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Chapter 5 serves as Virginia’s Rail Service and Investment Plan (RSIP), as defined by FRA State Rail Plan Guidance. This chapter describes Virginia’s transportation vision, and demonstrates how rail improvements can further that vision through the goals and objectives of the Virginia State Rail Plan. It also identifies stakeholders with whom DRPT collaborates for successful implementation. The Passenger and Freight Rail Capital Program, featured in Chapter 5.8, lists short-range and long-range projects and how they meet the Commonwealth’s transportation goals.

5.1 Virginia DRPT Rail Vision

5.1.1 State Rail Vision
The Virginia Statewide Transportation Plan (VTrans2040) promotes a vision for a multimodal transportation network that is Good for Business, Good for Communities, and Good to Go. The Commonwealth recognizes the privately owned rail network as part of a multimodal system with public benefits and growing economic impacts. Since the 2000s, significant state investments have leveraged private and federal funds to improve freight and passenger rail transportation and support the overall transportation system. The Virginia State Rail Plan provides a framework to support a sustainable and reliable transportation system through continued rail investments.

Virginia’s rail network is a valuable asset that drives the economy, reduces congestion, improves safety, and saves taxpayer money. Continued investment in rail infrastructure will ensure the mission and vision for the Commonwealth’s transportation network is achieved.

5.1.2 Rail Vision Supporting Goals and Objectives
The Virginia State Rail Plan goals are listed in blue and reflect the VTrans2040 Guiding Principles on the left side of Figure 5-1. Corresponding objectives for each goal are shown in tan on the right. The objectives show how DRPT can advance freight and passenger rail through planning efforts and funding programs under the DRPT’s purview. Together the rail plan goals and objectives are tools to evaluate and prioritize short-term and long-term planning efforts and investments.
Figure 5-1: State Rail Goals and Objectives

**GOAL: Optimize Return on Investments**

*Implement the right solution at the right price*

- Leverage previous investments by supporting existing passenger services
  - Enhance reliability for existing services
  - Prioritize improvements to existing service corridors over service expansion capital projects
- Target investment where traffic, employment, population, or demand is expected to grow
- Determine on a corridor-basis when rail is the most efficient mode to move people and goods

**OBJECTIVES:**

- Target growing markets and make efficient use of the Rail Industrial Access Program funds
- Leverage public-private partnerships by prioritizing projects with matching funds

**GOAL: Ensure Safety, Security, and Resiliency**

*Invest in projects that harness the safety benefits of moving people and goods by rail*

- Expand programs that support shortline railroads in maintaining FRA Class 2 track safety standards
- Prioritize critical infrastructure projects to reduce the risk of failure
- Support “State of Good Repair” projects

**OBJECTIVES:**

- Invest in materials and industry practices that support a resilient rail network

**GOAL: Efficiently Deliver Programs**

*Deliver high-quality projects and programs in a cost-effective and timely manner*

- Update grant guidance annually and develop a grantee workshop to review program guidance and procedural updates
- Work with legislators and appointed officials to ensure policies are up-to-date and understood
- Continuously update DRPT grant management practices to ensure efficient administrative processes and project implementation

**OBJECTIVES:**

- Proactively identify projects and programs to support the DRPT mission
Using these goals as a guide, DRPT has developed a series of freight and passenger rail projects and initiatives that would, if constructed:

- Improve the capacity, efficiency, and safety of the Commonwealth’s rail network,
- Promote railroad access and economic development,
- Improve passenger rail transportation, and
- Bolster connectivity with other transportation modes.

These projects are shown in Figure 5-2 and Figure 5-3. Although the figures differentiate between passenger and freight rail projects, as required by FRA, Virginia’s passenger and freight rail services operate on shared routes. As a result, many of the projects shown in the illustrations are identified in the Chapter 5.8 Passenger and Freight Rail Capital Program.
Figure 5-2: Proposed Passenger Rail Projects in Virginia (Short-Range and Long-Range)

Note: Short-range projects include those with allocations between FY18 and FY23, as indicated in the SYIP.

