



Virginia Passenger
Rail Authority

Board Member Materials



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Virginia Passenger Rail Authority

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Article 6. Virginia Passenger Rail Authority Act

§ 33.2-287. Definitions.

As used in this article, unless the context requires a different meaning:

"Authority" means the Virginia Passenger Rail Authority.

"Board" means the Board of Directors of the Authority.

"Bonds" means the revenue notes, bonds, certificates, and other evidences of indebtedness or obligations of the Authority.

"Cost" means, as applied to rail facilities, (i) the cost of construction; (ii) the cost of acquisition of all lands, structures, fixtures, rights-of-way, franchises, easements, and other property rights and interests; (iii) the cost of demolishing, removing, or relocating any buildings, structures, or fixtures on lands acquired, including the cost of acquiring any lands to which such buildings, structures, or fixtures may be moved or relocated; (iv) the cost of all labor, materials, machinery, and equipment; (v) financing charges and interest on all bonds prior to and during construction and for one year after completion of construction; (vi) the cost of engineering, financial, and legal services, plans, specifications, studies, surveys, estimates of cost and of revenues, and other expenses incidental to determining the feasibility of acquiring, constructing, operating, or maintaining rail facilities; (vii) administrative expenses, provisions for working capital, and reserves for interest and for extensions, enlargements, additions, and improvements; and (viii) such other expenses as may be necessary or incidental to the acquisition, construction, financing, operations, and maintenance of rail facilities. Any obligation or expense incurred by the Commonwealth or any agency thereof for studies, surveys, borings, preparation of plans, and specification or other work or materials in the acquisition or construction of rail facilities may be regarded as a part of the cost of rail facilities and may be reimbursed to the Commonwealth or any agency thereof out of the proceeds of the bonds issued for such rail facilities as herein authorized.

"Department" means the Department of Rail and Public Transportation.

"Rail facilities" means the assets consisting of the real, personal, or mixed property, or any interest in that property, whether tangible or intangible, that are determined to be necessary or convenient for the provision of passenger rail service. "Rail facilities" includes all property or interests necessary or convenient for the acquiring, providing, using, equipping, or maintaining of a rail facility or system, including right-of-way, trackwork, train controls, stations, and maintenance facilities.

"Transportation Board" means the Commonwealth Transportation Board.

2020, cc. [1230](#), [1275](#).

§ 33.2-288. Declaration of public purpose; Virginia Passenger Rail Authority.

A. The General Assembly finds and determines that (i) it is the policy of the Commonwealth to improve, identify, encourage, and promote new approaches to economic development throughout the Commonwealth; (ii) passenger rail travel and services are integral to the

economic development and expansion of the Commonwealth's economy; and (iii) there exists in the Commonwealth a need to increase passenger rail capacity in the Commonwealth and improve passenger rail services.

B. In order to increase passenger rail capacity, improve passenger rail services, ameliorate current and future traffic congestion on Virginia highways, and promote the industrial and economic development of the Commonwealth, there is hereby created a body corporate and political subdivision of the Commonwealth to be known as the Virginia Passenger Rail Authority. The Authority is hereby constituted as a public instrumentality exercising public and essential governmental functions, and the exercise of powers conferred by this article shall be deemed to be the performance of an essential governmental function and matters of public necessity for which public moneys may be spent and private property acquired.

C. The purpose of the Authority shall be to promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth and to increase ridership of such service by connecting population centers with passenger and commuter rail service and increasing availability of such service.

2020, cc. [1230](#), [1275](#).

§ 33.2-289. Board of Directors.

