the Commonwealth achieve its goals

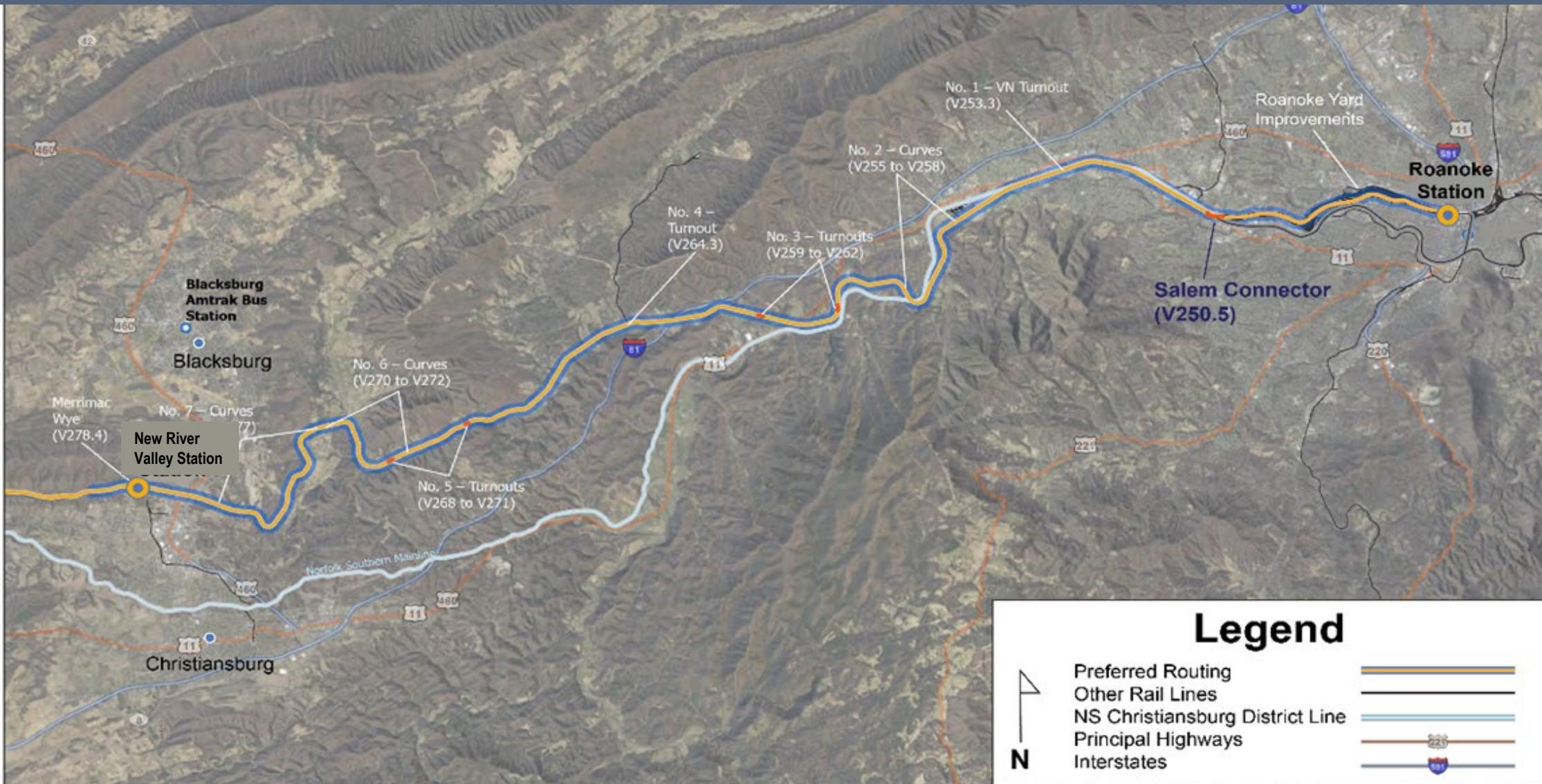
# Virginia and Norfolk Southern Term Sheet

## Term Sheet signed April 2<sup>nd</sup> that will:

- Add a second Amtrak round trip between Roanoke and Boston as soon as 2021
- Expand both Amtrak round trips to the New River Valley and Virginia Tech upon the completion of capital improvements in 5 years
- Allow for a third round-trip between Roanoke and the New River Valley
- Transfer ownership of the line from Salem to the New River Valley to the Commonwealth, providing control over service quality