Source: DRPT
Figure 5-3: Proposed Freight Rail Projects in Virginia (Short-Range and Long-Range)

**Freight Rail Projects in Virginia**

- **Shortline Railroad**
- **CSX Transportation**
- **Norfolk Southern**
- **Cities/Towns**
- **Short-Range Programs**
- **Long-Range Programs**
- **Discontinued**

**Railroads in Virginia**

- **CSX**
- **NS**
- **BCR**
- **BB**
- **CA**
- **CHW**
- **CWR**
- **NBP**
- **NCVA**
- **SV**
- **WW**

**Note:** Short-range projects include those with allocations between FY18 and FY23, as indicated in the SYIP.

Source: DRPT
5.2 Program Coordination

This chapter describes how the Virginia State Rail Plan integrates with other transportation planning efforts within Virginia and at the regional and national levels.

5.2.1 Integration with Other State Planning Efforts

VTrans2040 provides direction for all transportation planning and investments in the Commonwealth. VTrans2040 includes the State Multimodal Plan, Freight Plan, and Surface Transportation Plan and is developed by the OIPI Multimodal Working Group. The Multimodal Working Group consists of the lead planners for each mode of transportation and the policy advisors of every agency within the Secretariat, including the VDOT, DMV, MVDB, DOA, VPA, DRPT, and the Commercial Space Flight Authority. This group informs the plans and projects OIPI undertakes, and ensures a truly multimodal transportation system is achieved and maintained in Virginia. The State Rail Plan is intended to integrate with VTrans2040 and expand upon other Virginia transportation plans developed and discussed by the Multimodal Working Group:

5.2.2 National and Regional Rail Planning Integration

Recognizing the integrated nature of the rail network with national and regional markets within and outside of Virginia, DRPT regularly coordinates with outside agencies, including:

- VDOT
- CTB
- Virginia General Assembly
- Office of the Virginia Secretary of Transportation
- MPOs
- VRE
- Virginia localities
- FRA
- Amtrak
- Washington, D.C. Department of Transportation
- North Carolina Department of Transportation
- Southeast Rail Coalition
- States for Passenger Rail Coalition
- American Association of State Highway and Transportation Officials Standing Committee on Rail

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1 http://www.vtrans.org/vtrans2040.asp
• Other states and regional rail agencies

**Passenger Rail Investment and Improvement Act of 2008 Compliance**

PRIIA directed FRA to develop a Preliminary National Rail Plan to address the rail needs of the U.S. The preliminary Plan, published in October 2009, provided objectives for rail as a means of improving the performance of the nation’s transportation system, which included:

- Increased passenger and freight rail performance,
- Integration of all transportation modes to form a more complementary transportation system,
- Identification of projects of national significance, and
- Providing for increased public awareness.

Since 2009, the concept of developing a National Rail Plan has evolved, and FRA has focused efforts toward the issues and priorities addressed in state rail plans. An outgrowth of this process is the development of regional rail plans and multi-state corridor plans inclusive of solutions for freight and passenger service issues on a regional rather than state-by-state basis. DRPT will continue to work with FRA and other states in the region directly and through the Southeast Rail Coalition to ensure that the rail perspectives and issues of the Commonwealth and region are adequately addressed within the national rail planning process.

**National Strategic Rail Corridor Network**

The U.S. Military Surface Deployment and Distribution Command’s Transportation Engineering Agency oversees the federal National Strategic Rail Corridor Network (STRACNET).² STRACNET is an interconnected and continuous rail line network consisting of more than 36,000 miles of track serving more than 120 defense installations. The STRACNET network is shown in Figure 5-4. STRACNET was established as part of the federal Railroads for National Defense Program, which ensures the readiness capability of the national railroad network to support defense deployment and peacetime needs. The Transportation Engineering Agency works in conjunction with FRA, STB, state transportation departments, individual railroads, and two industry organizations, AAR and AREMA, to ensure that rail needs for the Department of Defense are identified and coordinated with the appropriate transportation authorities.

