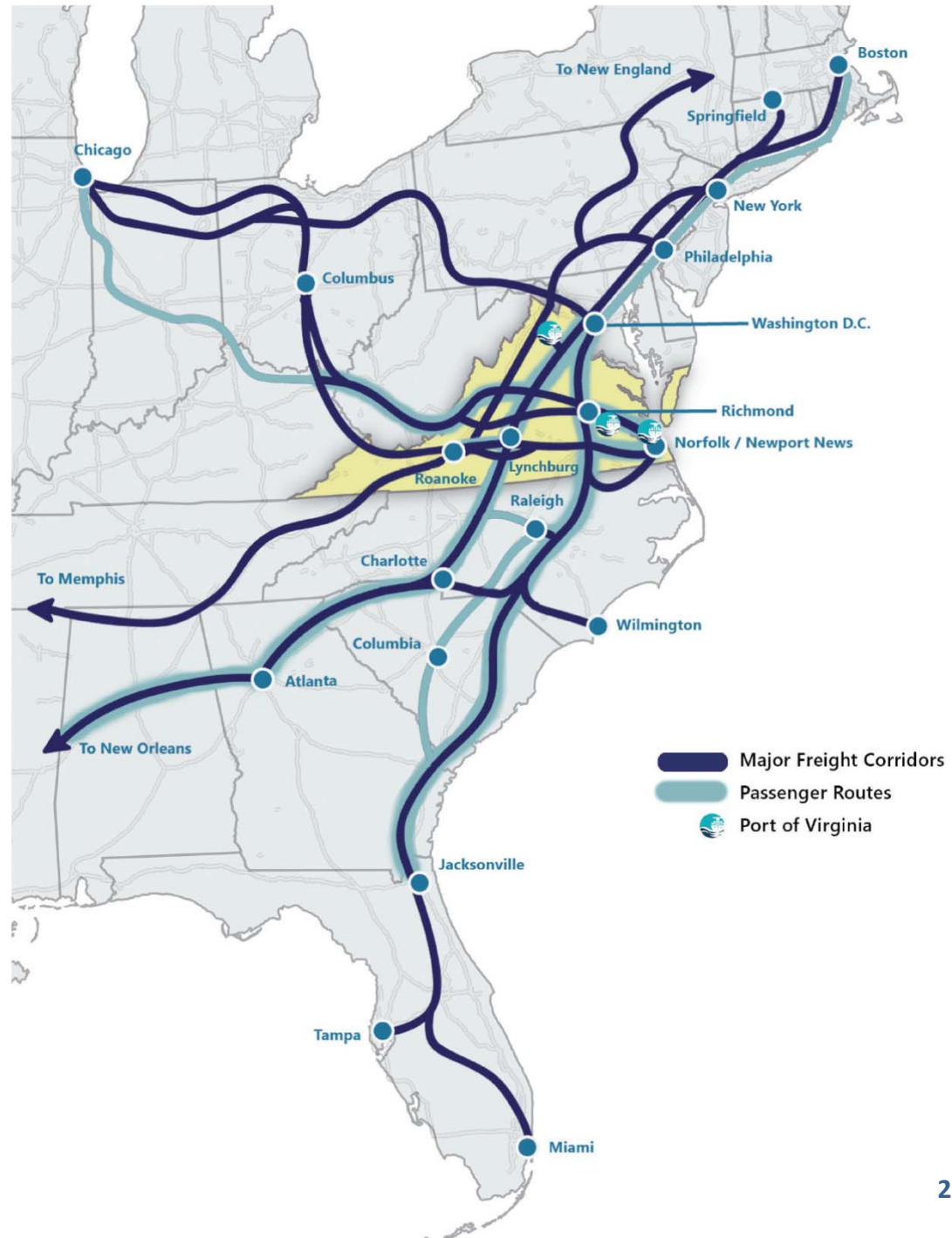

Rail and Transit in Virginia

ASHE Potomac- September 16, 2021

Jennifer Mitchell, Director
Department of Rail and Public Transportation

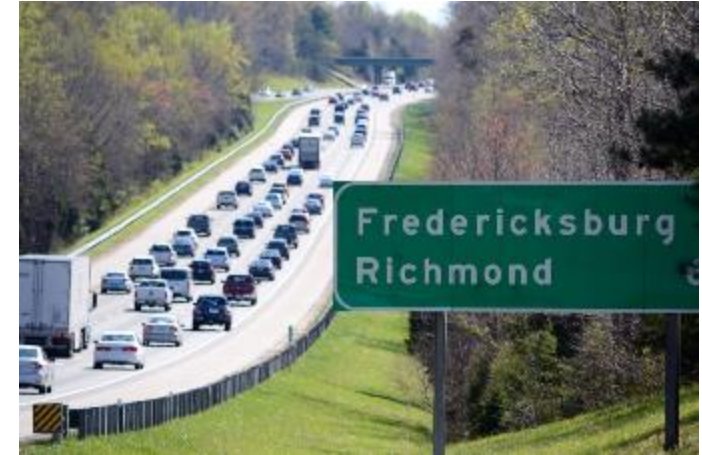


Virginia: Center of the East Coast Rail Network

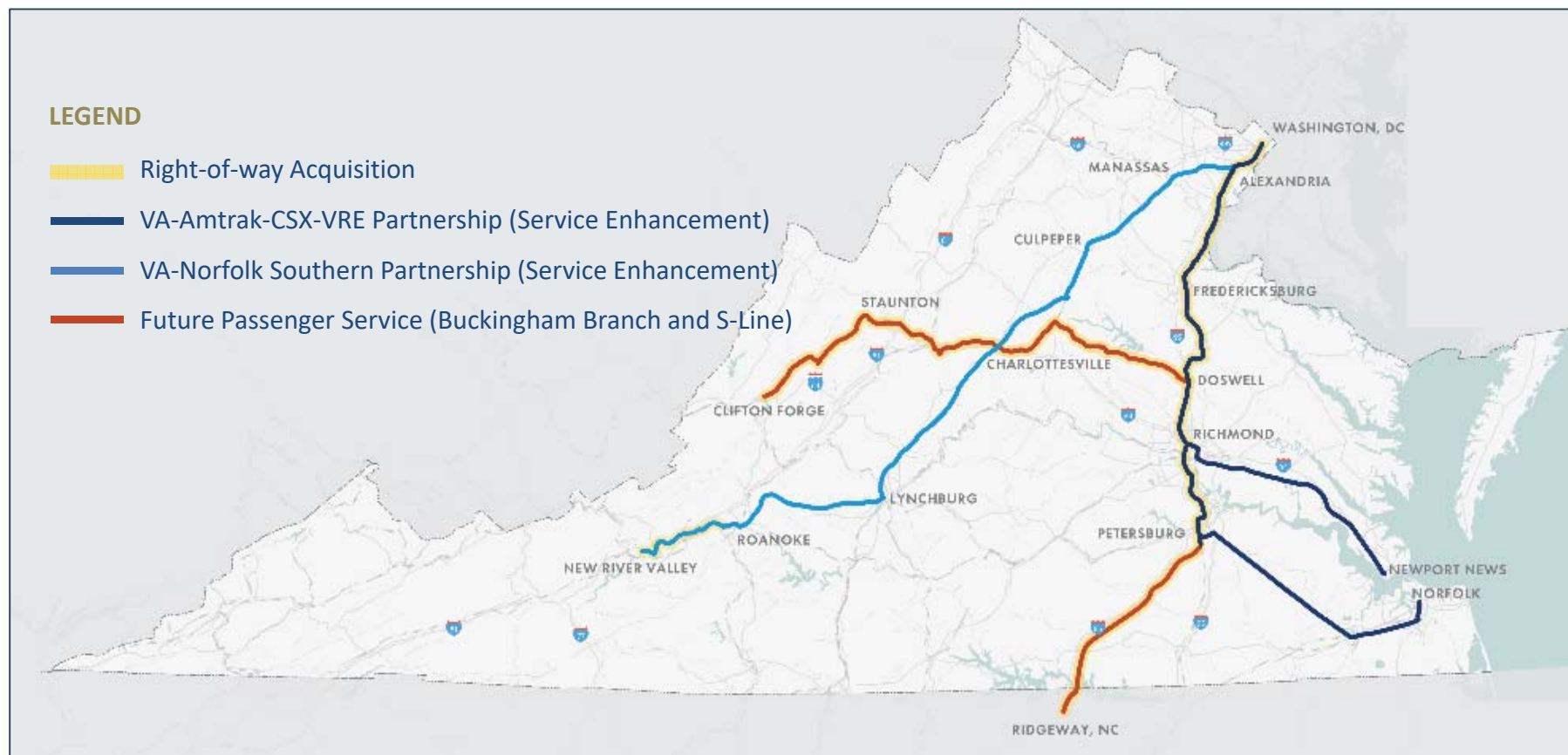


Today's Constraints

- **Virginia's interstate congestion is growing at an unsustainable pace**
 - I-95 from Fairfax County to Fredericksburg is the most congested stretch of highway in the U.S.
 - Vehicle miles traveled is 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 a bottleneck between Virginia and DC**
 - Long Bridge over the Potomac River is at 98% capacity during peak hours
- **The Port of Virginia is increasing capacity by 40%**
 - Rail will need to move 45% of freight by 2040 (up from 37% today)



Transforming Rail in Virginia



Transforming Rail in Virginia

A path to connecting our communities and increasing economic opportunities through strategic investments in rail



CAPACITY

Develops capital improvement projects and acquires railroad track and right-of-way to provide more rail capacity



QUALITY

Expands high-quality, modern passenger rail service across the Commonwealth by making it more frequent, reliable, and convenient



CHOICE

Provides additional choice in moving people and goods efficiently through transportation corridors in Virginia while accommodating growing travel demand

