

**REPORT OF THE
SECRETARY OF TRANSPORTATION**

**Annual Report on the Uses of the Intercity
Passenger Rail Operating and Capital Fund**

**TO THE JOINT COMMISSION ON TRANSPORTATION
ACCOUNTABILITY**



**COMMONWEALTH OF VIRGINIA
RICHMOND
2019**

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1 Executive Summary

The 2011 General Assembly created the Intercity Passenger Rail Operating and Capital (IPROC) fund to support the annual costs of operating intercity passenger rail services as well as acquiring, leasing, or improving railways or railroad equipment; and the 2013 General Assembly dedicated 0.05% of statewide sales and use taxes to fund it. The Department of Rail and Public Transportation (DRPT) is the state agency responsible for administering, expending, and committing these funds subject to the approval of the Commonwealth Transportation Board (CTB). In the current Six Year Improvement Program, the CTB has committed \$372.7 million in IPROC funds from Fiscal Year 2020 to Fiscal Year 2025 to projects throughout the Commonwealth. These funds will be used for capital projects and operating expenses for six daily round trips operating on four routes as listed below¹:

ROUTE	Frequency	FFY 18	FFY 19	% Change
Roanoke-Washington	One daily round trip	206,252	220,850	+7.1%
Newport News-Washington	Two daily round trips	322,265	335,227	+4.0%
Norfolk-Washington ²	Two daily round trips	152,611	239,929	+57.2%
Richmond-Washington	One daily round trip	158,318	128,651	-18.7%
Total		839,466	924,657	+10.2%

Ridership in FFY 19 saw an increase of 85,211 passengers over FFY 18 numbers. This increase occurred for several reasons. First, there was an extension of one Richmond service to Norfolk, providing it with two daily round trips. Simultaneously, Amtrak and DRPT made changes to the departure and arrival times in Newport News to provide citizens throughout Hampton Roads with a variety of arrival and departure options at both stations. Additionally, the introduction of a 15 percent discount for all Virginians traveling with the Commonwealth and to the District of Columbia has led to an increase in ridership. Lastly, the Acca Yard project was completed at the end of 2018, which had a negative impact on ridership along the Interstates 95 and 64 corridors in FFY 18.

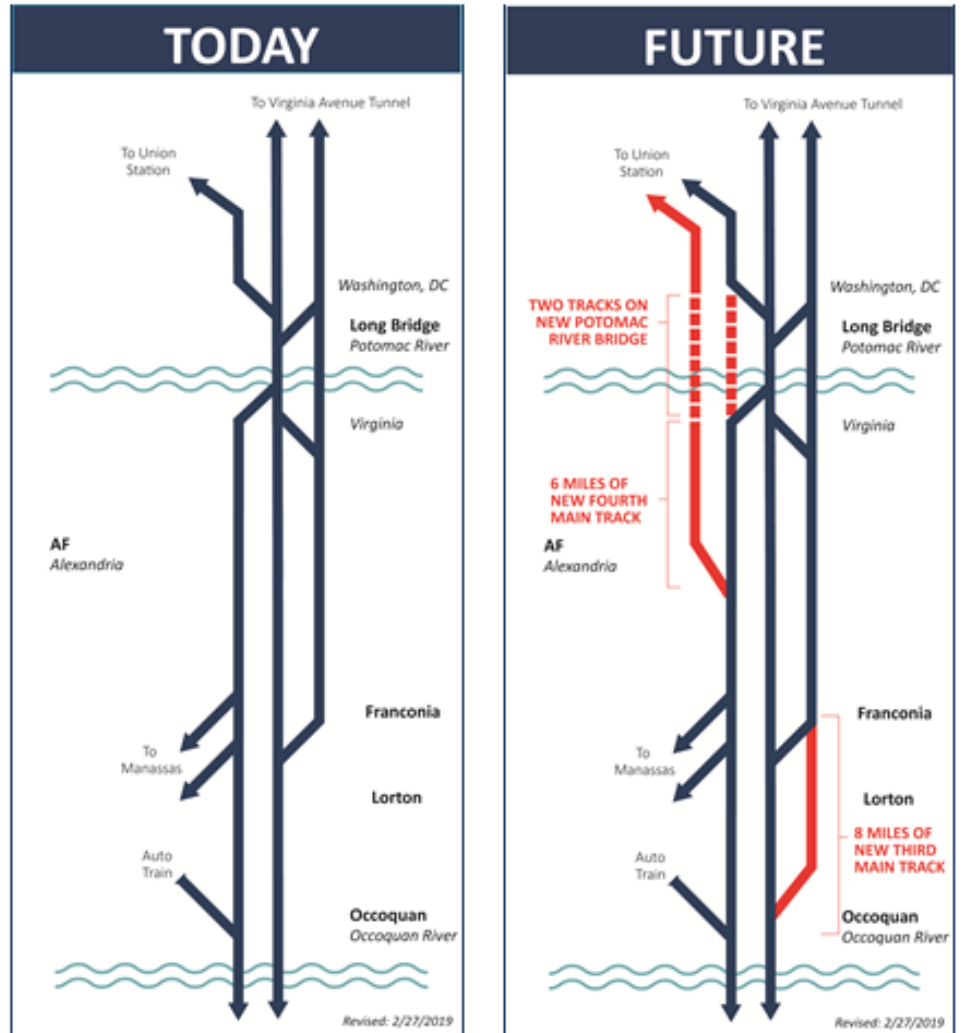
Passenger rail provides tremendous benefits to Virginia. Passenger travel by rail avoids about 271 million miles of personal driving, and passengers on eight railcars are equal to 240 passenger vehicles. For that reason, DRPT has taken the lead on numerous capital and planning projects throughout the state. These projects will help increase the use of passenger service providing benefits to the transportation network.

The largest of these projects is the Long Bridge program of projects. There is currently an existing bottleneck due to a two-track Long Bridge connecting three tracks on each side of the Potomac River in the District of Columbia. At present, the bridge is at 98 percent capacity during the peak a.m. and p.m. hours, with traffic split at 70 percent passenger and 30 percent freight. DC2RVA, the Washington, D.C., to Richmond segment of the Southeast High Speed

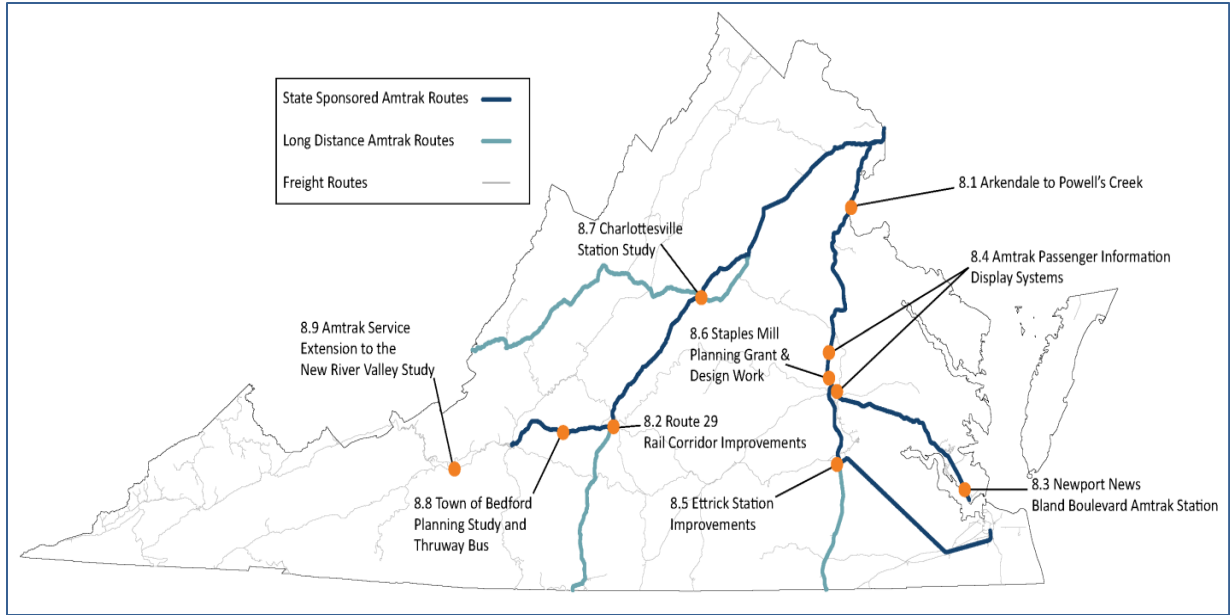
¹ Amtrak reports all data, including ridership, on the Federal Fiscal Year (FFY), which runs annually from October 1st to September 30th.