A. The Authority shall be governed by the Board of Directors of the Authority consisting of 15 members as follows: (i) 12 nonlegislative citizen members, appointed by the Governor, who shall serve with voting privileges; (ii) a designee of the President and Chief Executive Officer of the National Passenger Rail Corporation, who shall serve without voting privileges; (iii) the chief executive officer of a commuter rail service jointly operated by the Northern Virginia Transportation District established pursuant to § [33.2-1904](#) and the Potomac and Rappahannock Transportation District established pursuant to the Transportation District Act (§ [33.2-1900](#) et seq.), who shall serve ex officio without voting privileges; and (iv) the Director of the Department, who shall serve ex officio and shall have voting privileges only in the event of a tie. Of the 12 nonlegislative citizen members with voting privileges:

1. Three members shall reside within the boundaries of the Northern Virginia Transportation District established pursuant to § [33.2-1904](#). Such members may be selected from a list recommended by the Northern Virginia Transportation Commission, after due consideration of such list by the Governor;
2. Three members shall reside within the boundaries of the Potomac-Rappahannock Transportation District established pursuant to the Transportation District Act of 1964 (§ [33.2-1900](#) et seq.). Such members may be selected from a list recommended by the Potomac and Rappahannock Transportation Commission, after due consideration of such list by the Governor;
3. Two members shall reside within the boundaries of the Richmond Metropolitan Transportation Authority established pursuant to Chapter 29 (§ [33.2-2900](#) et seq.);
4. Two members shall reside within the boundaries of the Hampton Roads Transportation Accountability Commission established pursuant to Chapter 26 (§ [33.2-2600](#) et seq.); and
5. Two members shall reside within the boundaries of Planning District 5, 9, 10, or 11.

B. The nonlegislative citizen members appointed by the Governor shall be subject to

confirmation by the General Assembly. Vacancies shall be filled by appointment by the Governor for the unexpired term and shall be effective until 30 days after the next meeting of the ensuing General Assembly and, if confirmed, thereafter for the remainder of the term. No member shall be eligible to serve more than two consecutive four-year terms. The remainder of any term for which a member is appointed to fill a vacancy shall not constitute a term in determining that member's eligibility for reappointment. No member of a governing body of a locality shall be eligible, during the term of office for which he was elected or appointed, to serve as an appointed member of the Board. The Director shall serve terms coincident with his term of office.

C. The Director of the Department shall serve as chairman of the Board. The Board shall annually elect from among its members a vice-chairman and a secretary. The Board shall also annually elect a treasurer, who need not be a member of the Board, and may also elect other subordinate officers who need not be a member of the Board, as it deems proper. The chairman or, in his absence, the vice-chairman shall preside at all meetings of the Board. In the absence of both the chairman and vice-chairman, the Board shall appoint a chairman pro tempore, who shall preside at such meetings.

D. Seven members shall constitute a quorum for the transaction of the Authority's business, and no vacancy in the membership shall impair the right of a quorum to exercise all the rights and perform all the duties of the Authority. All actions of the Board shall require the affirmative vote of a majority of the members present and voting, except that the sale of land or issuance of bonds shall require an affirmative vote of nine members present and voting.

E. The Board shall meet at least once quarterly. The Board shall determine the times and places of its regular meetings. Special meetings of the Board shall be held when requested by three or more members of the Board. Any such request for a special meeting shall be in writing, and the request shall specify the time and place of the meeting and the matters to be considered at the meeting. A reasonable effort shall be made to provide each member with notice of any special meeting. No matter not specified in the notice shall be considered at such special meeting unless all members of the Board are present.

F. The members of the Board shall be entitled to reimbursement for their reasonable travel, meal, and lodging expenses incurred in attending the meetings of the Board or while otherwise engaged in the discharge of their duties. Such expenses shall be paid out of the treasury of the Authority upon vouchers signed by the chairman of the Board or by such other person or persons as may be designated by the Board for this purpose.

2020, cc. [1230](#), [1275](#).

§ 33.2-290. Executive Director; agents and employees.

A. The Board shall employ an Executive Director of the Authority, who shall not be a member of the Board and who shall serve at the pleasure of the Board, to direct the day-to-day operations and activities of the Authority and carry out the powers and duties conferred upon him as may be delegated to him by the Board. The Executive Director's compensation from the Commonwealth shall be fixed by the Board in accordance with law. This compensation shall be established at a level that will enable the Authority to attract and retain a capable Executive Director.

B. The Executive Director shall employ or retain such other agents or employees subordinate to the Executive Director as may be necessary, subject to the Board's approval.