Transforming Rail in Virginia Partners



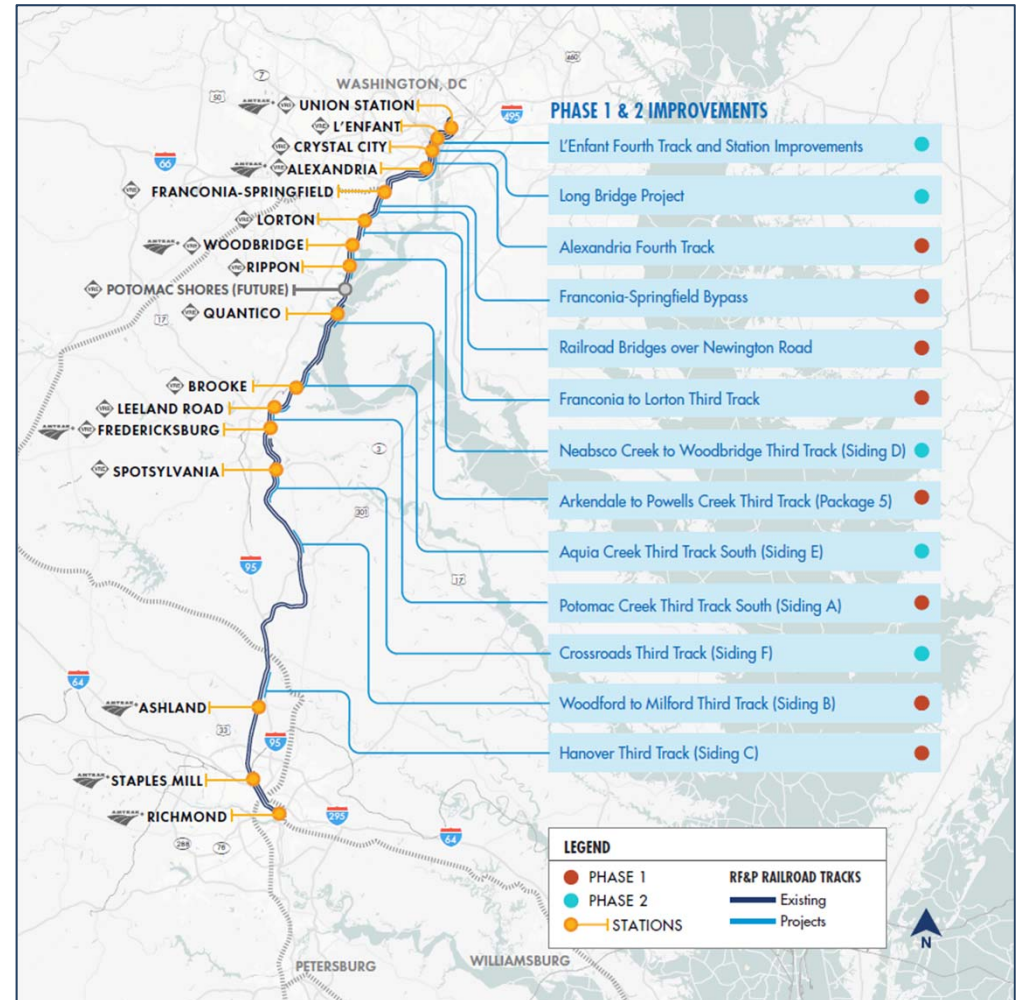
Virginia Passenger Rail Authority

- Responsible for delivering Transforming Rail in Virginia
- Created by the Virginia General Assembly in 2020 as an independent Authority
- Dedicated to managing, funding, and growing passenger rail services
- Partnering with Amtrak, VRE, CSXT, and Norfolk Southern to improve and expand operations
- Authorized to own and acquire rail infrastructure
- Governed by a statewide, geographically diverse board
- VPRA will not operate passenger trains and will work with Amtrak (intercity passenger rail operator) and VRE (commuter rail operator)



VA-Amtrak-CSX-VRE Initiative

- Acquire approximately half of the railroad right-of-way and existing rail infrastructure in the RF&P Corridor
- Construct infrastructure projects
 - 37 miles of new track
 - New Long Bridge
- Develop a two-track passenger corridor from Washington to Petersburg
 - Exception for Ashland and downtown Richmond
- Future phases advance the path to full separation of freight and passenger service between Washington and Richmond



Long Bridge Project

- Current bridge and tracks are owned by CSX
- Project is a 1.5-mile corridor
- Includes new, 2-track bridge over the Potomac River and 4th track in DC into Union Station
- Includes 5 additional bridges over GW Parkway, I-395, 11th Street, Washington Channel and Ohio Drive
- Estimated project cost: \$2B
 - Virginia will own the new bridge and track
 - Dedicated to passenger rail



Long Bridge Project



- Conceptual Design & Environmental Clearance complete
- PE survey work is ongoing & to be completed by 2023
 - Consultant team (VHB) held a field meeting on August 5 with members of NPS/George Washington Memorial Parkway staff and DRPT
- Letter to enter the FTA Core Capacity program was submitted in August 2021
- Determine project delivery mechanism in 2023

Capital Projects Update: RF&P Corridor

(Construction Timeline)

Project	Cost (\$M)	Estimated Start	Estimated Completion	Lead
New Long Bridge for Passenger Rail	\$2B	2024	2030	VPRA
Alexandria 4 th Track	\$164	2021	2025	CSX
Franconia-Lorton Third Mainline*	\$208	2023	2025	CSX
Franconia-Springfield Bypass*	\$298	2024	2026	VPRA
Railroad Bridge over Newington Road*	\$38	2022	2025	CSX
Railroad Bridge Over Route 1*	\$49	2024	2025	CSX