² A second daily service started in Norfolk on March 4, 2019. This train is an extension of service that originated in Richmond at the Staples Mill Station. Therefore, the Norfolk-Washington service will see a substantial increase; and the Richmond-Washington service will see a substantial decrease.

Rail project, indicated there is no further capacity available for additional passenger trains in the Commonwealth beyond those funded in the current Six Year Improvement Program without a second Long Bridge and related Interstate 95 improvements.



The remainder of the IPROC-funded planning and capital projects throughout the Commonwealth are highlighted in the map below.



The Commonwealth has invested programmatically in Virginia rail systems, and the many investments have been significant. Passenger rail service benefits all Virginians and offers a viable alternative to vehicle travel on the many congested roadways throughout the state. As we enter a new decade of passenger service in the Commonwealth, DRPT remains committed to maintaining as well as building upon current service.

2 Introduction

Pursuant to *Virginia Code* § 33.2-1603, the Virginia Department of Rail and Public Transportation (DRPT) administers, expends, and commits Intercity Passenger Rail Operating and Capital funds subject to CTB approval. Based on Chapter 854, Item 1, Subsection O of the 2019 Acts of Assembly, DRPT is required to provide to the Joint Commission on Transportation Accountability an annual review of the usage of these funds. This report serves as the annual review.

2.1 DRPT in the Commonwealth

DRPT's focus is the movement of people and goods throughout the Commonwealth; and the agency's primary areas of activity are rail, public transportation, and commuter services. DRPT works with local, regional, state, and federal governments as well as private entities to provide support for projects and programs by:

- Assessing feasibility and environmental impacts of new and expanding services;
- Conducting statewide rail and public transportation studies;
- Planning and programming new services and capital improvement projects; and
- Providing leadership advocacy, technical assistance, and funding.

For Fiscal Years 2020 through 2025, DRPT will allocate approximately \$4.6 billion to rail, transit, and transportation demand management initiatives to accomplish this focus.

2.2 Commonwealth Rail Funding³

DRPT's rail division administers passenger and freight rail initiatives through grant funding options, including annual capital and operations costs for Amtrak service in the Commonwealth and associated capital infrastructure improvements. Additionally, the division provides counsel, research, and advocacy as well as representing the state's interests in interstate and national rail issues. Improvements to Virginia's railways and services are implemented through four grant programs with dedicated state funding:

- Intercity Passenger Rail Operating and Capital Fund (IPROC);
- Rail Enhancement Fund (REF)
- Rail Preservation Fund; and
- Rail Industrial Access Program.

Additional funds are received from private, discretionary, and formula federal dollars as well as other state sources.

³ This report focuses solely on DRPT's use of IPROC funds. To learn more about DRPT's allocations of other rail funds, please visit [DRPT's website](#).

3 Intercity Passenger Rail Operating and Capital Fund

3.1 DRPT’s Statutory Authority

DRPT administers and commits IPROC funds subject to CTB approval. The 2013 General Assembly enacted House Bill 2313 allocating 0.05 percent of the retail sales and use tax to IPROC. This action made Virginia one of the first states in the nation to provide dedicated annual funding to state-sponsored passenger rail services.

These funds support the cost of operating intercity passenger rail services as well as acquiring, leasing, or improving railways or railroad equipment. The program enables DRPT to expand services throughout the Commonwealth with 100 percent state funds.

3.2 Six Year Improvement Program

\$ Millions	Prior	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	TOTAL
Revenues	\$18.3	\$54.0	\$55.6	\$59.2	\$60.6	\$61.9	\$63.1	\$372.7
Commitments	-----	\$61.3	\$58.6	\$63.8	\$64.0	\$61.2	\$63.8	\$372.7

The Six Year Improvement Program (SYIP) is the Commonwealth Transportation Board’s joint annual funding allocation program for the projects and initiatives administered by DRPT and VDOT. The above chart designates IPROC revenues and commitments in the current SYIP. Due to the Long Bridge program of projects as well as related I-95 corridor and statewide improvements, the CTB has allocated all funding within the IPROC program. In addition to funding passenger and freight rail initiatives, the SYIP also funds all interstate and primary highway projects as well as public transportation and transportation demand management initiatives over six fiscal years. Fiscal years start on July 1st and end on June 30th.

3.3 State-Sponsored Operating Routes⁴

Route Number	Route	Frequency
46	Roanoke-Washington	One daily round trip
47	Newport News-Washington	Two daily round trips
50	Norfolk-Washington ⁵	Two daily round trips
51	Richmond-Washington	One daily round trip

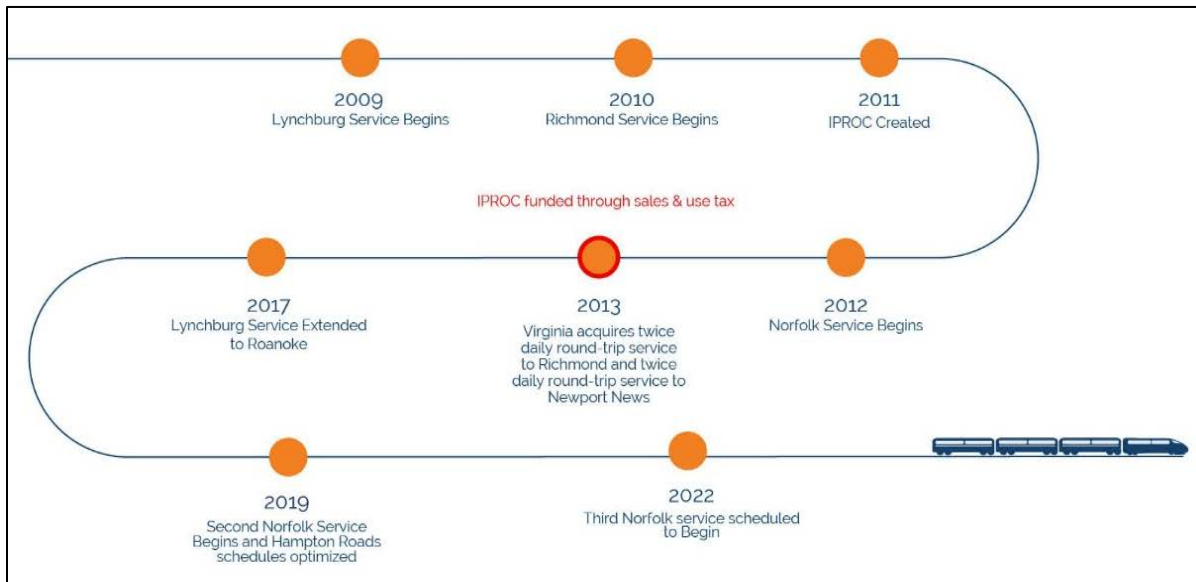
DRPT provides grant funds for four intercity passenger routes with a total of six daily round trip trains on the Northeast Regional line through grant agreements with Amtrak. Additionally, DRPT supports thruway buses connecting riders to the Newport News, Norfolk, and Roanoke train stations. The IPROC fund sponsors daily round-trip buses from Virginia Beach to Norfolk

⁴ All state-sponsored Amtrak service travels into the Northeast Corridor and offers one-seat rides to destinations including Washington, D.C., Philadelphia, New York City, and Boston.

⁵ A second daily service originating in Norfolk began operations on March 4, 2019. This service is an extension of service that originated in Richmond. Both daily trains operating out of Norfolk continue to stop at Richmond’s Staples Mill Station.

and Newport News. Through its transit program, DRPT sponsors a daily roundtrip bus originating at Virginia Tech serving the Roanoke train station.

3.4 History of Virginia State-Sponsored Service



The Passenger Rail Investment and Improvement Act of 2008 requires states with Amtrak Services shorter than 750 miles and greater than 70 miles to assume a significant share of capital and operating costs for the routes or otherwise the routes would be discontinued.⁶ If the General Assembly had not taken action, Virginia would have lost all service originating in Newport News, leaving Hampton Roads without any Amtrak service.