# Commonwealth Acquisition: 28 miles from Salem Connector to New River Valley Station

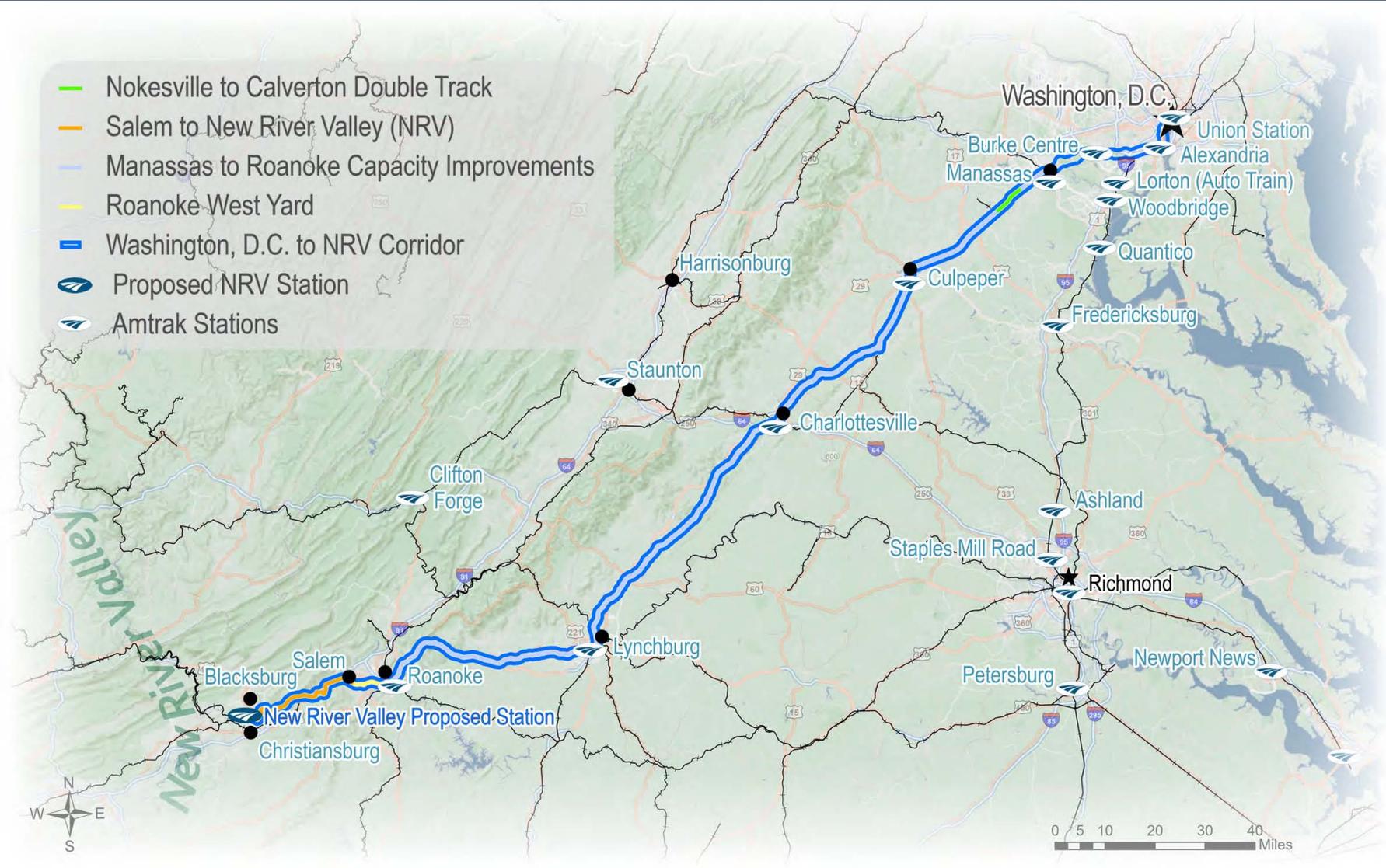


# Project Costs



- \$206.2M to NS for capital improvements, acquisition and capital maintenance along US 29 and I-81 Corridors:
  - \$38.2M for acquisition of the Virginian Line from Salem to New River Valley
  - \$36.5M for improvements to facilitate the passenger trains moving through the Roanoke Yard, including passenger bypass tracks
  - \$131.5M Western Virginia Rail Initiative Fund: includes \$50M for Nokesville to Calverton 2<sup>nd</sup> track; equal payments over 10 years for capital improvements and program maintenance on western Virginia lines
- \$51M for a New River Valley passenger station and service facility near Merrimac, and track upgrades needed to run Amtrak trains on the Virginian line

# Planned Improvements



Combined, these improvements allow for increased passenger and intercity rail services.

- An Amtrak extension from Roanoke to the New River Valley on the existing Roanoke service route
- An additional roundtrip between the New River Valley and Washington DC
- 80,000 net new riders estimated in first year

# Next Steps with Norfolk Southern

- Ongoing Analysis and Due Diligence by VPRA
  - Planning and feasibility analysis of New River Valley Station Location
  - Engineering Review
  - Environmental testing, bridge inspection reports, real estate records, etc.
- Finalize definitive agreements



# Questions?