- Alexandria 4th Track: Contractor on-site to locate utilities
- *Projects: Environmental Clearance complete; conceptual design on-going

Capital Projects Update: RF&P Corridor

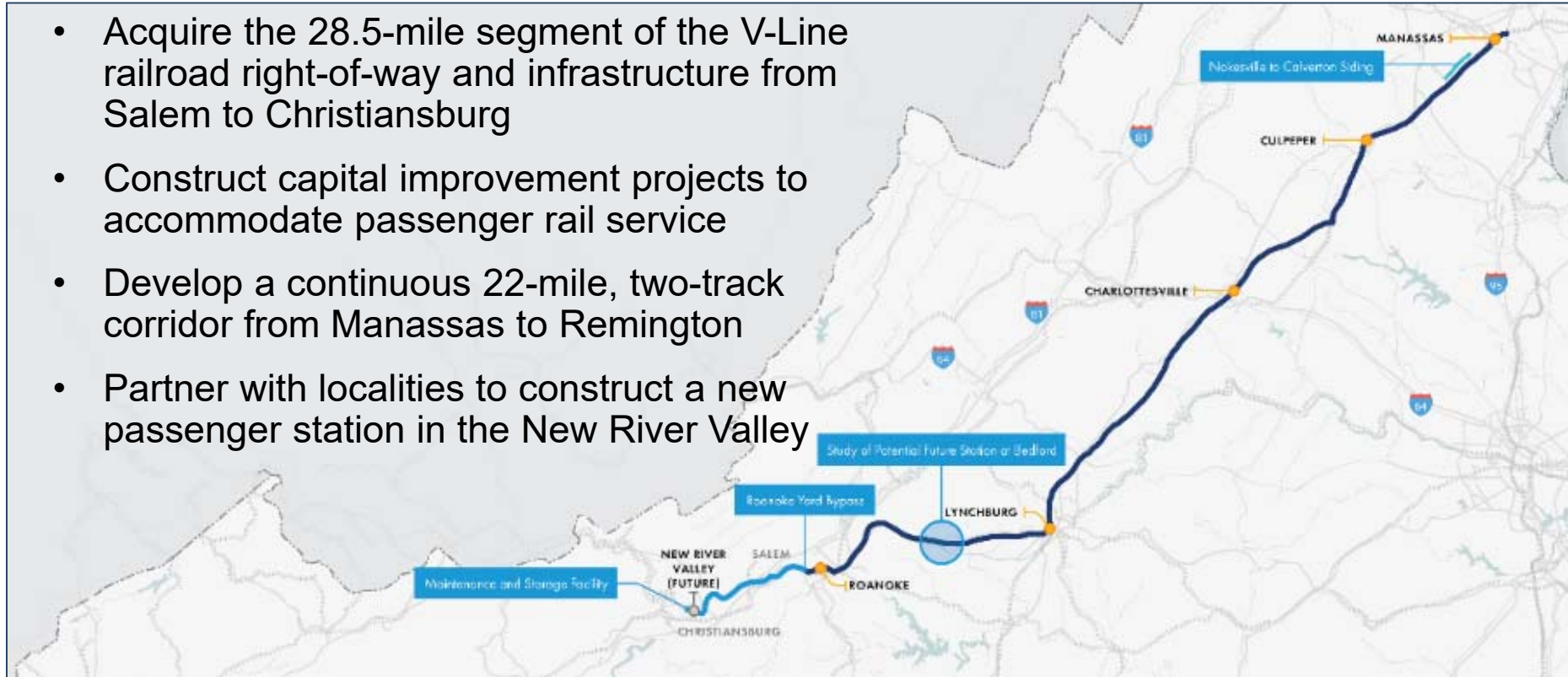
(Construction Timeline)

Project	Cost (\$M)	Estimated Start	Estimated Completion	Lead
Potomac Creek 3 rd Track (Siding A)	\$108	2025	2026	CSX
Woodford to Milford 3 rd Track (Siding B)	\$67	2024	2025	CSX
Hanover Third Track (Siding C)	\$59	2024	2025	CSX
Neabsco Creek to Woodbridge 3 rd Track (Siding D)	\$91	2027	2030	CSX
Aquia Creek 3 rd Track South (Siding E)	\$53	2027	2028	CSX
Crossroads Third Track (Siding F)	\$93	2027	2030	CSX

- These projects have completed environmental clearance; conceptual design is on-going

VA-Norfolk Southern Partnership

- Acquire the 28.5-mile segment of the V-Line railroad right-of-way and infrastructure from Salem to Christiansburg
- Construct capital improvement projects to accommodate passenger rail service
- Develop a continuous 22-mile, two-track corridor from Manassas to Remington
- Partner with localities to construct a new passenger station in the New River Valley