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5.3 Rail Agencies

DRPT is the lead agency for rail planning and investments within Virginia. This State Rail Plan does not recommend any changes to the DRPT, nor does it recommend the creation or abolition of any other agencies or authorities. DRPT reports to the Office of the Secretary of Transportation, and the DRPT Director is a member of the CTB, which sets policy and allocates funding surface transportation modes in Virginia. DRPT rail staff work with the CTB to address policy issues and legislative issues on an ongoing basis.

5.4 Program Effects

Virginia’s rail network is part of a larger rail system within the eastern United States; it connects the Port of Virginia, businesses, and communities to other major population centers, customers, and manufacturing regions throughout the nation and the world. Transportation corridors within the Commonwealth have unique characteristics that provide viable transportation options and diverse public benefits to the economy. Many of Virginia’s freight corridors also carry passenger trains. All of the rail corridors are privately-owned and serve the Port of Virginia in Hampton Roads in some capacity.
Passenger trips to, from, and within Virginia are growing, and highways in Virginia are increasingly congested. Passenger rail service provides an alternative to congested highways, and the Commonwealth therefore invests in Amtrak intercity passenger routes and VRE’s service areas to add network capacity. Projects and plans underway in CSX’s RF&P subdivision and the Long Bridge across the Potomac to Washington, D.C. will alleviate existing rail bottlenecks to better connect the entire Southeast region with Amtrak’s Northeast Corridor. Trends for passenger and freight rail growth and demand are described in detail in Chapters 2.2.2 and 2.2.3.

Since the 2013 Virginia State Rail Plan, the Commonwealth has provided dedicated funding to support and expand intercity passenger rail operations across the state. Virginia’s busiest passenger rail routes parallel the heavily traveled I-95 corridor, where a growing number of Virginia Regional Amtrak trains serve Richmond, Newport News, and Norfolk. Additional Virginia Regional Amtrak services extend southwest from Washington, D.C. to Lynchburg and Roanoke. Virginia also supports commuter rail operations provided by Virginia Railway Express, which serves the heavily congested I-95 Corridor from Fredericksburg to Washington, D.C., as well as the I-66 Corridor between Manassas and Washington, D.C. A detailed description of the rail bottlenecks for both passenger and freight rail are in Chapter 2.2.5.

As the economy grows, so do the freight demands on Virginia’s highways. The Commonwealth recognizes the public benefits and economic impact of investments in a multimodal freight transportation system. The freight rail network has a unique role supporting the Port of Virginia’s target markets in the Midwest. Both CSX and NS intermodal corridors connect Virginia to the nation, and cost-effectively brings needed raw materials and products to our ports, manufacturers, and consumers, and carries Virginia-made products and materials to destinations throughout the nation. Each year, the rail network in Virginia carries over 800,000 carloads of coal, 534,000 carloads of mixed goods, 120,000 carloads of chemical products, 103,000 carloads of food products, and 85,000 carloads of pulp and paper products in Virginia, keeping over 5.5 million trucks off the highways. Savings in pavement maintenance costs alone are over $123 million (2016 dollars), almost 6% of VDOT’s annual maintenance budget. The economic impacts and socio-environmental benefits of passenger and freight rail programs and projects in Virginia are detailed in Chapter 2.1.7.

Virginia’s passenger and freight rail networks are affected by many external factors that drive demand for services. Freight rail corridors serving the Port of Virginia and the main north-south freight routes are experiencing growth in intermodal traffic, while changes in domestic energy production and use are reflected in a decrease in coal traffic through Virginia. Population growth, an aging population, and increasing highway congestion along the urban crescent in particular, is helping drive demand for environmentally friendly and safe alternatives to automobile travel. The Commonwealth invests in the rail network as part of a multimodal approach to meet the growing demand for freight and passenger
transportation service, and to support the economic changes and travel preferences of Virginians. As a result, Virginians benefit in the following ways shown in Figure 5-5.