3.5 Long Distance Service Operating in Virginia

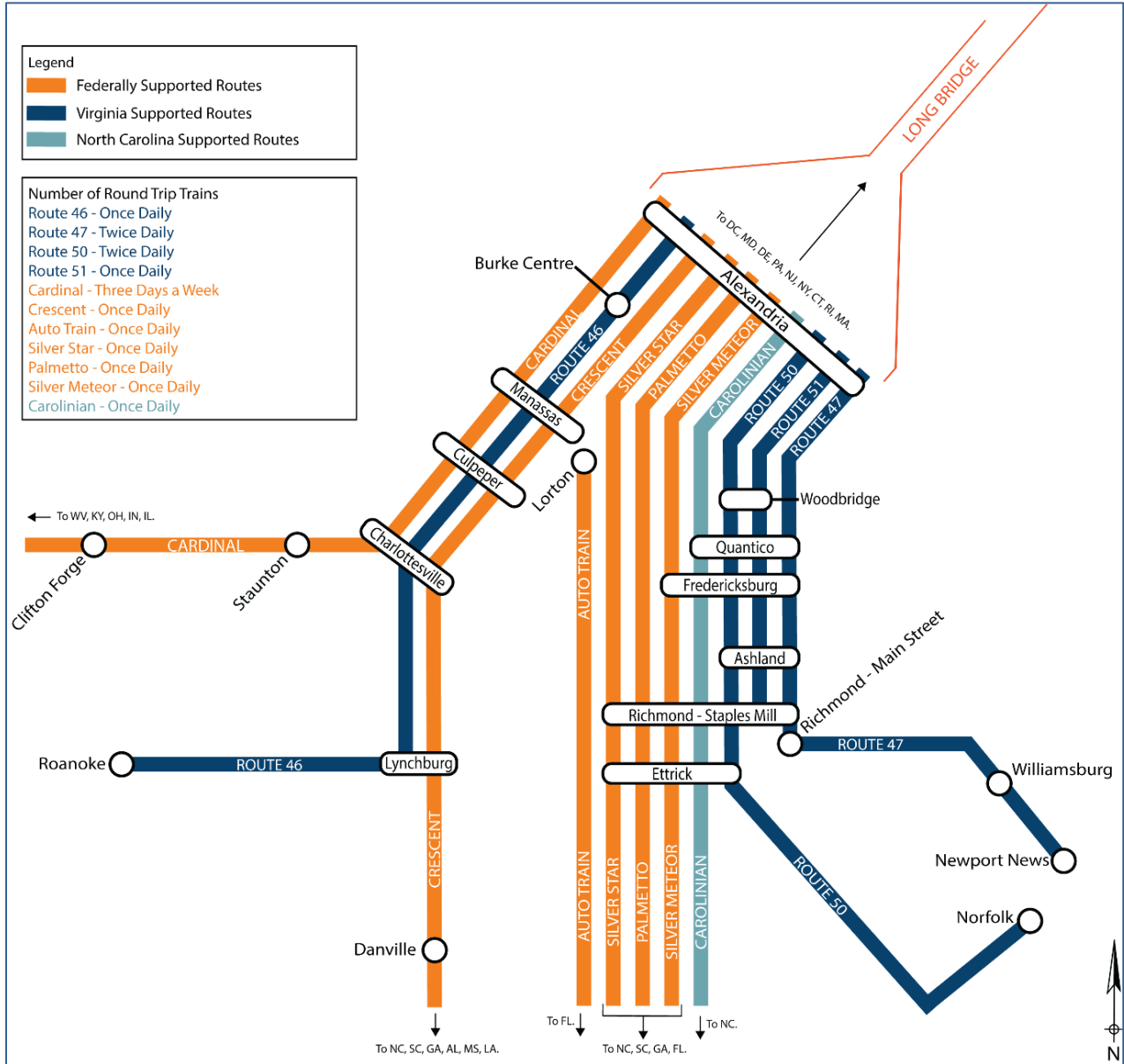
Six long-distance services and one North Carolina state-sponsored service also operate in Virginia. These services do not receive IPROC funding, but are the only intercity passenger rail services in the localities of Lorton, Staunton, Danville, and Clifton Forge.

Name	Route	Frequency	Virginia Ridership
Auto Train	Lorton-Sanford, FL	Daily	236,036
Cardinal	Chicago-New York City	Three days a week	35,916
Crescent	New Orleans-New York City	Daily	67,602
Palmetto	Savannah-New York City	Daily	58,192
Silver Meteor	Miami-New York City	Daily	33,992
Silver Star	Miami-New York City	Daily	47,905
Carolinian ⁷	Charlotte-New York City	Daily	74,108

⁶ Overview, Highlights and Summary of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (<https://www.fra.dot.gov/eLib/details/L02692>)

⁷ The Carolinian⁷ is a daily North Carolina state-sponsored service.

3.6 Amtrak Service Operating in Virginia



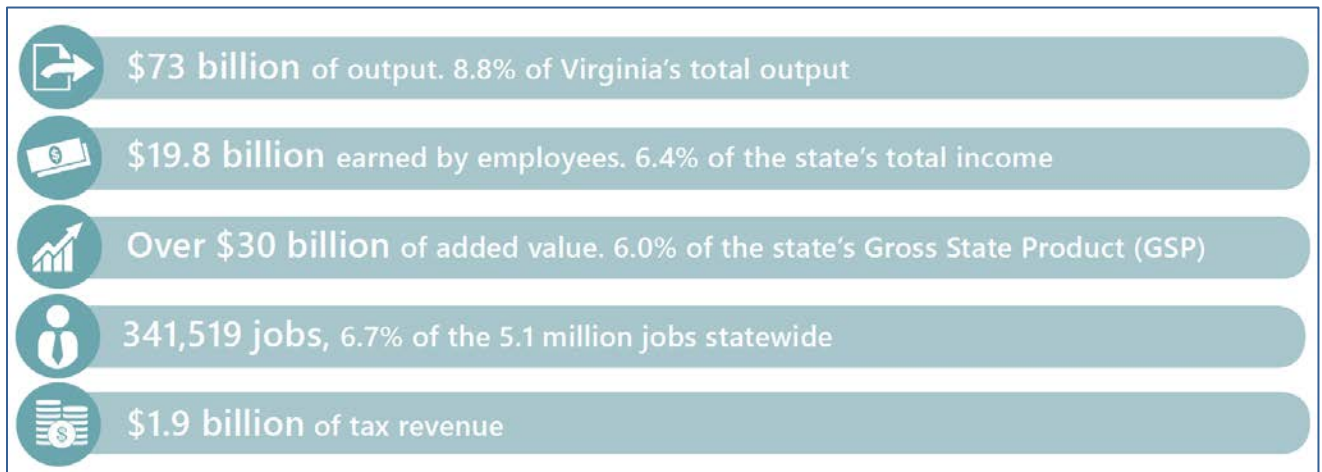
4 Providing Benefits throughout Virginia

Virginia's congestion is among the worst in the United States and is growing at an unsustainable pace. Passenger rail has played and will continue to play a role in moving individuals and goods to keep Virginia competitive. The two infographs below highlight the positive benefits of freight and passenger rail in the Commonwealth. These charts and related research were a part of DRPT's federal mandated state rail plan.⁸

Rail economic impacts to Virginia are estimated using multipliers from the IMPLAN economic model with input data and assumptions from freight movement data, passenger rail operations, and visitor characteristics. Impacts of rail service-related spending in Virginia emanate from firms providing freight and passenger transport services, industries using such services to trade goods (shippers/receivers), and expenditures from visitors who reach Virginia via rail.