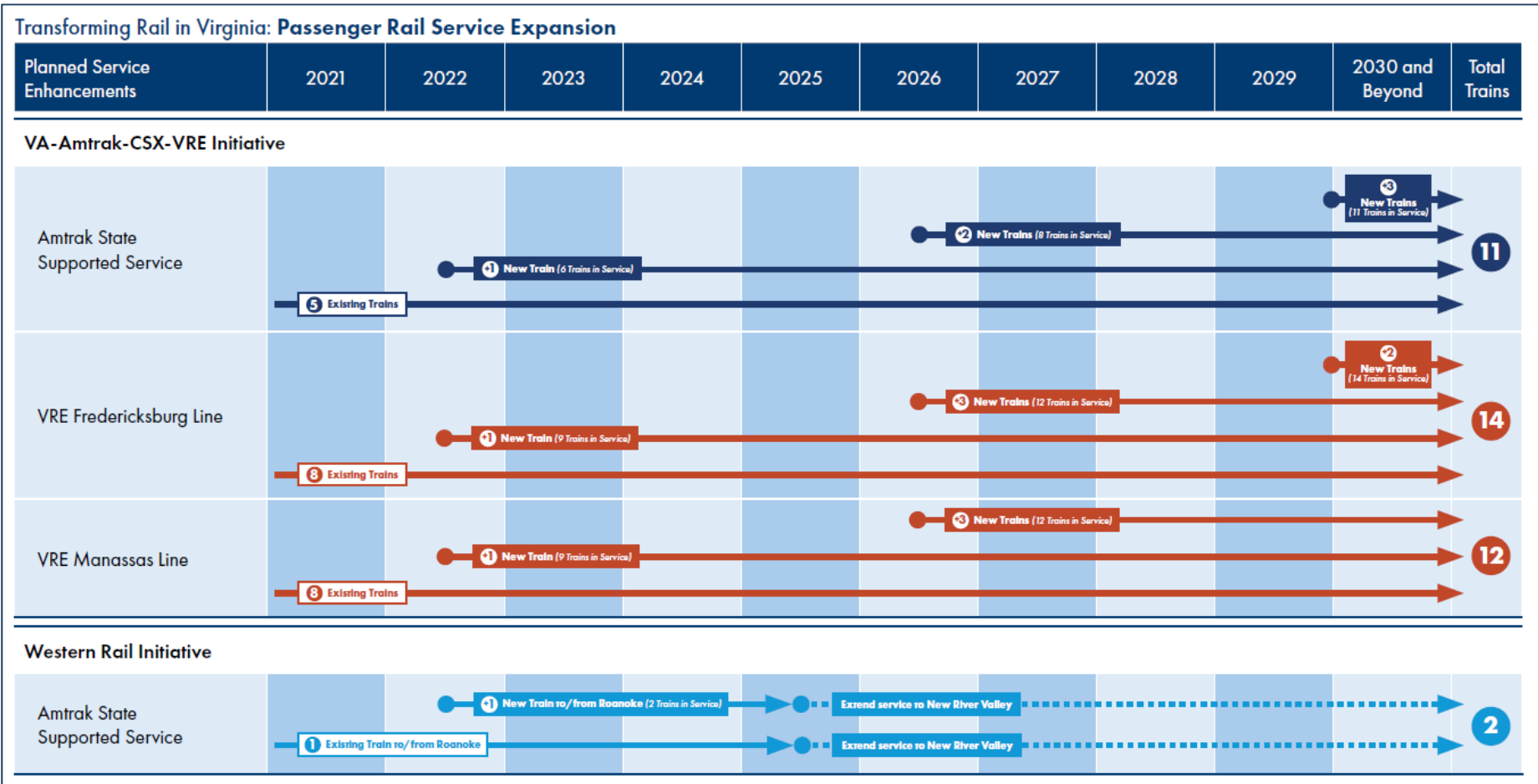


Capital Projects Update: VA/Norfolk Southern Partnership

Project	Cost (\$M)	Targeted Completion	Lead
Nokesville to Calverton	\$50	2025	NS
Roanoke West Yard	\$35	2025	NS
Salem to Christiansburg	\$50	2025	VPRA

- Conceptual Design is on-going
- Definite agreement between VPRA and Norfolk Southern is not yet finalized

Future Service



Future Initiatives

- Buckingham Branch Rail line from Clifton Forge to Richmond
- S-Line from Petersburg to Ridgeway, NC and beyond
 - Will shave an hour off travel time between Richmond and points South
 - Will facilitate service expansion to SE States
- Potential for other rail corridor initiatives or rail improvement programs that provide capacity, quality, and choice



Upcoming Rail Studies

- **September 2021:**
 - Evaluation of VRE Commuter Rail Services to Gainesville
- **November 2021:**
 - Passenger Rail to Bristol Cost Assessment
 - Bedford Rail Station Cost Assessment
- **January 2022:**
 - Commonwealth Corridor Passenger Rail Study
- **Spring 2022:**
 - Virginia Statewide Rail Plan
- **July 2022:**
 - Roanoke-Clifton Forge Connector Bus Study



Public Transportation

DRPT administers
federal and state
funding for public
transportation
services
and programs
throughout the
Commonwealth

Every \$1 of public
investment in transit
generates...

\$2.86

... in economic
activity statewide
(based on Gross State
Product attributed to the
transit sector)

Annual public investments in transit...



