

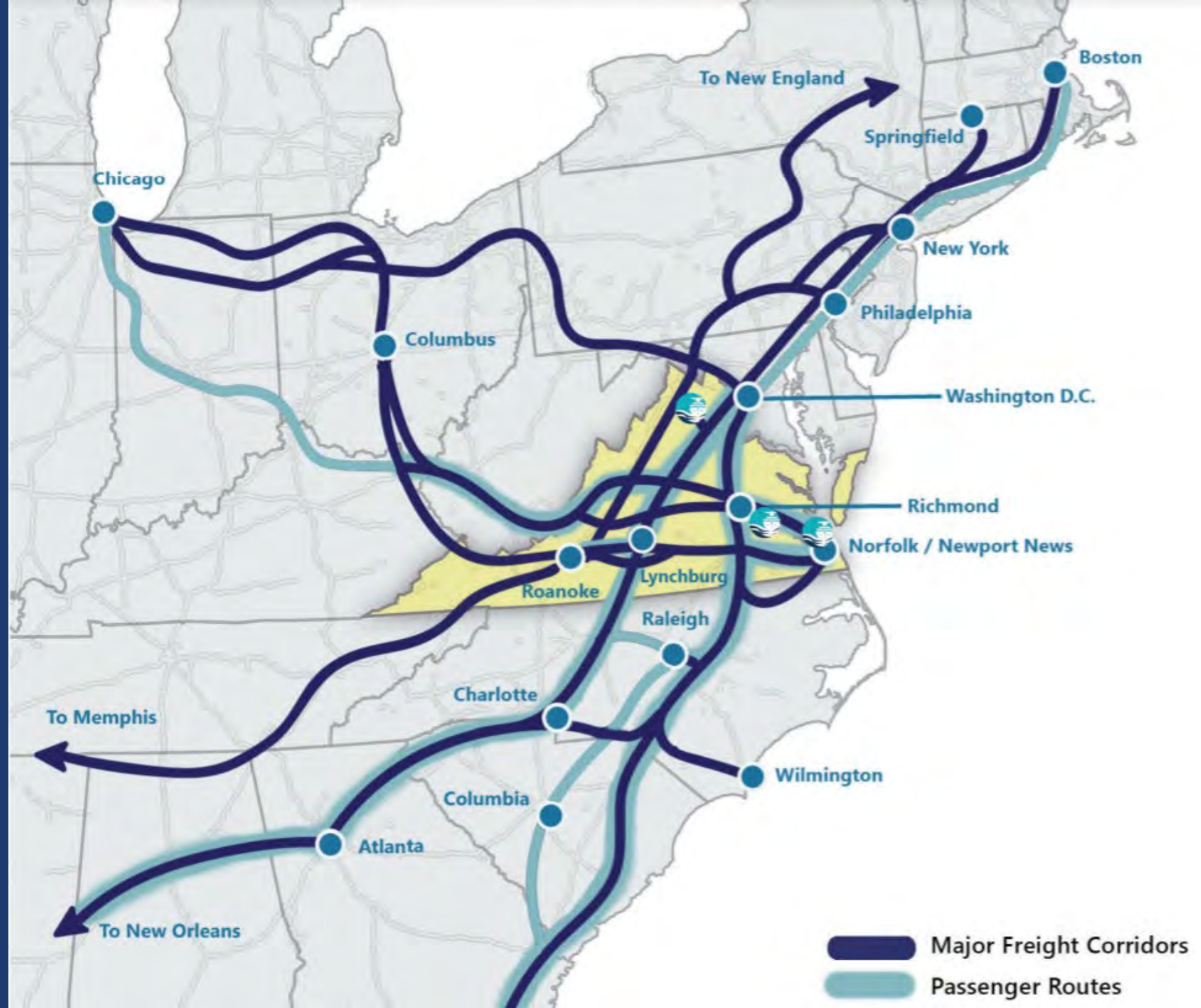
March 15, 2024

Thomas Jefferson Planning District Commission

Land Use and Environmental
Planning Committee



Virginia: Rail Epicenter of the East



Virginia Passenger Rail Authority (VPRA)

- Independent political subdivision created by the General Assembly in 2020.
- Given all powers necessary for carrying out its statutory purposes:
 - Manage passenger rail in Virginia.
 - Design, build, finance, and maintain rail facilities.
- Owns rail assets and railroad right of way.
- Partners with Amtrak and VRE to operate passenger and commuter rail service.
- Governed by a 15-Member Board.