**Figure 5-5: Public and Private Economic Benefits of Passenger and Freight Rail**

<table>
<thead>
<tr>
<th>GROW THE ECONOMY</th>
<th>RAIL SERVICES DRIVE 6% OF VIRGINIA'S TOTAL ECONOMY. MORE THAN 6,000 JOBS CREATED DIRECTLY BY RAIL NETWORK</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREIGHT RAIL</td>
<td>$2.2 BILLION in annual benefits</td>
</tr>
<tr>
<td>$190 MILLION</td>
<td>about 9 cents per ton-mile of rail use</td>
</tr>
<tr>
<td>about 46 cents</td>
<td>about 46 cents per passenger-mile of rail use</td>
</tr>
<tr>
<td>PASSENGER RAIL</td>
<td></td>
</tr>
<tr>
<td>Benefits are largely derived from savings from diverting freight and passengers from highways to rail and includes congestion savings and crash reduction benefits and do not account for total economic benefit associated with job creation, tourism, tax generation, etc.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BREATHE EASIER</th>
<th>3M TONS OF CO2 EMISSIONS AVOIDED (6.4% OF TOTAL IN VIRGINIA PER YEAR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>On average, railroads are <strong>four times</strong> more fuel efficient than trucks</td>
<td></td>
</tr>
<tr>
<td>Moving freight by rail instead of truck generates <strong>75% less</strong> greenhouse gas emissions</td>
<td></td>
</tr>
<tr>
<td>The total estimated level of rail service in Virginia in 2015 was about <strong>25 billion</strong> ton-miles</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRAVEL SAFE</th>
<th>18 LIVES SAVED AND 3,000 CRASHES AVOIDED EACH YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipping by rail avoids about <strong>1.7 billion miles</strong> of truck travel in Virginia</td>
<td></td>
</tr>
<tr>
<td>Passenger travel by rail avoids about <strong>271 million miles</strong> of personal driving in Virginia</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SAVE MONEY</th>
<th>$123M PAVEMENT MAINTENANCE SAVINGS (6% OF ANNUAL VDOT MAINTENANCE BUDGET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 = 240 PASSENGER RAILCARS</td>
<td></td>
</tr>
<tr>
<td>100 = 340 FREIGHT RAILCARS</td>
<td></td>
</tr>
<tr>
<td>8 = 240 PASSENGER VEHICLES</td>
<td></td>
</tr>
<tr>
<td>100 = 340 SEMI-TRAILER TRUCKS</td>
<td></td>
</tr>
</tbody>
</table>
5.5 Passenger Elements

This chapter describes capital and operating financing plans for Virginia’s passenger rail programs.

5.5.1 Passenger Rail - Capital Financing Plan

Virginia’s funding mechanisms for passenger rail were identified in Chapter 1 and Chapter 2 of the State Rail Plan. All of Virginia’s passenger rail services operate over the infrastructure of private freight rail carriers, allowing the state to combine funding from both public and private sources to deliver projects with joint passenger and freight rail benefits. Virginia uses the following funding sources for rail capital projects:

- IPROC
- REF
- Private railroad funds
- Other local or regional match
- Federally-administered rail funding

For the short-range horizon funding has been allocated for passenger rail improvements through DRPT’s SYIP.

5.5.2 Passenger Rail - Operating Financing Plan

Amtrak has sole fiscal responsibility for long-distance routes through Virginia; however, the Commonwealth is financially responsible for the capital and operating costs associated with regional intercity passenger rail service originating in Virginia. Virginia’s state-sponsored rail operations are funded through the IPROC Fund. Virginia’s commuter rail service, VRE, is funded through other federal and state transportation funds, in addition to matching local funds.

For the long-range horizon (20 years), some funding has already been allocated for improvements that support passenger rail improvements in years 5 and 6 through DRPT’s Fiscal Year 2018 SYIP. This is done through State-sponsored funding (IPROC and REF funds), along with other federal and local matching funds. The IPROC fund, established in 2011, helped to create a dedicated state revenue source for intercity passenger rail needs.