C. Employees of the Authority shall be employed on such terms and conditions as established by

the Authority and shall be considered employees of the Commonwealth. Employees of the Authority shall be eligible for membership in the Virginia Retirement System or other retirement plans authorized by Article 4 (§ 51.1-125 et seq.) of Chapter 1 of Title 51.1 and participation in all health and related insurance and other benefits, including premium coverage and flexible benefits, available to state employees and provided by law. The Board shall develop and adopt personnel rules, policies, and procedures to give its employees grievance rights, ensure that employment decisions shall be based upon merit and fitness of applicants, and prohibit discrimination on the basis of race, religion, color, national origin, sex, pregnancy, childbirth or related medical conditions, age, sexual orientation, marital status, or disability. Notwithstanding any other provision of law, the Board shall develop, implement, and administer a paid leave program, which may include annual, personal, and sick leave or any combination thereof. All other leave benefits shall be administered in accordance with Chapter 11 (§ 51.1-1100 et seq.) or Chapter 11.1 (§ 51.1-1150 et seq.) of Title 51.1, except as otherwise provided in this section.

2020, cc. 1230, 1275.

§ 33.2-291. Local authorities subordinate to Authority.

Any conflict between any authority granted to localities or other entities of the Commonwealth, other than the Transportation Board and the Department, with respect to the ownership or use of rail facilities or the provision of passenger rail service, or the exercise of that authority, and the exercise of the authority granted by the Board under this article shall be resolved in favor of the exercise of such authority by the Board. Rights-of-way transferred to the Authority from a railroad shall not be subject to the requirements of any local ordinances enacted pursuant to Chapter 22 (§ 15.2-2200 et seq.) of Title 15.2.

2020, cc. 1230, 1275.

§ 33.2-292. Powers of the Authority.

A. The Authority, in addition to other powers enumerated in this article, is hereby granted and shall have and may exercise all powers necessary or convenient for the carrying out of its statutory purposes, including, but without limiting the generality of the foregoing, the power to:

1. Make and adopt bylaws, rules, and regulations;
2. Adopt, use, and alter at will a common seal;
3. Maintain offices;
4. Sue and be sued, implead and be impleaded, complain, and defend in all courts in its own name; however, this shall not be deemed a waiver or relinquishment of any sovereign immunity to which the Authority or its officers, directors, employees, or agents are otherwise entitled;
5. Grant others the privilege to design, build, finance, operate, and maintain rail facilities;
6. Grant others the privilege to operate concessions, leases, and franchises, including but not limited to the accommodation and comfort of persons using rail facilities and the provision of ground transportation services and parking facilities for such persons;
7. Borrow money and issue bonds to finance and refinance rail facilities pursuant to § 33.2-294; and pledge or otherwise encumber all or any of the revenues or receipts of the Authority as security for all or any of the obligations of the Authority, subject to the limitations in subsection J of § 33.2-294;

8. Fix, alter, charge, and collect fees, rates, rentals, and other charges for the use of rail facilities, the sale of products, or services rendered by the Authority at rates to be determined by it for the purpose of providing for the payment of (i) expenses of the Authority; (ii) the costs of planning, development, construction, improvement, rehabilitation, repair, furnishing, maintenance, and operation of its rail facilities and properties; (iii) the costs of accomplishing its purposes set forth in § 33.2-288; and (iv) the principal of and interest on its obligations, and the funding of reserves for such purposes, and the costs of maintaining, repairing, and operating any rail facilities and fulfilling the terms and provisions of any agreement made with the purchasers or holders of any such obligations;
9. Make and enter into all contracts and agreements necessary or incidental to the performance of its duties, the furtherance of its purposes, and the execution of its powers under this article, including agreements with any person, federal agency, other state, or political subdivision of the Commonwealth;
10. Employ, in its discretion, consultants, attorneys, architects, engineers, accountants, financial experts, investment bankers, superintendents, managers, and such other employees and agents as may be necessary and fix their compensation to be payable from funds lawfully available to the Authority;
11. Appoint advisory committees as may be necessary for the performance of its duties, the furtherance of its purposes, and the execution of its powers under this article;
12. Vacate or change location of any portion of any public highway, street, public way, public utility, sewer, pipe, main, conduit, cable, wire, tower pole, or other equipment of the Commonwealth and its political subdivisions and reconnect the same in a new location;
13. Enter upon lands, waters, and premises for surveys, soundings, borings, examinations, and other activities as may be necessary for the performance of its duties;
14. Receive and accept from any federal or private agency, foundation, corporation, association, or person grants, donations of money or real or personal property for the benefit of the Authority and receive and accept from the Commonwealth or any state, and any municipality, county, or other political subdivision thereof and from any other source, aid or contributions of either money, property, or other things of value to be held, used, and applied for the purposes for which such grants and contributions may be made, provided that any federal moneys so received and accepted shall be accepted and expended by the Authority upon such terms and conditions as are prescribed by the United States and as are consistent with the laws of the Commonwealth and any state moneys so received shall be accepted and expended by the Authority upon such terms and conditions as are prescribed by the Commonwealth;
15. Accept loans from the federal government, the state government, regional authorities, localities, and private sources, provided that any federal moneys so accepted shall be accepted and expended by the Authority upon such terms and conditions as are prescribed by the United States and as are consistent with laws of the Commonwealth and any state moneys so accepted shall be accepted and expended by the Authority upon such terms and conditions as are prescribed by the Commonwealth;
16. Lease or sell and convey the airspace superadjacent or subadjacent to any rail facility owned by the Authority;