4.1 Economic Benefits

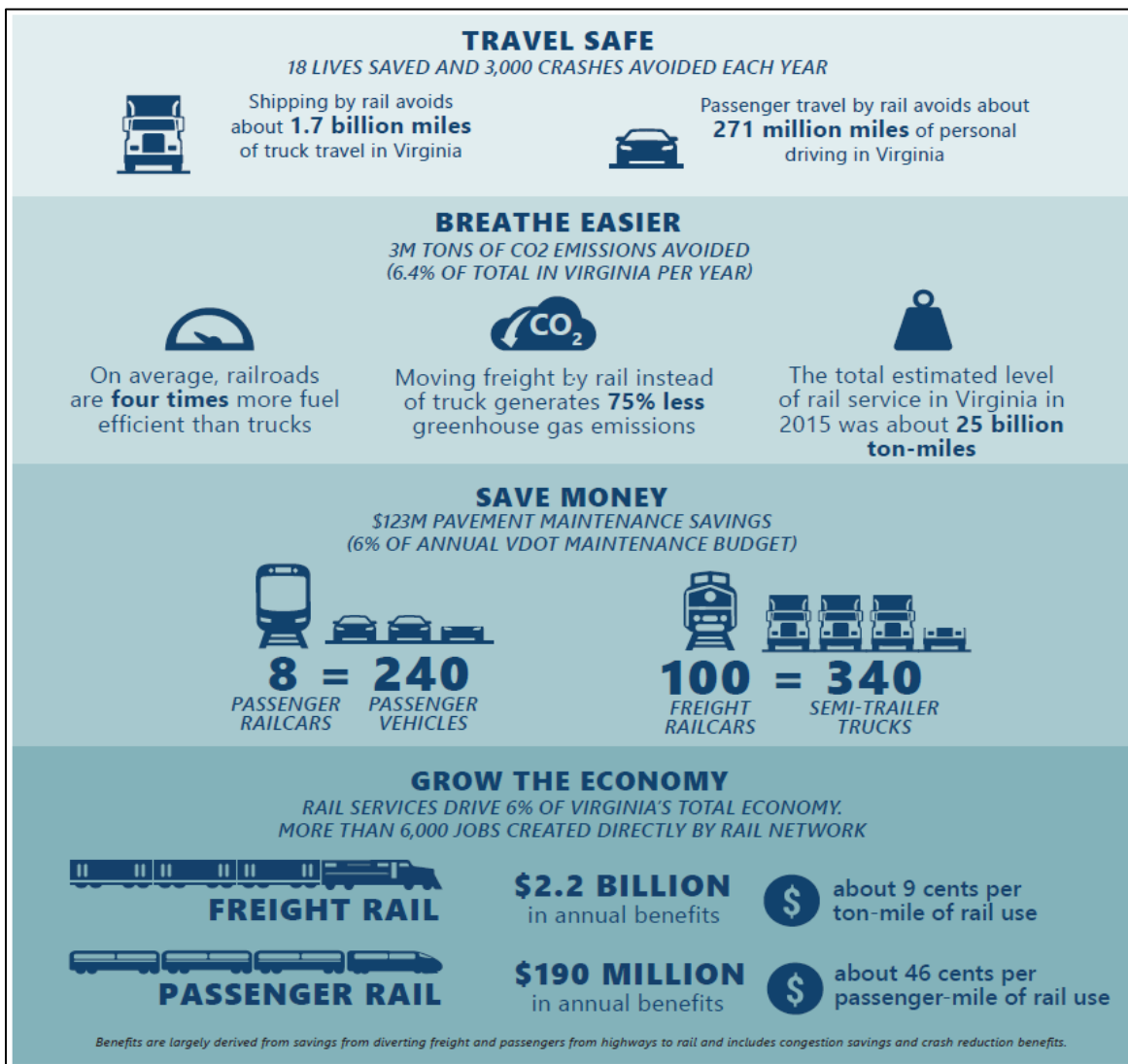
Passenger rail plays a significant role in Virginia's economy. Together, passenger and freight rail services drive six percent of Virginia's total economy; and passenger rail alone provides \$190 million in annual benefits. It also represents a key component of Virginia's tourism industry. Passenger rail facilitates travel to and within the Commonwealth, which saw a record-high of 45 million domestic visitors in 2016. It also has contributed to the \$2.2 billion increase in tourism revenue since 2014. Virginia's investment in passenger rail and the overall rail network is vital to meeting a growing demand, protecting the Commonwealth's economic interests, and providing Virginians with a variety of transportation options to meet their evolving needs.



⁸ For more information about the benefits of passenger and rail service, please see the [Virginia Statewide Rail Plan](#), which was completed in fall 2017.

4.2 Additional Benefits

As a complement to the Virginia highway network, as well as transit and transportation demand management services, passenger rail is a major part of Virginia’s traffic solution. For example, eight passenger rail cars remove 240 vehicles off of Virginia’s crowded highways. Passenger rail also improves air quality and reduces spending on pavement maintenance. Additionally, passenger and freight rail save Virginia approximately \$123 million annually in pavement maintenance costs. Lastly, and most importantly, fewer miles driven leads to fewer crashes and more lives saved. The infographic below highlights some of the additional benefits that rail provides to Virginia’s citizens.



5 Virginia Amtrak Ridership

Amtrak reports all data, including ridership, on the Federal Fiscal Year (FFY), which runs annually from October 1st to September 30th.

5.1 State-Sponsored Ridership

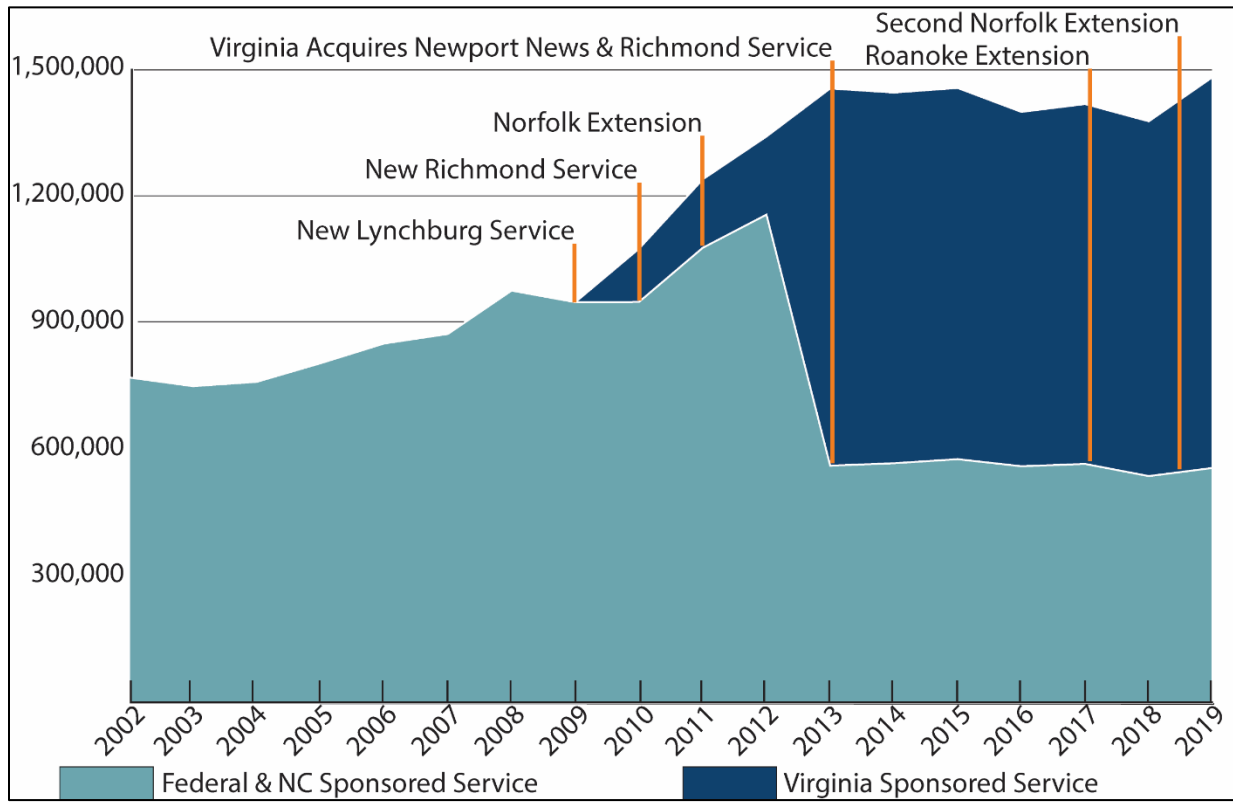
ROUTE	FFY 18	FFY 19	% Change
Roanoke-Washington	206,252	220,850	+7.1%
Newport News-Washington	322,265	335,227	+4.0%
Norfolk-Washington ⁹	152,611	239,929	+57.2%
Richmond-Washington	158,318	128,651	-18.7%
Total	839,466	924,657	+10.2%

Ridership on the Virginia state-sponsored service is defined as the number of people who purchased tickets on the Roanoke, Newport News, Norfolk, and Richmond routes with at least one end point in Virginia. It is possible for two or more end points to be in Virginia on one ticket; however, each ticket is only counted one time as one rider.

Ridership in FFY 19 saw an increase of 85,211 over FFY 18 numbers. This increase is due to the extension of one Richmond service to Norfolk, providing it with two daily round trips. Simultaneously, Amtrak and DRPT made changes to the departure and arrival times in Newport News to provide citizens throughout Hampton Roads with a variety of arrival and departure options at both stations. Additionally, the introduction of a 15 percent discount for all Virginians traveling with the Commonwealth and to the District of Columbia has led to an increase in ridership. Lastly, the Acca Yard project was completed at the end of 2018, which as noted above, had a negative impact on ridership along the Interstates 95 and 64 corridors.