Additionally, passenger fares and other revenues are used to defray a portion of passenger rail operating costs. However, as with other transportation modes, both commuter and intercity rail require a subsidy to support capital and ongoing operating costs. The subsidy required ranges based on the type of service desired.
5.5.3 Passenger Rail - Benefits
Public and private economic benefits of passenger rail are identified in Chapter 2.1.7.

5.6 Freight Elements

5.6.1 Freight Rail - Capital Financing Plan
Class I railroad companies in Virginia use private financing to cover the cost of routine maintenance. However, the REF program is available to help fund the Class I rail network improvement projects; providing there is a proven benefit to the Commonwealth.

Shortline railroads typically rely upon private funding, public funding, or some combination of these sources to cover the capital cost of equipment acquisition and general infrastructure improvements. Rail Industrial Access funds, the REF program, and the Shortline Railway Preservation and Development program are available to shortline freight railroads to fund state-of-good-repair projects and rail network improvement projects.

5.6.2 Freight Rail - Benefits

5.6.2.1 Proposed Short-Range Freight Projects
The freight projects included in the Short-Range Program include projects that build on Virginia’s past rail investments and prioritize congested corridors. These projects include those in the Commonwealth’s SYIP.

5.6.2.2 Proposed Long-Range Freight Projects
The freight projects included in the Long-Range Program are more diversified, larger in scale and cost than most short-range projects, and have strategic importance to long-term economic success of the Commonwealth. Thus, the expected benefits from these projects are typically larger and have greater overall impacts. The range of projects involve mainline capacity expansion, accommodating new and expanded passenger services by removing freight rail bottlenecks and adding track capacity; track, signal, and bridge infrastructure upgrades; industrial access and port connectivity; and grade crossing improvements and upgrades.

Public and private economic benefits of freight rail are discussed in Chapter 2.1.7.
5.7 Rail Studies and Reports

Coordination with stakeholders, elected officials, the CTB, and comments from the general public have resulted in the Rail Plan’s recommendations for policies and studies to guide short-term and long-term investments. Chapter 5.8 describes the rail studies, reports, and policies that will guide future projects.

One policy of note is the Intercity Passenger Rail Station Policy. DRPT developed an Intercity Passenger Rail Station Policy as part of the Rail Plan effort to assist localities and other public entities when they prepare a proposal for:

- Adding a new station to an existing intercity passenger rail route;
- Modifying an existing station along an existing intercity passenger rail route; and,
- Adding a new station where service does not yet exist.

DRPT gathered input and best practices from multiple rail owners and operators, other states with similar policies, and federal regulators. The Policy lays out a methodology for DRPT and the CTB to evaluate proposals for stops, and provides guidance on the roles and responsibilities of a locality to fund and maintain a successful station. It also outlines necessary coordination efforts required with rail service partners like Amtrak, FRA, and the host railroads. The Intercity Passenger Rail Station Policy developed as part of the State Rail Plan is in Appendix O.

5.8 Passenger and Freight Rail Capital Program

Virginia’s capital program invests in short-range and long-range programs and studies to meet the goals and initiatives of the State’s rail program. A summary of the rail program expenditures over FY 2018 through FY 2023 is included in Table 5-1 to illustrate Virginia’s commitment to providing a robust multimodal transportation network. These projects reflect the list of short-term projects in Table 5-2 and the SYIP.
Table 5-1: Rail Program Allocations, FY 2018 through FY 2023a