17. Pledge or otherwise encumber all or any of the revenues or receipts of the Authority as security for all or any of the obligations of the Authority;

18. Participate in joint ventures with individuals, domestic or foreign stock and nonstock corporations, limited liability companies, partnerships, limited partnerships, associations, foundations, or other supporting organizations or other entities for providing passenger rail or related services or other activities that the Authority may undertake to the extent that such undertakings assist the Authority in carrying out the purposes and intent of this article;

19. Act as a "responsible public entity" for the purposes of the acquisition, construction, improvement, maintenance, or operation, or any combination thereof, of a "qualifying transportation facility" under the Public-Private Transportation Act of 1995 (§ 33.2-1800 et seq.); and

20. Undertake all actions necessary and convenient to carry out the powers granted herein.

B. Notwithstanding the provisions of this section, the Authority shall not directly operate any passenger, commuter, or other rail service.

2020, cc. 1230, 1275.

§ 33.2-293. Acquisition, possession, and disposition of rail facilities; eminent domain.

A. The Authority shall have the right to acquire by purchase, lease, or grant rail facilities and other lands, structures, property, both real and personal, tangible and intangible, rights, rights-of-way, franchises, easements, and other interests therein, whether located within or not within the geographic boundaries of the Commonwealth, for the construction, operation, maintenance, and use of rail facilities.

B. The Authority shall have the right to hold and dispose of rail facilities and other lands, structures, property, both real and personal, tangible and intangible, rights, rights-of-way, franchises, easements, and other interests therein in the exercise of its powers and the performance of its duties under this article, including but not limited to the sale, exchange, lease, mortgage, or pledge of such property or interest therein, provided that any such disposition that involves property or interests with a fair market value in excess of \$5 million shall require the consent of the Transportation Board.

C. The Commonwealth and any agencies or political subdivisions thereof may provide services, donate, lease, sell, convey, or otherwise transfer, with or without consideration or for minimal consideration, real or personal property and make appropriations to the Authority for the design, acquisition, construction, equipping, maintenance, and operation of rail facilities and may issue bonds in the manner provided in the Public Finance Act (§ 15.2-2600 et seq.) or in its municipal charter for the purpose of providing funds to be appropriated to the Authority; the Authority may agree to assume, or reimburse such a political subdivision for, any indebtedness incurred by such political subdivision with respect to facilities conveyed by it to the Authority.