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

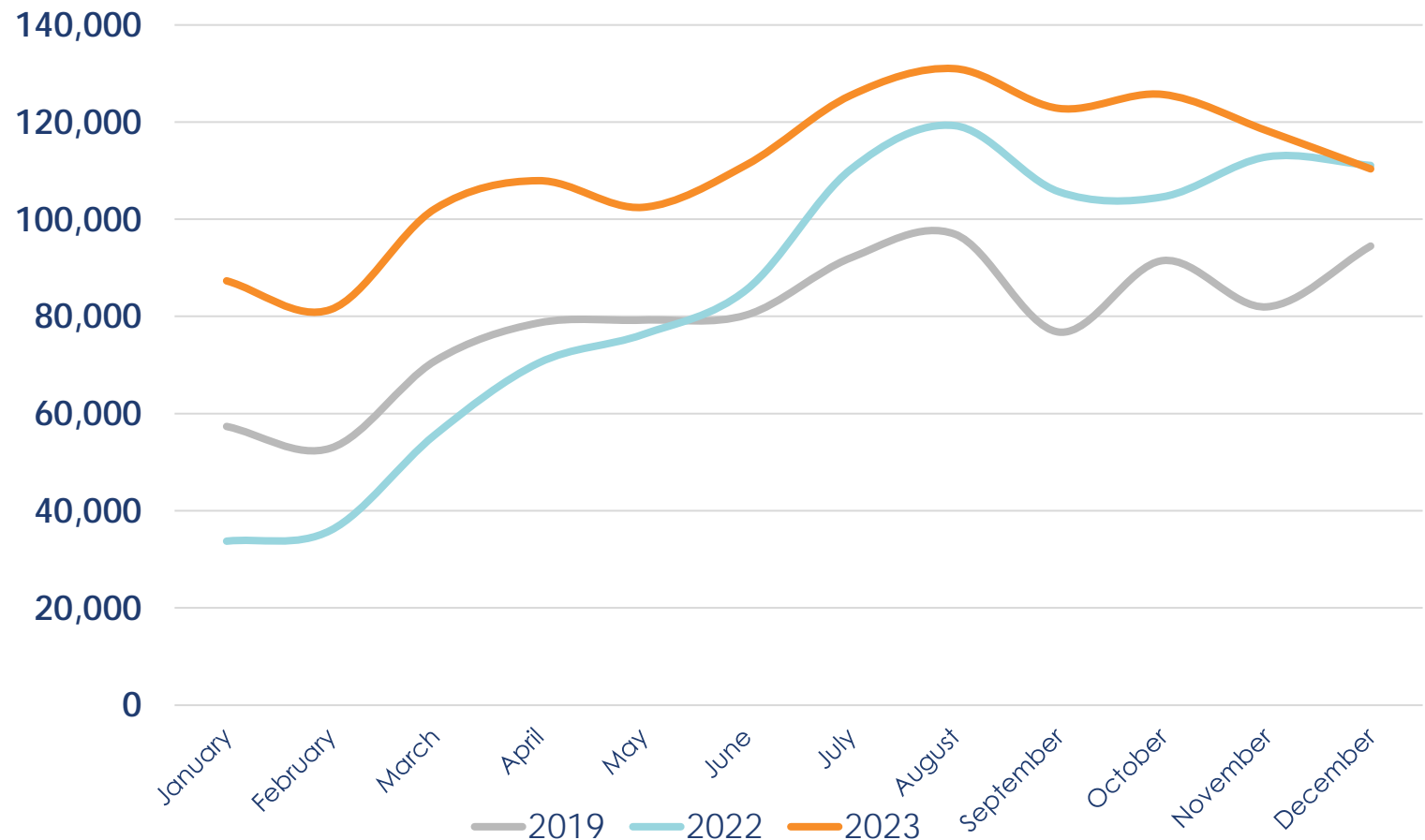
Other Services

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

Virginia Supported Amtrak Ridership Setting Records

- In 2023, Virginia's state supported service set an all-time ridership record with **1,325,931** passengers, exceeding the previous high of 1,021,452 riders set in 2022.
- Year over year increase of +29.8%
- CY2023 ridership includes eight daily roundtrips. Ridership for the first half of CY2022 includes just five daily roundtrips as three were added in July 2022.

State-Supported Ridership by Calendar Year



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
- **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 due to win-win agreement with freight railroads.**



What is Transforming Rail in Virginia (TRV)?