<table>
<thead>
<tr>
<th>Fund</th>
<th>Category</th>
<th>Previous Allocations</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total State Share - Allocated Projects</td>
<td>$40,585,605</td>
<td>$10,548,094</td>
<td>$6,069,392</td>
<td>$4,266,024</td>
<td>$3,468,243</td>
<td>$1,008,904</td>
<td>$532,317</td>
</tr>
<tr>
<td></td>
<td>Total State RPF Funds Available</td>
<td>$13,393,248</td>
<td>$6,734,104</td>
<td>$4,553,662</td>
<td>$4,176,588</td>
<td>$4,597,295</td>
<td>$7,477,341</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total State RPF Funds Unobligated</td>
<td>$2,845,154</td>
<td>$664,712</td>
<td>$287,638</td>
<td>$708,345</td>
<td>$3,588,391</td>
<td>$6,945,024</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total State Share - Allocated Projects</td>
<td>$111,559,973</td>
<td>$58,434,494</td>
<td>$22,905,775</td>
<td>$16,023,889</td>
<td>$5,227,178</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Total State REF Funds Available</td>
<td>$67,469,094</td>
<td>$29,154,850</td>
<td>$27,141,325</td>
<td>$31,967,436</td>
<td>$47,578,258</td>
<td>$68,422,258</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total State REF Funds Unobligated</td>
<td>$9,034,600</td>
<td>$6,249,075</td>
<td>$11,117,436</td>
<td>$26,734,258</td>
<td>$47,578,258</td>
<td>$68,422,258</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total State Share - Allocated Projects</td>
<td>$159,733,583</td>
<td>$86,740,150</td>
<td>$51,323,750</td>
<td>$52,368,750</td>
<td>$53,352,000</td>
<td>$56,677,000</td>
<td>$57,760,000</td>
</tr>
<tr>
<td></td>
<td>Total State IPROC Funds Available</td>
<td>$86,740,150</td>
<td>$51,323,750</td>
<td>$52,368,750</td>
<td>$53,352,000</td>
<td>$56,677,000</td>
<td>$57,760,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total State IPROC Funds Unobligated</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

Source: DRPT

a In 2016 dollars

Table 5-2 and Table 5-3 identify DRPT’s short-range and long-range projects and studies consistent with PRIIA requirements. The tables highlight the Virginia State Rail Plan goals furthered by each project, which reflects the project’s benefits and effects to the transportation system. The short-range projects and studies include those identified in the DRPT SYIP, including those current projects with previous allocations and those funded between FY 2018 through FY 2023. The long-range projects and studies are those between FY 2024 and FY 2042; these include a financially unconstrained list of potential initiatives identified by DRPT and our planning partners.
## Table 5-2: Short-Range Program of Passenger and Freight Projects, Current through FY23

<table>
<thead>
<tr>
<th>District</th>
<th>Project Description</th>
<th>Total Programmed, Current through FY23*</th>
<th>Optimize Investments</th>
<th>Ensure Safety</th>
<th>Program Efficiency</th>
<th>Prioritize Operations/Demand</th>
<th>Ensure Accountability</th>
<th>Coordinate Transportation/Land Use</th>
<th>Ensure Efficient Intermodal Connections</th>
<th>Support Regional Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various</td>
<td>Operating Costs for Virginia Regional Intercity Passenger Rail Service</td>
<td>$88.38 m</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Various</td>
<td>Capital Equipment Contributions for Virginia Regional Intercity Passenger Rail Service</td>
<td>$31.34 m</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Various</td>
<td>DRPT Passenger Rail Station Policy</td>
<td>TBD</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Richmond, Northern Virginia, Fredericksburg</td>
<td>I-95 Corridor Improvements – Atlantic Gateway</td>
<td>$535.32 m</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Northern Virginia, Fredericksburg, Richmond</td>
<td>Long Bridge NEPA Project Planning</td>
<td>$4.10 m</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>
Table 5-2: Short-Range Program of Passenger and Freight Projects, Current through FY23