D. The Authority is authorized to acquire by the exercise of the power of eminent domain any lands, property rights, rights-of-way, franchises, easements, and other property, including public lands, parks, playgrounds, reservations, highways, or parkways, or parts thereof or rights therein, of any person, partnership, association, railroad, public service, public utility, or other corporation, or of any municipality, county, or other political subdivision, deemed necessary for the construction or the efficient operation of rail facilities or necessary in the restoration,

replacement, or relocation of public or private property damaged or destroyed whenever a reasonable price cannot be agreed upon with the governing body of such municipality, county, or other political subdivision as to such property owned by it or whenever the Authority cannot agree on the terms of purchase or settlement with the other owners because of the incapacity of such owners, because of the inability to agree on the compensation to be paid or other terms of settlement or purchase, or because such owners are nonresidents of the Commonwealth, are unknown, or are unable to convey valid title to such property. Such proceedings shall be in accordance with and subject to the provisions of any and all laws of the Commonwealth applicable to the exercise of the power of eminent domain and subject to the provisions of Chapter 2 (§ [25.1-200](#) et seq.) of Title 25.1. Title to any property condemned by the Authority shall immediately vest in the Authority, and the Authority shall be entitled to the immediate possession of such property upon the deposit with the clerk of the court in which such condemnation proceedings are originated of the total amount of the appraised price of the property and court costs and fees as provided by law, notwithstanding that any of the parties to such proceedings may appeal from any decision in such condemnation proceedings. Whenever the Authority makes such deposit in connection with any condemnation proceedings, the making of such deposit shall not preclude the Authority from appealing any decision rendered in such proceedings. Upon the deposit with the clerk of the court of the appraised price, any person entitled thereto may, upon petition to the court, be paid his or their pro rata share of 100 percent of such appraised price. The acceptance of such payment shall not preclude such person from appealing any decision rendered in such proceedings. If the appraisal is greater or less than the amount finally determined by the decision in such proceedings or by an appeal, the amount of the increase or decrease shall be paid or refunded to the Authority.

E. The acquisition of any such property by condemnation or by the exercise of the power of eminent domain for the purposes provided herein shall be and is declared to be a public use of such property.

F. For purposes of this section, the terms "appraised price" and "appraisal" mean the value determined by two competent real estate appraisers appointed by the Authority for such purposes.

2020, cc. [1230](#), [1275](#).

§ 33.2-294. Issuance of bonds.

A. The Authority may issue bonds from time to time in its discretion, for any of its purposes, including the payment of all or any part of the cost of rail facilities. Notwithstanding the foregoing, any bonds issued to pay for the initial funding of capital projects shall be limited to financing capital expenditures and projects submitted for approval by the Transportation Board as set forth in § [33.2-298](#).

B. The Authority may issue refunding bonds for the purpose of refunding any bonds then outstanding that shall have been issued under the provisions of this article, including the payment of any redemption premium thereon and any interest accrued or to accrue to the date fixed for redemption of such bonds. The issuance of such bonds, the maturities and other details thereof, the rights of the holders thereof, and the rights, duties, and obligations of the Authority in respect of the same shall be governed by the provisions of this article insofar as the same may be applicable.

C. The bonds of each issue shall be dated such date as may be determined by the Authority; shall

bear interest at such rate or rates as shall be fixed by the Authority, or as may be determined in such manner as the Authority may provide, including the determination by agents designated by the Authority under guidelines established by the Authority; shall mature at such time or times not exceeding 40 years from their date or dates, as may be determined by the Authority; and may be made redeemable before maturity, at the option of the Authority, at such price or prices and under such terms and conditions as may be fixed by the Authority prior to the issuance of the bonds.

D. The Authority shall determine the form of the bonds and manner of execution of the bonds and shall fix the denomination or denominations of the bonds and the place or places of payment of principal and interest, which may be at any bank or trust company within or outside the Commonwealth. The bonds shall be signed by the chairman or vice-chairman of the Authority or, if so authorized by the Authority, shall bear his facsimile signature and the official seal of the Authority, or, if so authorized by the Authority, a facsimile thereof shall be impressed or imprinted thereon and attested by the secretary or any assistant secretary of the Authority, or, if so authorized by the Authority, with the facsimile signature of such secretary or assistant secretary. Any coupons attached to bonds issued by the Authority shall bear the signature of the chairman or vice-chairman of the Authority or a facsimile thereof. In case any officer whose signature or a facsimile of whose signature shall appear on any bonds or coupons shall cease to be such officer before the delivery of such bonds, such signature or facsimile shall nevertheless be valid and sufficient for all purposes the same as if he had remained in office until such delivery, and any bonds may bear the facsimile signature of, or may be signed by, such persons as at the actual time of the execution of such bonds shall be the proper officers to sign such bonds although at the date of such bonds such persons may not have been such officers.