Support
28,940 Jobs



Create
\$1.9B in Labor Income



Generate
\$3.4B in Gross State
Product (GSP)



Bring Back
\$600M in taxes

Every direct or
contracted job in
the transit sector
supports...

4.10

... additional jobs
in the state.
(based on the implicit
jobs multiplier)



Every \$1 of public
investment in transit
generates...

\$2.11

... in economic
benefits statewide
(based on monetized
economic benefits attributed
to the transit sector)

The presence and use of transit services generates...

\$2.5B in monetized economic benefits statewide



\$681M in Congestion Relief
Savings



\$60M in Traffic Crash
Cost Savings



\$297M in Transportation
Cost Savings



\$40M in Emissions and Fuel
Consumption Savings



\$1.5B in Income for Transit
Dependent Riders



\$400K in Roadway
Maintenance Savings

In addition, the presence and use of transit in Virginia...



Saves **11.3 million gallons** of fuel annually



Saves **23.1 million hours** in highway travel time annually



Brings **economic development opportunities** to the state



Increases **property values** near high capacity services



Attracts more **efficient, higher density development** around stops and stations



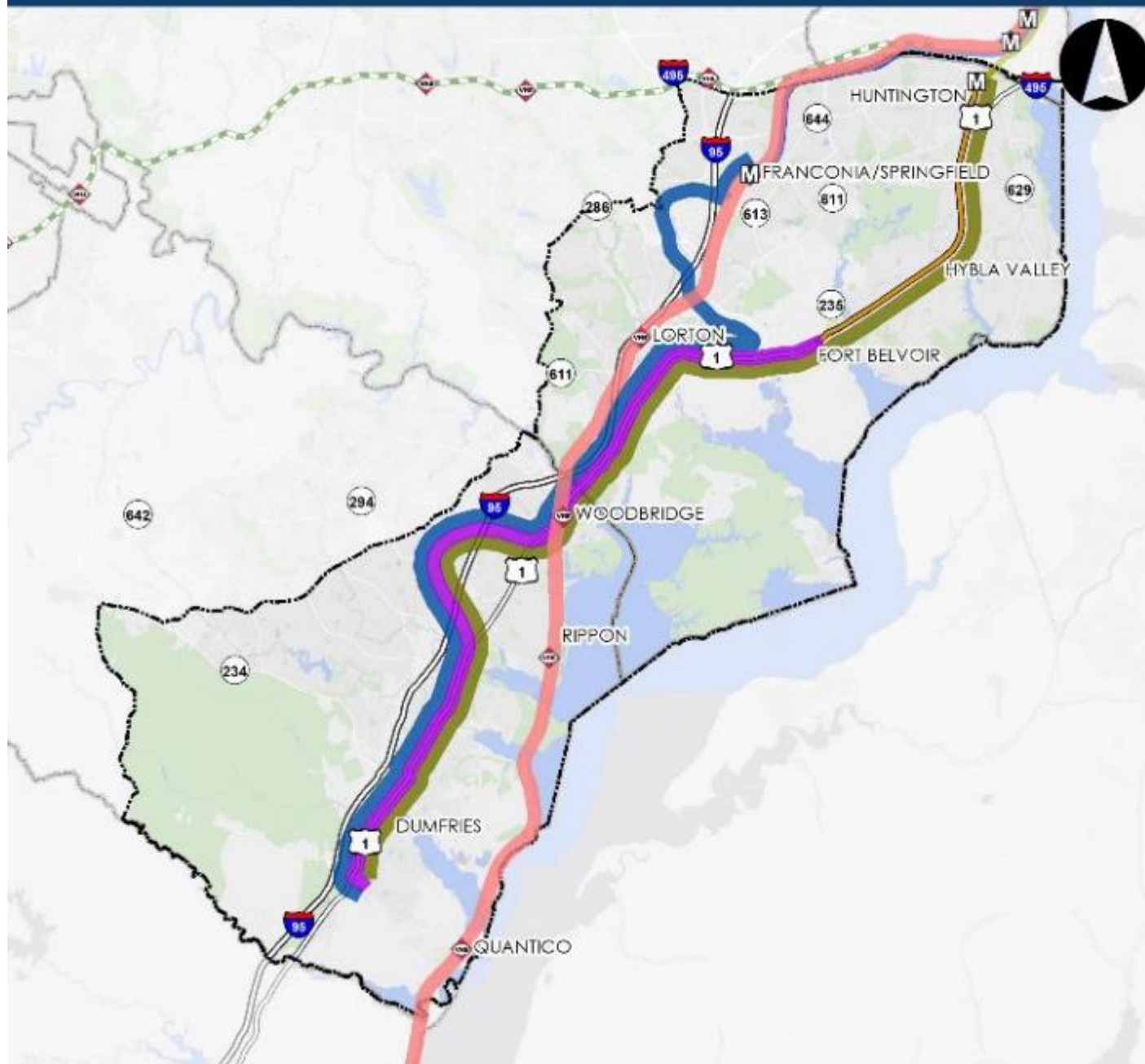
Springfield-Quantico Public Transportation Study

- 2020 General Assembly approved a budget amendment directing DRPT to conduct a feasibility study:

"F. The Department of Rail and Public Transportation, in cooperation with Fairfax and Prince William counties, shall evaluate enhanced public transportation services from the Franconia-Springfield Metro Station to Fort Belvoir, Lorton, Potomac Mills, and Marine Corps Base Quantico in Prince William County, including the cost and feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Director of the Department of Rail and Public Transportation shall submit a report of its findings to the Chairs of the House Appropriations Committee and the Senate Finance and Appropriations Committee by December 1, 2021."