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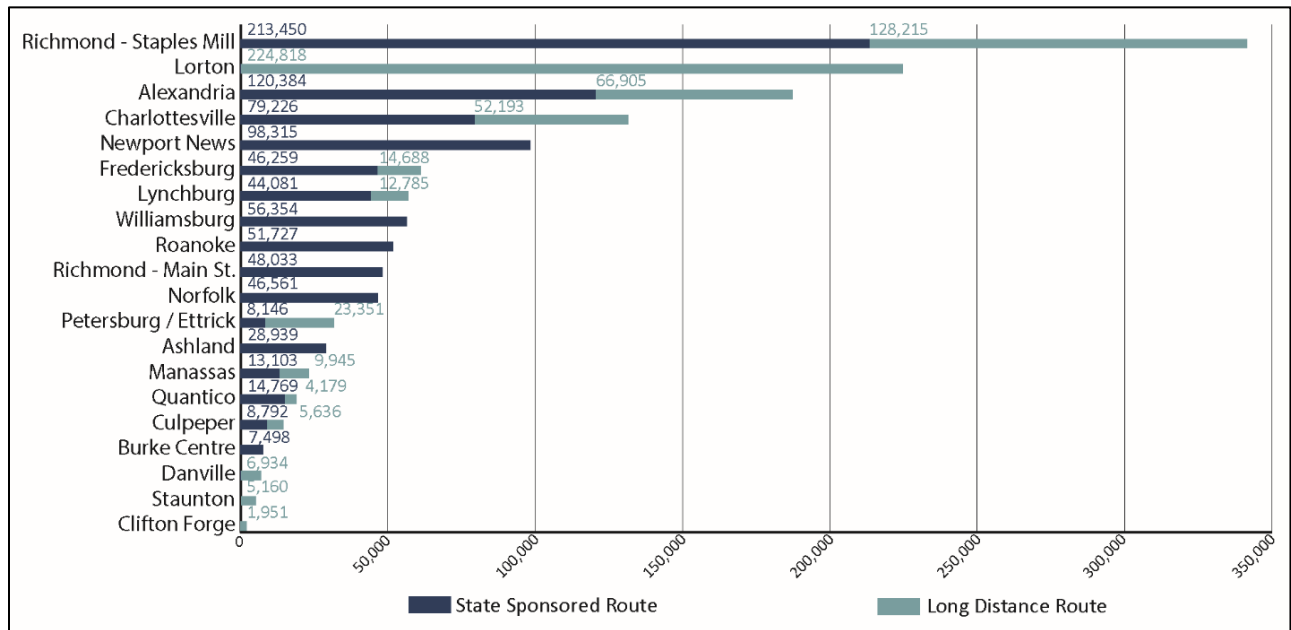
5.2 FFY 2002-2019 Amtrak Ridership



The above chart highlights Virginia’s state-sponsored and long-distance ridership over the last seventeen years. Long-distance ridership includes the Carolinian, a daily roundtrip North Carolina state-sponsored service originating in Charlotte.

Virginia’s support of Amtrak service began in 2009 with the origination of service in Lynchburg. Since the introduction of state-sponsored service, ridership has increased by approximately 600,000 riders in Virginia over the last ten years.

5.3 Virginia Station Activity¹⁰



Station activity is defined as the number of people who get on and off at the train stations. This chart also includes four stations that are not served by state-sponsored service: Lorton, Danville, Clifton Forge, and Staunton. These locations are served by the Auto Train (Lorton), Crescent (Danville), and Cardinal (Clifton Forge and Staunton) long-distance services.

5.4 Roanoke Station Activity

DRPT entered into capital funding agreements with the City of Roanoke and Norfolk Southern for improvements necessary to extend Amtrak service from Lynchburg to downtown Roanoke. Of the total \$99 million cost, the CTB obligated \$78 million in IPROC funds to construct track capacity improvements between Lynchburg and Roanoke as well as build a train servicing facility and a platform in downtown Roanoke.

Service to Roanoke began on October 31, 2017, marking the return of passenger service to Roanoke for the first time since 1979. The below chart shows boardings and alightings at the Roanoke station since service started.

Month	FFY 2018	FFY 2019	% Change
October	251 ¹¹	4,913	-----
November	5,048	5,333	5.6%
December	6,229	5,931	-4.8%
January	4,189	3,809	+9.1%
February	3,104	3,128	-0.8%

¹⁰ The station activity data for FFY 19 is not available at the time of this report’s completion. The chart contains data from FFY 18.

¹¹ There was only one day of service in October 2017. Service to Roanoke began on October 31, 2017.

March	4,278	5,104	+19.3%
April	4,670	4,976	+6.6%
May	4,660	5,199	+11.6%
June	5,325	5,674	+6.6%
July	5,543	5,631	+1.6%
August	5,164	5,162	0%
September	3,237	4,209	+30.0%
TOTAL	51,698	59,069	+14.3%

5.5 Hampton Roads Schedule Optimization



The Acca Yard improvement project was a \$132 million public-private investment in CSX’s heavily congested rail yard near Richmond. This project was completed on-time and on-budget in early 2019. It includes constructing a second mainline track between Carsons and Reams near Petersburg, two bypass tracks, and a reconstruction of the Acca Yard. This project significantly increases freight fluidity for CSX and improves passenger rail travel time reliability and on-time performance for services originating in Newport News and Norfolk.

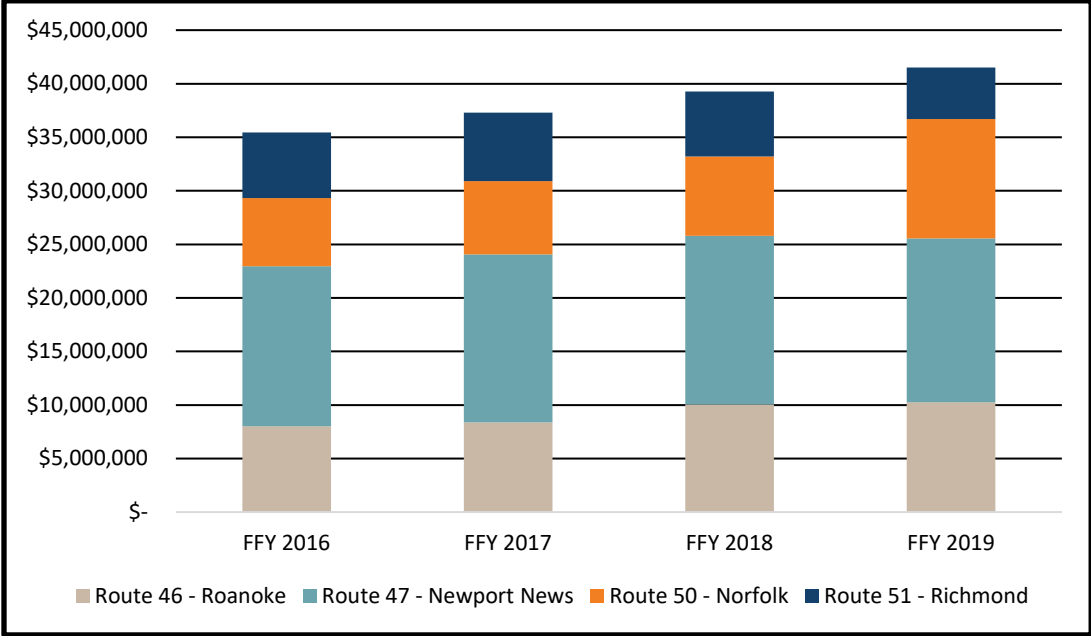
As part of the project, CSX committed to providing slots for two additional Norfolk passenger rail services beginning in 2019 and 2021, respectively. As scheduled, the second Norfolk train began service on March 4, 2019. This service is an extension of a train that was originating in Richmond at the Staples Mill Station. In addition to this new service, DRPT

worked with regional officials in Hampton Roads to change departure and arrival times at Newport News to better align with the departure and arrival times in Norfolk.

Since March 4, 2019, ridership has grown tremendously on the routes originating in Newport News, Norfolk, and Richmond. The table below compares service along the Newport News, Norfolk, and Richmond routes since March 2019 compared to the same time frame in 2018.