- Truly **transformational investment** in infrastructure & passenger rail travel.
- **Commonwealth purchases half of railroad right of way from DC to Petersburg.**
- Broad **network of critical stakeholder partnerships** – including freight railroads.
- **Construction ready projects** impacting passenger rail and other modes in the region and along the entire East Coast.



Freight Railroad Agreements

December 19, 2019

Virginia, CSX, Amtrak, & VRE announce landmark rail initiative, with end goal to separate freight and passenger service.

March 30, 2021

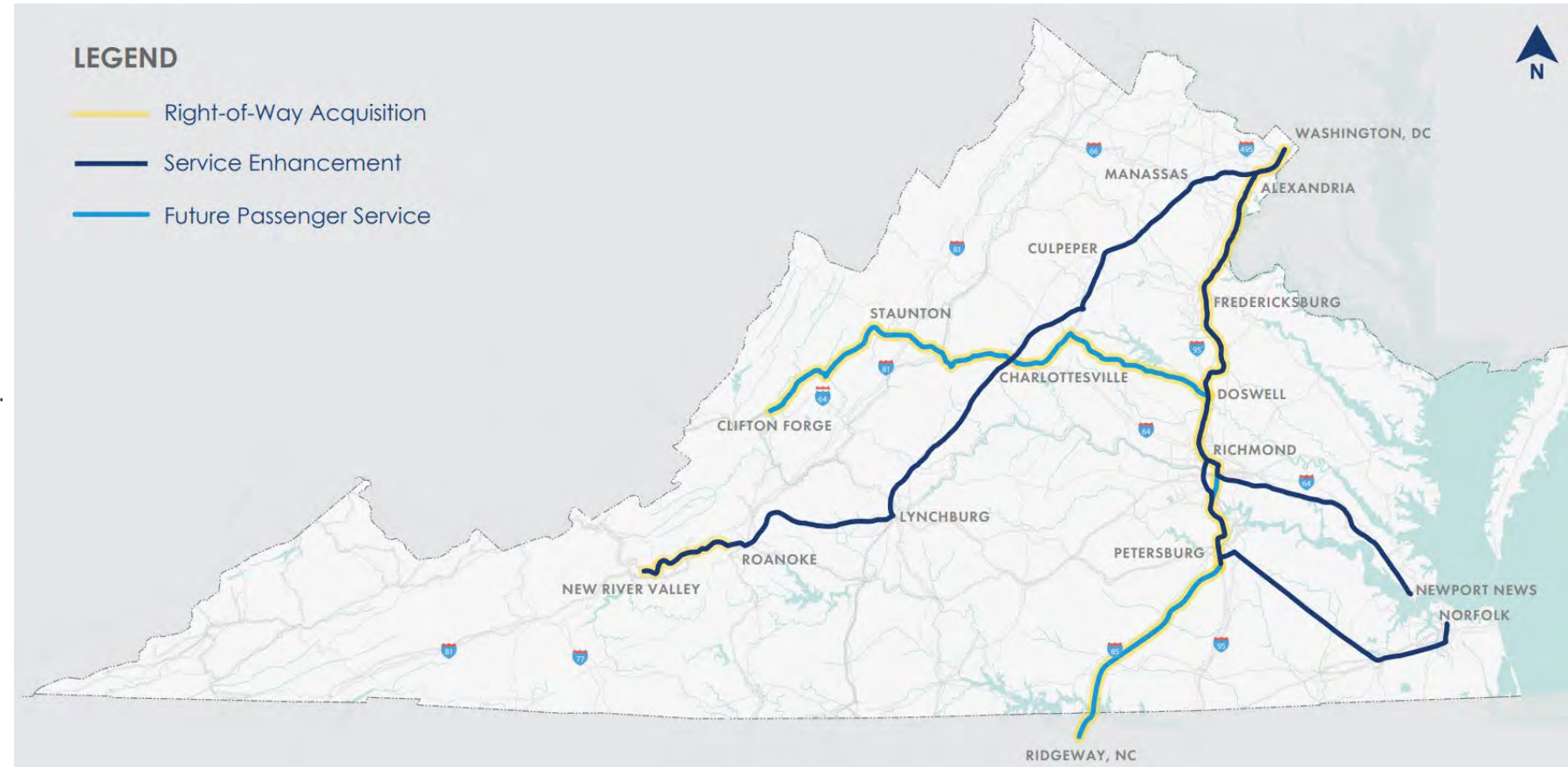
Virginia, Amtrak, VRE, CSX & US DOT Secretary Buttigieg announced the signing of the Definitive Agreements.