- Study to be completed by December 1, 2021
- A range of multimodal transit investments will be evaluated

POTENTIAL ALTERNATIVES



M Metrorail Stations

◆ Virginia Railway Express (VRE) Stations

▭ County Boundary

— Richmond Highway BRT

Metrorail Routes

— Blue

— Yellow

VRE Routes

— Manassas

Alternatives

— Blue Line Metrorail

— Yellow Line Metrorail

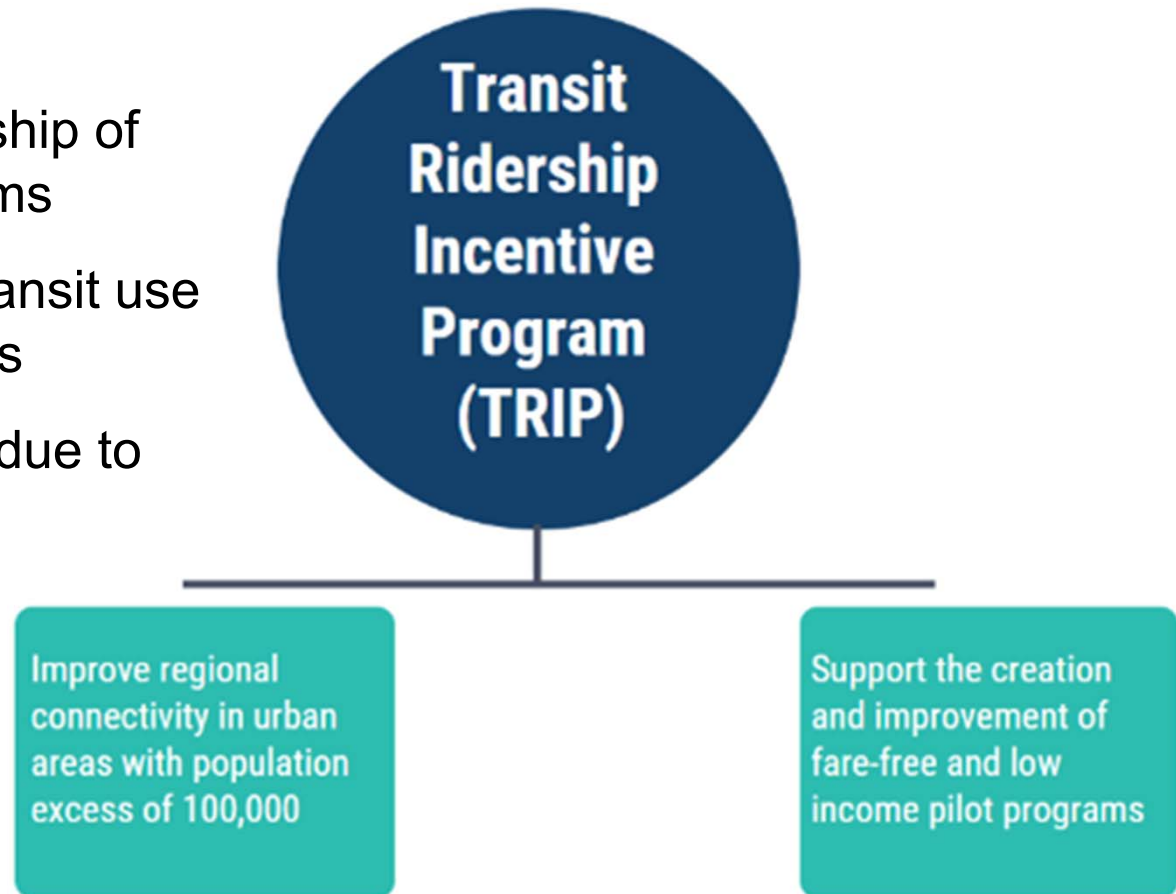
— Bus Rapid Transit

— Increased Frequency Along Existing VRE Alignment

0 1 2 4 Miles

Transit Ridership Incentive Program

- Established in the 2020 General Assembly Session
- Promote increased ridership of large urban transit systems
- Reduce the barriers to transit use for low-income individuals
- Implementation delayed due to COVID-19



TRIP: Zero Fare & Low Income



The provision of subsidized or fully free passes to low-income populations

- Individual based
- define metrics of need
- ensure proper deployment of passes
- accessible use of passes (digital, paper, etc.)