ROUTE	March-September 2018	March-September 2019	CHANGE
Newport News-Washington	191,814	201,353	+5.0%
Norfolk-Washington	92,250	176,579	+91.4%
Richmond-Washington	90,412	63,638	-29.6%
TOTAL	374,476	441,570	+18.0%

5.6 Revenues



As ridership has increased, revenues returned to the IPROC fund have increased as well. The above chart highlights revenues over the last four federal fiscal years. Included as part of these revenues are:

- (i) Ticket revenues: received from passengers traveling on a state-sponsored service;
- (ii) Food service revenues: received from the purchase of food and beverages;
- (iii) Other revenues: received from using amenities such as luggage or pet fees; and
- (iv) Northeast Corridor through-revenue credit: received from passengers who boarded or alighted in Virginia and boarded or alighted on the Northeast Corridor

5.7 On-Time Performance

On-time performance continues to be an issue for Amtrak service throughout the United States, and Virginia is no different. In Virginia, where capacity is near full, Amtrak service shares railroad track with CSX and Norfolk Southern. On-time performance is negatively impacted by congestion with these companies’ freight services, especially in Northern Virginia. Also, passenger rail service shares railroad track with the Virginia Railway Express service north of Manassas for the Roanoke route and north of Spotsylvania along the Richmond, Newport News,

and Norfolk routes. Without question, poor on-time performance hurts ridership. One of the best ways to improve ridership in the Commonwealth is by improving on-time performance. DRPT will continue to work with railroads to identify projects that can assist with this improvement.

5.8 Promoting Use of State-Sponsored Service



The CTB allocated nearly \$1.7 million annually in IPROC funds towards marketing and advertising passenger rail travel in Virginia, with approximately \$750,000 within the overall direct operating costs going to Amtrak to support its national marketing efforts and \$900,000 going directly to DRPT for a state-run marketing program.

While this latter figure represents less than four percent of the annual statewide passenger rail operating costs, the funding enables DRPT to efficiently and effectively promote rail service as an alternative to single-occupancy vehicle travel to a diverse spectrum of residents, businesses, and communities across the Commonwealth.

In order to optimize its Amtrak marketing program, DRPT commissioned a comprehensive, statewide market research initiative to understand who the consumer segments are and why they may or may not ride the train, uncover consumer associations with train travel and perceptions of benefits and obstacles, and evaluate Amtrak's brand reputation among respondents and the role the brand plays in travel decision-making processes.

The effort was carried out in three specific phases, which included small and in-depth focus groups, price sensitivity and ridership trend analysis, and a widely distributed online survey. This market research helped DRPT target specific market groups and develop discount programs, helping contribute to the increase in ridership during 2019.

6 Unlocking the I-95 Rail Corridor: The Long Bridge Project

The Long Bridge Project is one of the highest transportation priorities in Virginia. Its completion has the potential to transform state-sponsored and commuter rail service throughout Virginia. Although this project is based in Northern Virginia, it will impact passenger rail service in every region of the state.

6.1 Current Operational Issues and Needs

The original Long Bridge structure was built in 1808, and the two-track steel through girder/through-trust railroad bridge was constructed in 1904. The bridge subsequently was reinforced in 1942 during World War II for heavy loads. CSX acquired the bridge from Conrail in 1999. Currently, the Long Bridge is the only railroad bridge connecting Virginia to the District of Columbia, with all passenger service originating in the Commonwealth using it to access the Northeast Corridor.



There is an existing bottleneck due to a two-track Long Bridge connecting three tracks on each side of the Potomac River in the District of Columbia and Virginia. Additionally, there are speed restrictions on the bridge. At present, the bridge is at 98 percent capacity during the peak a.m. and p.m. hours, with traffic split at 70 percent passenger and 30 percent freight. This translates to approximately 34 Virginia Railway Express trains and 24 Amtrak trains daily. With no rail network redundancy, there is without question a need for a new two-track bridge for the passenger corridor.

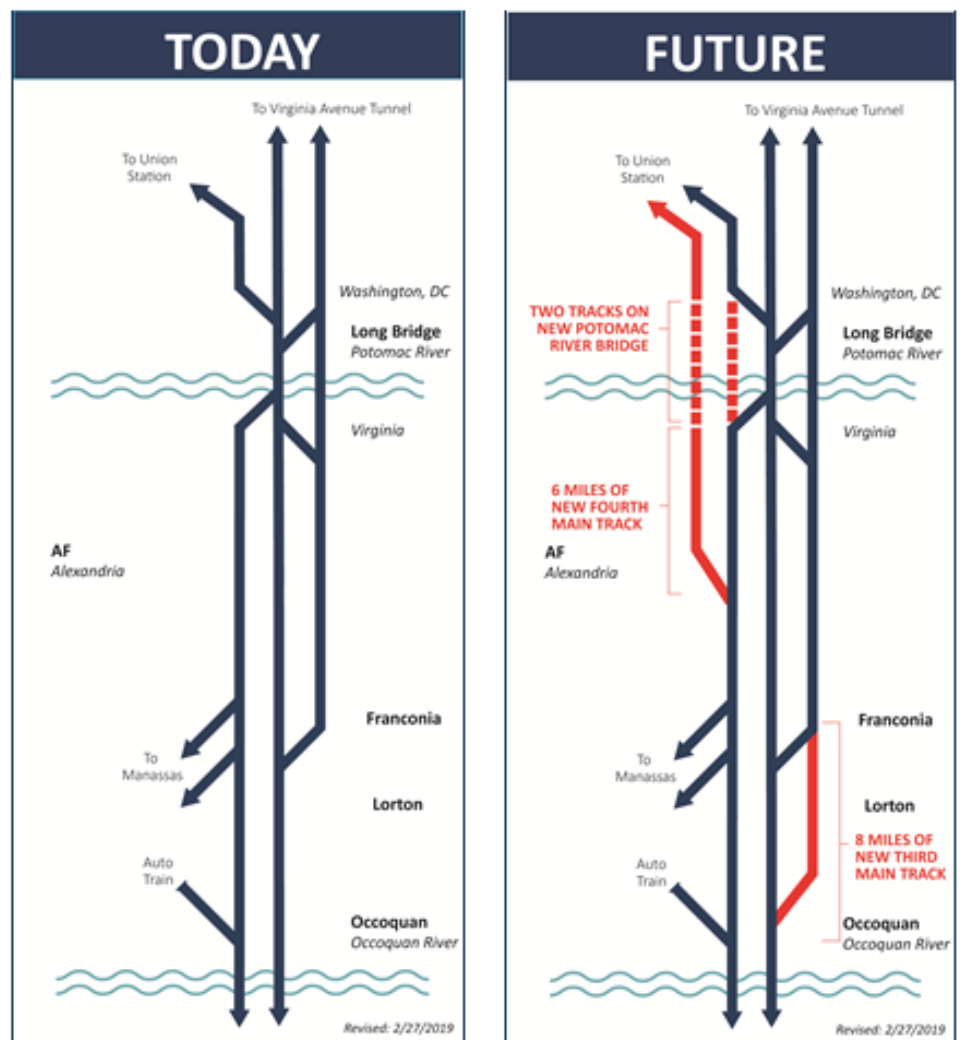


DC2RVA, the Washington, D.C., to Richmond segment of the Southeast High Speed Rail project, indicated there is no further capacity available for additional passenger trains in the Commonwealth beyond those currently funded in the Six Year Improvement Program without a second Long Bridge and related improvements along the Interstate 95 rail corridor.

6.2 Long Bridge Program of Projects

The District of Columbia Department of Transportation released its draft Environmental Impact Statement in September 2019. The agency selected as its preferred alternative the construction of a new two-track railroad bridge across the Potomac River to accompany the existing Long Bridge, and it will be built between the existing structure and the Washington Metropolitan Area Transit Authority's bridge. With the addition of this new bridge, there would be four tracks connecting Virginia and the District of Columbia. The estimated cost of this alternative is \$1.9 billion in 2019 dollars.

To accomplish this task, DRPT has allocated approximately \$776 million in state, federal, and local funding for the Long Bridge as well as for I-95 Corridor Improvements and related statewide improvements. The Commonwealth's goal for the new Long Bridge would be public ownership with a long-term goal of separating freight and passenger rail service.



Four tracks will allow the Commonwealth to expand not only state-sponsored Amtrak service, but also commuter rail service provided by the Virginia Railway Express. The District of

Columbia Department of Transportation also concluded that the additional bridge will allow for the introduction of MARC (Maryland Area Regional Commuter) service into Virginia. The chart below shows current service as well as planned service in 2040 with the two additional tracks across the Potomac River.