May 5, 2021

Agreement with Norfolk Southern (NS) to add second Roanoke train and expand to New River Valley announced.

June 30, 2022

Definitive legal agreements & financial close between VPRA & NS finalized.



VPRA/CSX Acquisitions

- **Segment 1:** Purchase half of the ROW from DC to Petersburg.
- **Segment 2:** CSX property along the abandoned S-Line from Petersburg to NC.
- **Segment 3:** Buckingham Branch from Doswell to Clifton Forge.
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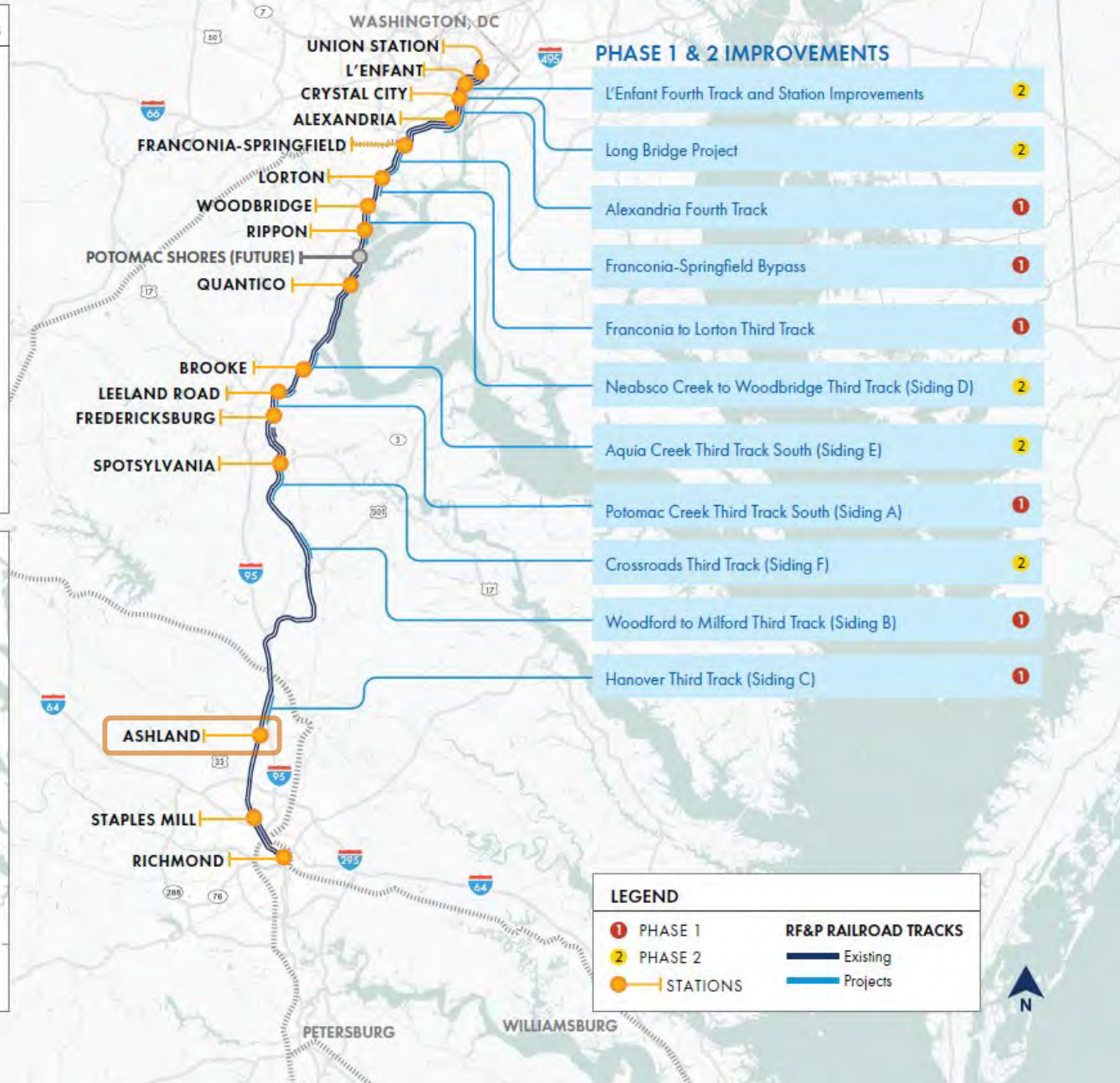
PHASE 1 & 2 IMPROVEMENTS AND HIGHLIGHTS