E. The bonds may be issued in coupon or in registered form, or both, as the Authority may determine, and provision may be made for the registration of any coupon bonds as to principal alone and also as to both principal and interest, for the reconversion into coupon bonds of any bonds registered as to both principal and interest, and for the interchange of registered and coupon bonds. Bonds issued in registered form may be issued under a system of book-entry for recording the ownership and transfer of ownership of rights to receive payment of principal of, and premium on, if any, and interest on such bonds. The Authority may contract for the services of one or more banks, trust companies, financial institutions, or other entities or persons, within or outside the Commonwealth, for the authentication, registration, transfer, exchange, and payment of the bonds or may provide such services itself. The Authority may sell such bonds in such manner, either at public or private sale, and for such price as it may determine will best effect the purposes of this article.

F. The proceeds of the bonds of each issue shall be used solely for the purposes, and in furtherance of the powers, of the Authority as may be provided in the resolution authorizing the issuance of such bonds or in the trust agreement hereinafter mentioned securing the same.

G. In addition to the above powers, the Authority shall have the authority to issue interim receipts or temporary bonds as provided in § 15.2-2616 and to execute and deliver new bonds in place of bonds mutilated, lost, or destroyed as provided in § 15.2-2621.

H. All expenses incurred in carrying out the provisions of this article shall be payable solely from funds available pursuant to the provisions of this article, and no liability shall be incurred by the Authority hereunder beyond the extent to which moneys shall have been provided or received under the provisions of this article.

I. At the discretion of the Authority, any bonds issued under the provisions of this article may be secured by a trust indenture or agreement by and between the Authority and a corporate trustee, which may be any trust company or bank having the powers of a trust company within or outside the Commonwealth. Such trust indenture or agreement or the resolution providing for the issuance of such bonds may pledge or assign the revenues to be received and provide for the mortgage of any rail facilities or property or any part thereof. Such trust indenture or agreement or resolution providing for the issuance of such bonds may contain such provisions for protecting and enforcing the rights and remedies of the bondholders as may be reasonable and proper and not in violation of law, including covenants providing for the repossession and sale by the Authority or any trustees under any trust indenture or agreement of any rail facilities, or part thereof, upon any default under the lease or sale of such rail facilities, setting forth the duties of the Authority in relation to the acquisition of property and the planning, development, acquisition, construction, rehabilitation, establishment, improvement, extension, enlargement, maintenance, repair, operation, and insurance of the rail facilities in connection with which such bonds shall have been authorized; the amounts of rates, rents, fees, and other charges to be charged; the collection of such rates, rents, fees, and other charges; the custody, safeguarding, and application of all moneys; and conditions or limitations with respect to the issuance of additional bonds. It is lawful for any national bank with its main office in the Commonwealth or any other state or any bank or trust company incorporated under the laws of the Commonwealth or another state that may act as depository of the proceeds of bonds or of revenues to furnish such indemnifying bonds or to pledge such securities as may be required by the Authority. Any such trust indenture or agreement or resolution may set forth the rights of action by bondholders. In addition to the foregoing, any such trust indenture or agreement or resolution may contain such other provisions as the Authority may deem reasonable and proper for the security of the bondholders, including, without limitation, provisions for the assignment to a corporate trustee or escrow agent of any rights of the Authority in any project owned by, or leases or sales of any rail facilities made by, the Authority. All expenses incurred in carrying out the provisions of such trust indenture or agreement or resolution or other agreements relating to any rail facilities, including those to which the Authority may not be a party, may be treated as a part of the cost of the operation of the rail facilities.