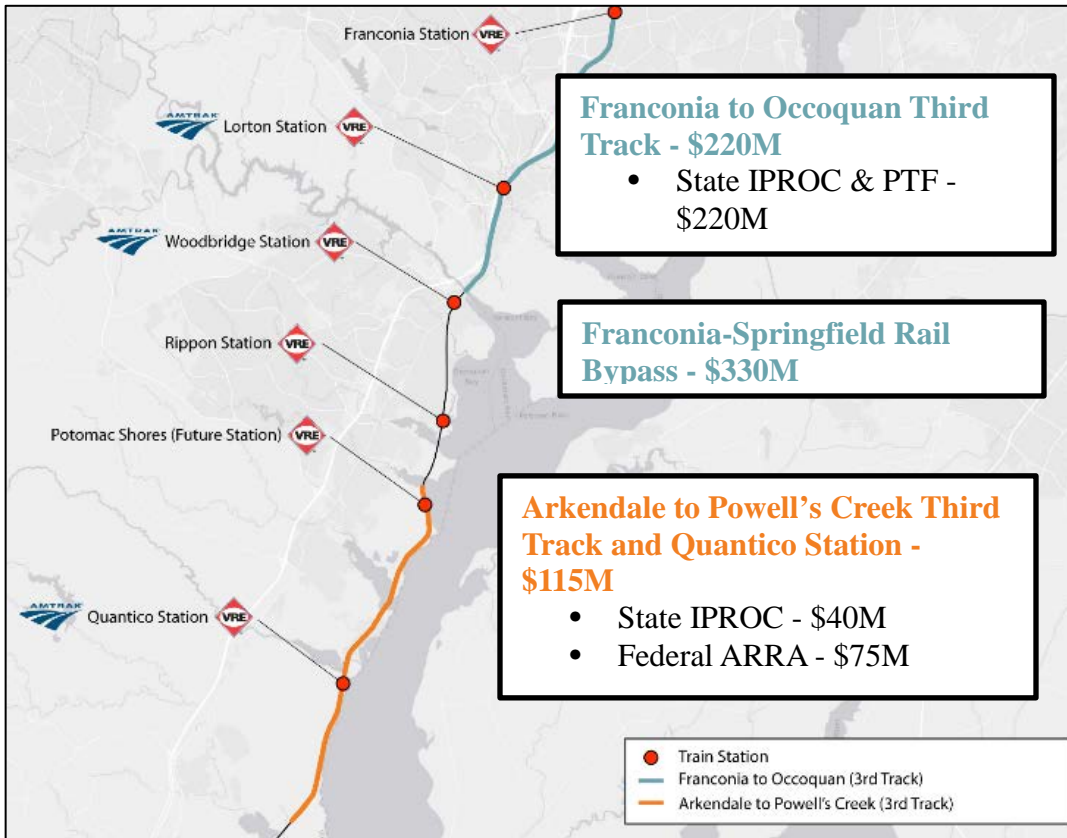
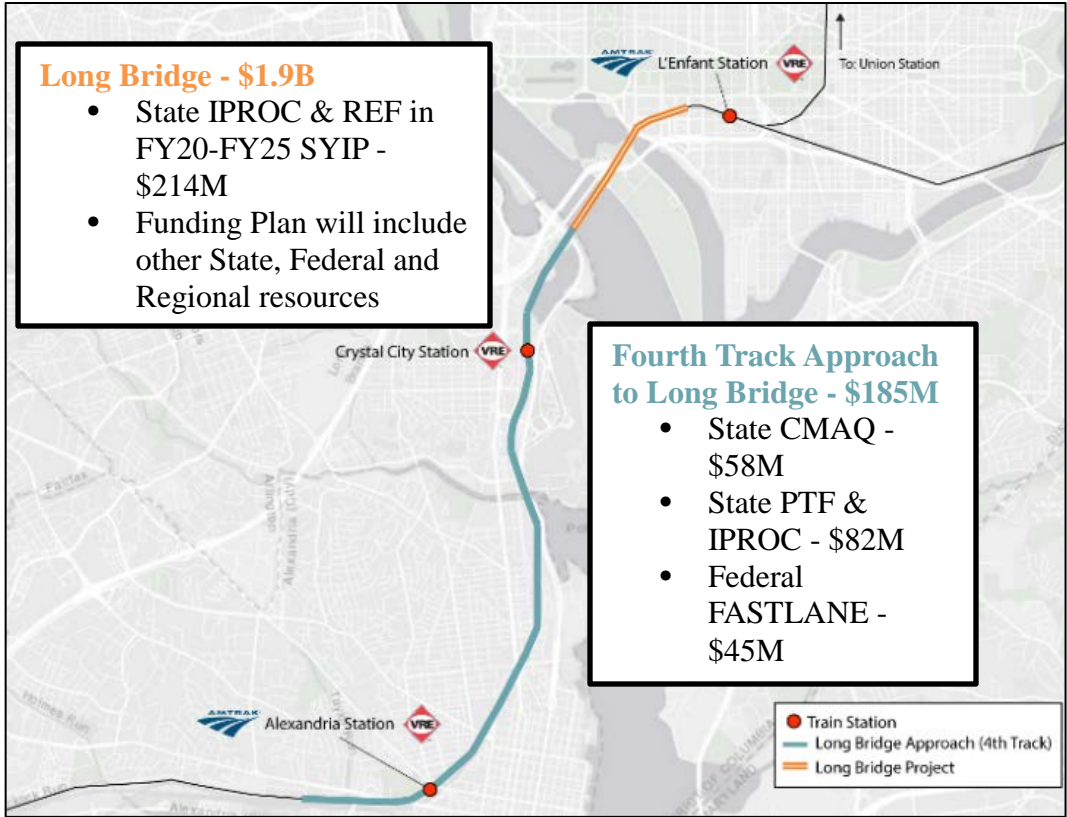
Operator	Current # of Trains	Future # of Trains	% of New Passenger Capacity
VRE	34	92	67%
MARC	0	8	9%
Amtrak	24	44	23%
CSX	18	42	--
NS	0	6	--
Total	76	192	100%

Additionally, a new Long Bridge will provide over 18,000 new freight and passenger train crossings annually. It is estimated that it will take one million trucks off the highway as well as five million vehicles. Lastly, there will be an increase in safety by reducing the number of crashes on the highways.

There are a series of projects that are currently underway that will accompany the new Long Bridge project. These projects are key, and together they will allow the Commonwealth to expand capacity along this important corridor. The maps below highlight this program of projects, which include:

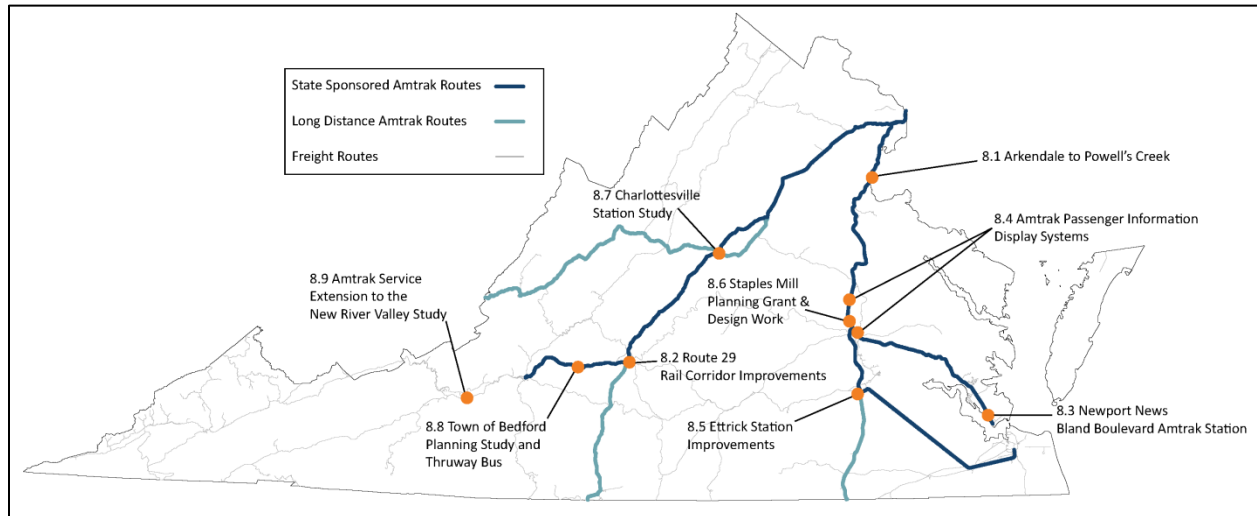
- Long Bridge Phase 1: Six miles of fourth track from Alexandria to the south bank of the Potomac River.
- Third track between Franconia and Occoquan.
- Franconia-Springfield bypass
- Alexandria VRE Station: Provide Americans with Disabilities Act (ADA) compliant pedestrian tunnel and elevator access as well as improve platforms to allow station to accommodate two trains simultaneously.
- Crystal City VRE Station: Relocate station and construct an island platform to allow station to serve two trains simultaneously.
- L’Enfant VRE Station and Fourth Track: Will construct a fourth track and an island platform allowing the station to serve two trains simultaneously.
- Arkendale to Powell’s Creek Third Track¹².