RAIL CORRIDOR IMPROVEMENTS
Construct 37 Miles of New Track

- 1 PHASE 1
(Complete 2026) 23 miles of new track
- 2 PHASE 2
(Complete 2030) 14 miles of new track

RAILROAD RIGHT-OF-WAY (ROW) AND TRACK ACQUISITION
Purchase of 384 Miles of Railroad ROW and 223 Miles of Track

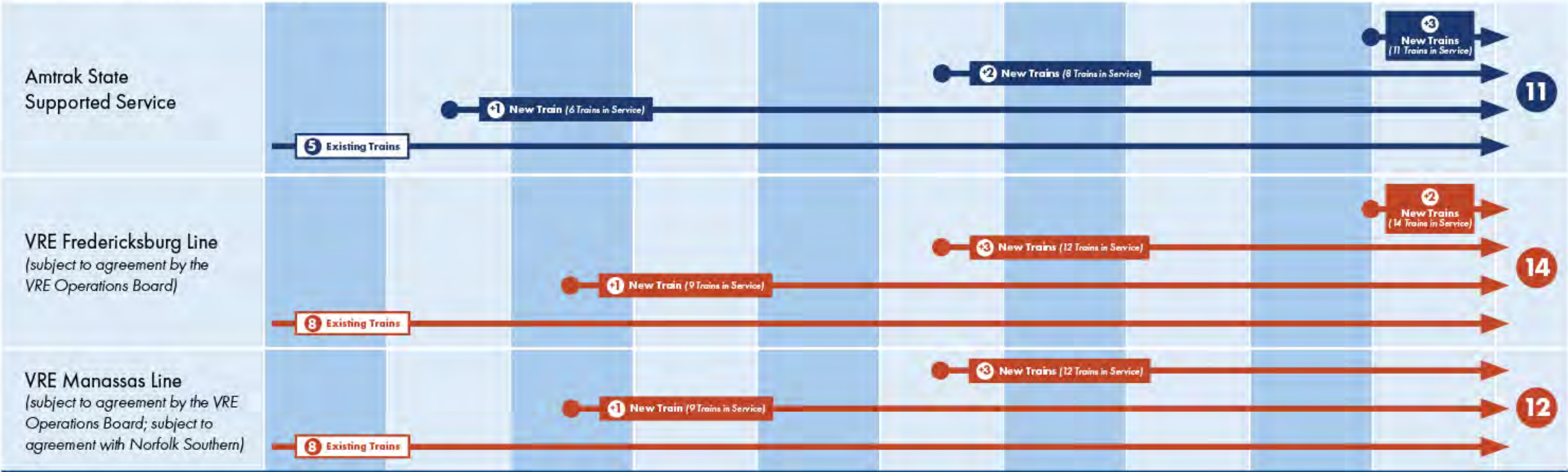
- SEGMENT 1
Half of CSXT ROW between Washington, DC and Petersburg, VA (145 miles), and 44 miles of track
- SEGMENT 2
All of CSXT ROW (abandoned rail line between Petersburg, VA and Ridgeway, NC [75 miles])
- SEGMENT 3
Nearly all of CSXT ROW between Doswell, VA and Clifton Forge, VA (164 miles), and 179 miles of track



Summary: Future Service Expansion

Planned Service Enhancements	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond	Total Trains
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VA-Amtrak-CSX-VRE Partnership



VA-Norfolk Southern Partnership



Segment 3 - Buckingham Branch Line

- 164.2 miles of rail from Doswell to Clifton Forge
- Existing freight rail line with intercity passenger service from Charlottesville westward
- Operated by Buckingham Branch Railroad (BBRR)
- "Restrictive Covenants" section in the deed: recreational use of any kind, i.e. biking, hiking, walking, etc. are explicitly prohibited
- VPRA does not have the legal rights to unilaterally authorize the use of portions of Segments 1, 2, or 3 for recreational trails
- Proponents of trails must work with DCR through the HB2088 process, and then obtain the approval of CSX (grantee) followed by VPRA and BBRR (railroad operator)



Trail & Recreational Use in VPRA-owned Corridors

- 2009 HB2088 Rails with Trails Report
- Directs all proposed trail projects on railway properties must be processed through DCR
- DCR will lead the process defined by HB2088, in coordination with DRPT, railroads, VPRA and project stakeholders
- VPRA is obligated to work within the HB2088 process
- VPRA acquired rights to several rail right-of-way segments
- Those rights contained stringent restrictions against certain uses, including recreational uses



Questions?