The elimination of fares on high-capacity corridors

- Zero fare zones
- Zero fare routes that serve low income populations and vital services



The deployment of an entirely fare-free system

- Ensure financial and technical capacity for an efficient deployment
- Define need and perform appropriate research

TRIP: Regional Connectivity



The improvement and expansion of routes with regional significance

- Increasing frequencies
- Creating new routes of regional significance
- Expanding routes to provide cross-jurisdictional service



The development and implementation of regional subsidy financing models

- Building partnerships between localities
- Increasing community investment in regional transit



The creation of bus-only lanes on routes of regional significance

- Partial or full bus lanes
- Connecting existing bus lanes to ensure heightened connectivity
- Prioritizing regional bus lanes with priority lighting and/or improved design efforts



The implementation of integrated fare collection

- Contactless payment options for regional routes
- practices to decrease human bottlenecks at ticketing locations
- Accessible payment structures- cash, card, week passes

Current Status

- **September:**
 - Outreach to eligible agencies
 - Closed Application Period
- **October:**
 - Technical evaluation of applications
- **December:**
 - CTB approves applications for \$20M in available funding
 - FY22 – Includes \$10M in 2021 Transportation Initiative Funding dedicated for Zero-Fare Pilots

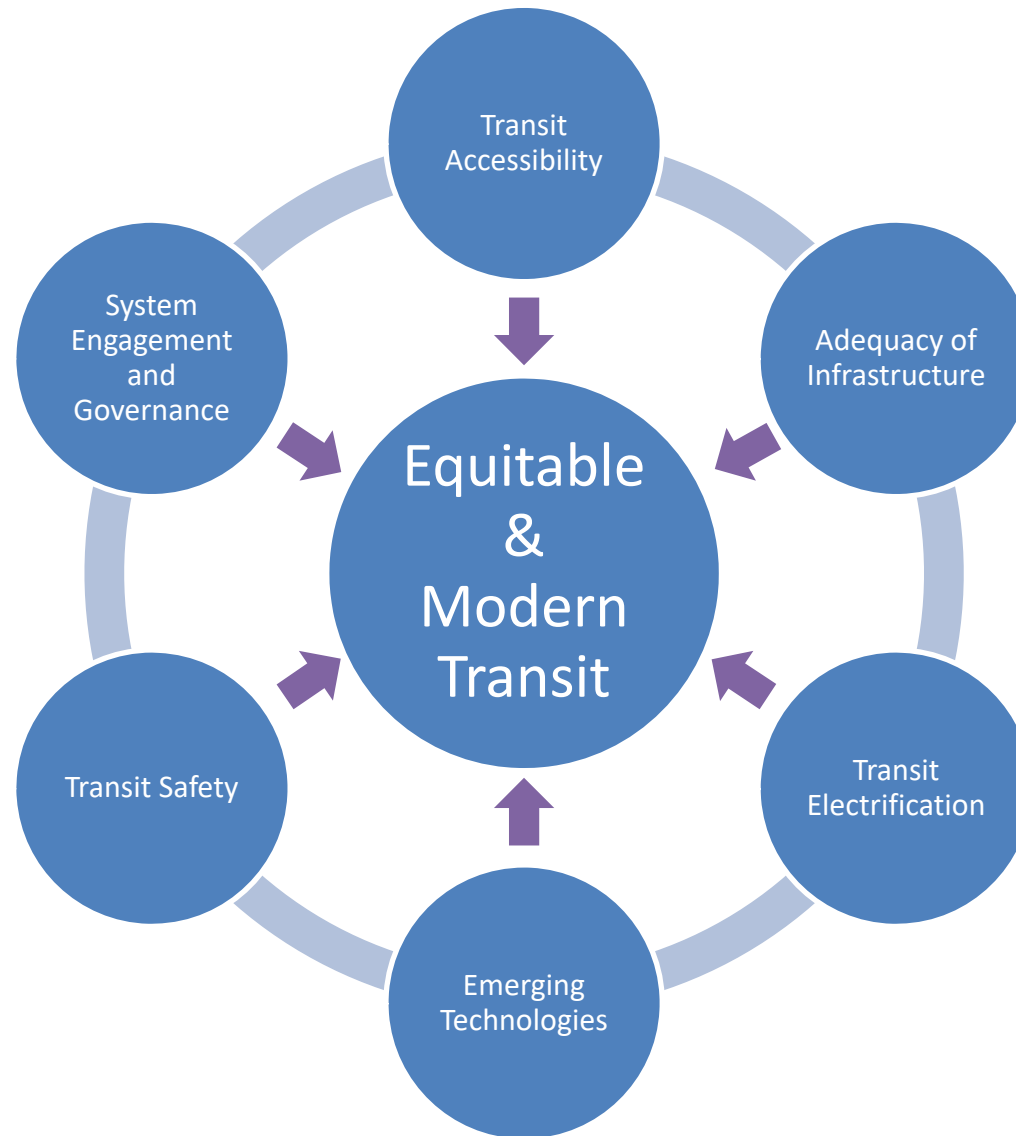


Virginia Transit Equity & Modernization Study

- Passed by 2021 General Assembly (HJ 542)
- DRPT to complete a needs assessment focusing on the equitable delivery of transit services and modernization of transit in the Commonwealth
- Emphasis on transit services and engagement opportunities for underserved and underrepresented communities



Study Overview



Upcoming Procurement Opportunities

- GPC Transit Bench- Fall 2021
- GPC Rail Bench- Fall 2021



Rail and Transit in Virginia

ASHE Potomac- September 16, 2021

Jennifer Mitchell, Director
Department of Rail and Public Transportation