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Total Programmed, Current through FY23*</th>
<th>Optimize Investments</th>
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<th>Coordinate Transportation/Land Use</th>
<th>Ensure Efficient Intermodal Connections</th>
<th>Support Regional Development</th>
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<tbody>
<tr>
<td>Northern Virginia, Fredericksburg, Richmond</td>
<td>I-95 Corridor MAS 90 Tier II EIS/PE (DC2RVA)</td>
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<td>Quantico Station and Track Work</td>
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<td>Arkendale to Powells Creek Third Track Construction and Island Platforms</td>
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<td>Acca Yard, Carson to Reams, Crossover Improvements</td>
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<td>Staples Mill Parking Lot Expansion</td>
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<td>Bland Boulevard, Newport News Station Platform, Terminal Track, Turning, and Storage Facility</td>
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<td>Norfolk Passenger Train Capital Costs</td>
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<td>Improvements Lynchburg to Roanoke for Extension of Service</td>
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<tr>
<td>Salem, Bristol, Staunton</td>
<td>Montgomery Tunnel</td>
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<td>Land Acquisition for Roanoke Train Station</td>
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<td>Lynchburg, Northern Virginia</td>
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<td>Rail Traffic Control and Modeling Study for NRV/Bristol Passenger Extension</td>
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<td>NIT Central Rail Yard Expansion</td>
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<td>Richmond</td>
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<td>Staunton</td>
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<td>Center Point Intermodal Center</td>
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<tr>
<td>Staunton</td>
<td>Chesapeake and Western Span Upgrade</td>
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<td>Total Programmed, Current through FY23*</td>
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<tr>
<td>Hampton Roads</td>
<td>BCR Tie Replacement and Upgrade</td>
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<tr>
<td>Culpeper and Staunton</td>
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<tr>
<td>Richmond, Culpeper, Staunton</td>
<td>BB Richmond and Alleghany Division Track, Surface, and Subsurface Improvements</td>
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<tr>
<td>Lynchburg</td>
<td>BB Dillwyn - Buckingham Division Rail Replacement and Tie Replacement Ballast, and Surfacing Public Crossings Rehab, Dillwyn Tie</td>
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<tbody>
<tr>
<td><strong>Lynchburg</strong></td>
<td>BB Virginia Southern Division Bridge and Track Upgrade</td>
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<td><strong>Culpeper</strong></td>
<td>BB Piedmont Subdivision Rail Upgrade</td>
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<td><strong>Lynchburg</strong></td>
<td>BB Buckingham Division Bridge Upgrade MP 9.6</td>
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<td><strong>Lynchburg</strong></td>
<td>BB Buckingham Division Bridge Improvements</td>
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<td><strong>Culpeper</strong></td>
<td>BB Charlottesville Yard Upgrade</td>
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<td><strong>Culpeper and Staunton</strong></td>
<td>BB North Mountain Division Switch Heater Replacement – Phase II</td>
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<tr>
<td><strong>Richmond, Culpeper, Staunton</strong></td>
<td>BB Richmond and Alleghany Division Tie Replacement</td>
<td>$10.00 m</td>
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| Goals                          |
|--------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Optimize Investments           | Ensure Safety                   | Program Efficiency              | Prioritize Operations/Demand    | Ensure Accountability           | Coordinate Transportation/Land Use | Ensure Efficient Intermodal Connections | Support Regional Development   |}

*Note: The table includes projects with their respective costs and indicates which goals they align with.*
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<td>BB North Mountain Division Tie Replacement, Afton Tunnel</td>
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<tr>
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<td>BB Richmond and Alleghany Division Install Wayside Lubricators</td>
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<td>BB Richmond and Alleghany Division Replace Siding and Industry Turnouts</td>
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<tr>
<th>District</th>
<th>Project</th>
<th>Total Programmed, Current through FY23*</th>
<th>Optimize Investments</th>
<th>Ensure Safety</th>
<th>Program Efficiency</th>
<th>Prioritize Operations/Demand</th>
<th>Ensure Accountability</th>
<th>Coordinate Transportation/Land Use</th>
<th>Ensure Efficient Intermodal Connections</th>
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<td>Hampton Roads</td>
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<td>Hampton Roads</td>
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### Table 5-2: Short-Range Program of Passenger and Freight Projects, Current through FY23

<table>
<thead>
<tr>
<th>District</th>
<th>Project Description</th>
<th>Total Programmed, Current through FY23*</th>
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<tr>
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<td>NPB Redeck Elizabeth River Bridge #2 Southern Branch</td>
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<td>SV Tie Replacement and Upgrade</td>
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<td>SV Track Bed Upgrade and Tie Replacement</td>
<td>$0.99 m</td>
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<td>Staunton</td>
<td>SV Bridge 129 Repairs</td>
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<td>SV Tie Replacement and Track Bed Repairs</td>
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<td>Staunton</td>
<td>SV Track Bed Upgrade and Tie Replacement</td>
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<td>Staunton</td>
<td>SV Staunton Yard South Extension</td>
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*Total amounts are approximate.
## Table 5-2: Short-Range Program of Passenger and Freight Projects, Current through FY23