¹² The Arkendale to Powell’s Creek Third Track project is described in detail in Section 8 of this report.



7 Growing Passenger Rail throughout the Commonwealth

DRPT, in conjunction with its partners, Norfolk Southern and CSX, is spearheading many construction and planning projects in regions throughout Virginia that will grow and improve passenger rail.



7.1 Arkendale to Powell's Creek

The Arkendale project provides for the design and construction of a third track along the heavily congested nine-mile stretch of CSX's main line from Powell's Creek to Arkendale in Northern Virginia. In 2010, the project received a \$75 million grant from the federal High Speed Intercity Passenger Rail Program. Dedicated funding in the SYIP to complete the Arkendale project includes \$16.5 million in IPROC funds. The third track segment will be used to meet, pass, and overtake trains to enhance the performance schedule for intercity passenger service, high speed passenger rail service, and Virginia Railway Express commuter service while preserving freight operations. This is a critical section of third track needed between Washington, D.C., and Fredericksburg.

7.2 Route 29 Rail Corridor Improvements

DRPT is working with Norfolk Southern to determine whether Norfolk Southern could accommodate an additional intercity passenger rail service between Lynchburg and Washington, D.C. Approximately \$13.3 million in IPROC funds has been set aside for this effort. The existing route is currently the most successful state-sponsored route in Virginia.

7.3 Newport News Bland Boulevard Amtrak Station

This new location, at the intersection of Bland Boulevard and Interstate 64, will be more energy efficient and will allow the existing Amtrak trains to avoid entering a CSX coal yard for turning and servicing. DRPT has allocated \$20.5 million of IPROC funds toward construction of a platform, servicing facility, and associated turning and storage facilities. The City of Newport

News is funding approximately \$20.5 million for the station and associated costs. This multimodal station will increase transportation options through new inter-city bus service with local connections including Hampton Roads Transit, shuttles to the airport, and taxi service. Construction is scheduled to begin in 2019 and will be completed by 2021.

7.4 Amtrak Passenger Information Display Systems

The unstaffed Amtrak station in Ashland, VA, has two main-line tracks on which north and south bound trains arrive. In order to determine which side of the tracks to stand on, passengers must wait until the trains are within sight and then migrate to the appropriate side. Furthermore, there is no way to notify passengers at the station of arrival times for trains in the event of delays.

Currently, at the Richmond Main Street Station, passengers are notified of train arrival times and ushered to the platform by the station security guards who rely on the Amtrak mobile app for alerts and then verbally announce arrival times.

Installing Passenger Information Display Systems (PIDS) at Ashland and Richmond Main Street Stations will provide a safe, ADA-compliant method of arrival notifications, which will improve the overall customer experience. DRPT has allocated \$1.23 million of IPROC funds for design and installation of these systems. Per the CTB-approved station policy, the localities will fund the operation and maintenance of the PIDS.

7.5 Ettrick Station Improvements

Chesterfield County's only Amtrak station, located in The Village of Ettrick near Petersburg, was built in 1955 and has seen few improvements since being constructed. The planned improvements include replacing and lengthening the platform with an ADA-compliant tactile edge, replacing and expanding the platform canopy, and re-sloping the path between the station building and the new platform to comply with ADA standards. Further developments to the station footprint include improving the parking by maximizing space and adding lighting for safety, improving the road leading to the station, and adding more visible signage from I-95 to the station. In addition to IPROC funding, Amtrak is allocating over \$1.3 million, and Chesterfield County is contributing \$75,000, for a total investment of \$5.5 million.

7.6 Staples Mill Station Planning Grant and Design Work

DRPT has allocated IPROC funds for advanced station planning between Henrico County, Amtrak, and CSX, as well as preliminary engineering for station infrastructure improvements cleared under the DC2RVA Record of Decision. DC2RVA designed the Staples Mill station to a 10 percent conceptual level, and this planning grant will assist in taking the design planning to 30 percent. The planning project will focus on the island platforms, deficiency of the building size, as well as other improvements.

7.7 Charlottesville Station Study

DRPT is leading a study to assess the possibilities for building a larger multi-modal facility on the existing station site. The study is being coordinated with the City of Charlottesville and the Thomas Jefferson Planning District Commission. The study tasks will include an identification of station needs, analysis of site plan alternatives, development of preliminary cost estimates, and development of a funding/financing plan for construction.

7.8 Town of Bedford Planning Study and Thruway Bus

The purpose of this study is to work with the BFRRI (Bedford-Franklin Regional Rail Initiative) group to develop a report that assesses the feasibility of an Amtrak station stop in the Town of Bedford. The study will draw from previous studies, most notably the BFRRI 2015 White Paper, the 2016 Wendel Study (funded by local advocates), and the Amtrak/DRPT ridership study from 2017. Study tasks will include development of a planning-level conceptual design for a station that meets Amtrak and NS standards, development of a planning-level cost estimate, a traveler survey, development of a ridership methodology, and an analysis of ridership results. An optional task includes conducting a benefit-cost analysis for the station based on identified benefits and planning-level station costs. In addition to the study, DRPT will fund a free Amtrak Thruway bus from Bedford to the Lynchburg Station to better gauge the desire for a train stop in the town.

7.9 Amtrak Service Extension to the New River Valley Study

DRPT has programmed \$350,000 in IPROC funds in Fiscal Year 19 for a study of future network requirements to accommodate the extension of Amtrak service from Roanoke to Christiansburg. Since the potential route will be along the Norfolk Southern corridor, the study would need to be conducted and led by Norfolk Southern. This study will serve as the basis to negotiate necessary infrastructure improvements.

8 Conclusion

Virginians need a reliable and sustainable rail network that advances businesses, attracts a 21st-century workforce, and promotes healthy communities where individuals of all ages and abilities can thrive. Over the last ten years of state-sponsored service, Virginia has created a rail network instrumental to a multimodal transportation approach. This success would not be possible without the leadership of the Virginia General Assembly in creating the IPROC fund and dedicating long-term sustainable dollars to the fund.

IPROC successes can be found throughout the entire Commonwealth. Passenger rail investments stretch from the congested areas of Hampton Roads and the Interstate 95 corridor between Richmond and Northern Virginia to the growing Shenandoah Valley and truck-heavy Interstate 81 corridor. Recent successes include the introduction of passenger rail service to Roanoke for the first time in 40 years as well as the start of a second passenger train in Norfolk. These accomplishments have opened service to more Virginians, and they have responded with a substantial increase in ridership. Federal Fiscal Year 2019 saw a 10 percent increase in ridership, creating the highest demand in the history of Virginia service.

The Department of Rail and Public Transportation will continue to look for ways to grow ridership throughout all parts of the Commonwealth. Years of planning and environmental review work between Washington, D.C., and Raleigh, North Carolina, is nearing completion while, at the same time, railroads are conducting unprecedented rationalization of rail networks to adapt to new business models. This will give Virginia the ability to explore opportunities to strengthen the expansion of Northeast corridor service into Virginia.

However, passenger rail will not be able to grow without the advancement of a second Long Bridge across the Potomac River and accompanying projects. Every state-sponsored train originating in the Commonwealth uses the bridge to access Washington, D.C., and points north along the eastern seaboard. These projects will allow Virginia to grow rail service based on public need, connect communities and economies across and outside of Virginia, and provide the opportunity to improve throughput capacity in most of the major corridors in Virginia.

Over the past ten years, the Commonwealth has invested programmatically in its rail system; and, as this document demonstrates, the returns have been significant. Virginia must continue these investments in passenger rail so service can improve at current locations and expand to new ones. As we approach the 2020s, passenger rail service will continue to benefit all Virginians and provide a viable alternative to highway travel.