<table>
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<tr>
<th>District</th>
<th>Project</th>
<th>Total Programmed, Current through FY23*</th>
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<th>Ensure Efficient Intermodal Connections</th>
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<td>SV NS Interchange at Scholars Road</td>
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<td>SV VDOT Grade Crossing</td>
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<td>Staunton</td>
<td>WW Tie/Rail Replacement</td>
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Table 5-2: Short-Range Program of Passenger and Freight Projects, Current through FY23

<table>
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<tr>
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<th>Project Description</th>
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<th>Ensure Efficient Intermodal Connections</th>
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<tbody>
<tr>
<td>Staunton</td>
<td>Surfacing, Crossing</td>
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* Total Programmed = Previous Allocations plus FY18 through FY23
Source: DRPT
Table 5-3: Long-Range Potential Passenger and Freight Projects, FY 2024 through FY 2042

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<tr>
<th>District</th>
<th>Project</th>
<th>Planning Level Cost Estimate (where available)</th>
<th>Goals</th>
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<td></td>
<td>Optimize Investments</td>
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<tr>
<td>Northern Virginia</td>
<td>Long Bridge Capacity Improvements</td>
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<tr>
<td>Richmond, Northern Virginia, Fredericksburg</td>
<td>Washington to Richmond SEHSR Construction</td>
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<tr>
<td>Richmond</td>
<td>Richmond to Raleigh SEHSR Construction</td>
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<tr>
<td>Hampton Roads, Richmond</td>
<td>Richmond to Hampton Roads SEHSR Tier II Study, Goals, and Construction</td>
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<td>Richmond</td>
<td>Tri-Cities SEHSR Multimodal Station Construction</td>
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<tr>
<td>Salem</td>
<td>Roanoke Second Amtrak Train</td>
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<td>Salem</td>
<td>Roanoke to New River Valley Amtrak Service Extension</td>
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<tr>
<td>Salem, Bristol</td>
<td>New River Valley to Bristol Passenger Service Extension</td>
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</table>
Table 5-3: Long-Range Potential Passenger and Freight Projects, FY 2024 through FY 2042

<table>
<thead>
<tr>
<th>District</th>
<th>Project</th>
<th>Planning Level Cost Estimate (where available)</th>
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<th>Coordinate Transportation/Land Use</th>
<th>Ensure Efficient Intermodal Connections</th>
<th>Support Regional Development</th>
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</thead>
<tbody>
<tr>
<td>Richmond, Culpeper</td>
<td>Richmond to Charlottesville Passenger Service Expansion</td>
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<tr>
<td>Richmond, Lynchburg</td>
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<td>Lynchburg</td>
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<td>DRPT Passenger Rail Station Management Policy</td>
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### Table 5-3: Long-Range Potential Passenger and Freight Projects, FY 2024 through FY 2042

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<th>Coordinate Transportation/Land Use</th>
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<tbody>
<tr>
<td><strong>Fredericksburg</strong></td>
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<td>VRE Fredericksburg and Manassas Line Off-Peak Service</td>
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<td><strong>Northern Virginia, Fredericksburg</strong></td>
<td>VRE Implement integrated regional VRE/MARC run-through rail service</td>
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Table 5-3: Long-Range Potential Passenger and Freight Projects, FY 2024 through FY 2042

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<th>Goals</th>
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<tbody>
<tr>
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<td>VRE Fredericksburg Line Service Expansion</td>
<td>$161.55 m</td>
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<td>VRE Fredericksburg Line Peak Period Service Expansion</td>
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<td>VRE Manassas Line Peak Period Service Expansion</td>
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<td>Richmond</td>
<td>Ashland Station Passenger Information Display System</td>
<td>$0.4 m</td>
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Source: DRPT