J. No obligation of the Authority shall be deemed to constitute a debt, or pledge of the faith and credit, of the Commonwealth or of any other political subdivision thereof but shall be payable solely from the revenues and other funds of the Authority pledged thereto, excluding revenues provided from the Commonwealth Rail Fund pursuant to § [33.2-1526.4](#). All such obligations shall contain on the face thereof a statement to the effect that the Commonwealth, any political subdivision thereof, and the Authority shall not be obligated to pay the same or the interest thereon except from revenues and other funds of the Authority pledged thereto, and that neither the faith and credit nor the taxing power of the Commonwealth or of any political subdivision thereof is pledged to the payment of the principal of or the interest on such obligations.

K. Any bonds or refunding bonds issued under the provisions of this article and any transfer of such bonds shall at all times be free from Commonwealth and local taxation. The interest on the bonds and any refunding bonds or bond anticipation notes shall at all times be exempt from taxation by the Commonwealth and by any political subdivision thereof.

L. Neither the directors of the Board nor any person executing the bonds shall be liable personally on the bonds by reason of the issuance thereof.

M. Any holder of bonds issued under the provisions of this article or any of the coupons appertaining thereto, and the trustee under any trust indenture or agreement or resolution, except to the extent the rights herein given may be restricted by such trust indenture or agreement or resolution authorizing the issuance of such bonds, may either at law or in equity, by suit, action, mandamus, or other proceeding, protect and enforce any and all rights under the laws of the Commonwealth or granted hereunder or under such trust indenture or agreement or resolution and may enforce and compel the performance of all duties required by this article or by such trust indenture or agreement or resolution to be performed by the Authority or by any officer thereof, including the fixing, charging, and collecting of rates, rentals, fees, and other charges.

N. Provision may be made in the proceedings authorizing refunding bonds for the purchase of the refunded bonds in the open market or pursuant to tenders made from time to time where there is available in the escrow or sinking fund for the payment of the refunded bonds a surplus in an amount to be fixed in such proceedings.

O. 1. The Authority is hereby authorized to apply for, execute, and/or endorse applications submitted by private entities or political subdivisions of the Commonwealth to obtain federal credit assistance for one or more qualifying transportation infrastructure projects or facilities to be developed pursuant to the Public-Private Transportation Act of 1995 (§ [33.2-1800](#) et seq.). Any such application, agreement, and/or endorsement shall not financially obligate the Commonwealth or be construed to implicate the credit of the Commonwealth as security for any such federal credit assistance.

2. The Authority is hereby authorized to pursue or otherwise apply for, and execute, an agreement to obtain financing using a federal credit instrument for project financings otherwise authorized by this article or other acts of assembly.

2020, cc. [1230](#), [1275](#).

§ 33.2-295. Deposit and investment of funds.

Bonds issued by the Authority under the provisions of this article are hereby made securities in which all public officers and public bodies of the Commonwealth and its political subdivisions, and all insurance companies, trust companies, banking associations, investment companies, executors, administrators, trustees, and other fiduciaries may properly and legally invest funds, including capital in their control or belonging to them. Such bonds are hereby made securities that may properly and legally be deposited with and received by any state or municipal officer or any agency or political subdivision of the Commonwealth for any purpose for which the deposit of bonds or obligations of the Commonwealth is now or may hereafter be authorized by law.

2020, cc. [1230](#), [1275](#).

§ 33.2-296. Revenues of the Authority.

All moneys received by the Authority pursuant to this article including, without limitation, moneys received from the Commonwealth Rail Fund established pursuant to § [33.2-1526.4](#), whether as proceeds from the sale of bonds or as revenues, shall be deemed to be trust funds to be held and applied solely as provided in this article. The resolution authorizing the bonds of any issue or the trust indenture or agreement or resolution securing such bonds shall provide that any officer with whom, or any bank or trust company with which, such moneys shall be deposited shall act as a trustee of such moneys and shall hold and apply the same for the purposes hereof,

subject to such regulations as this article and such trust indenture or agreement or resolution may provide.

2020, cc. [1230](#), [1275](#).

§ 33.2-297. Moneys of Authority.

All moneys of the Authority, from whatever source derived, shall be paid to the treasurer of the Authority. Such moneys shall be deposited in the first instance by the treasurer in one or more banks or trust companies, in one or more special accounts. All banks and trust companies are authorized to give such security for such deposits, if required by the Authority. The moneys in such accounts shall be paid out on the warrant or other order of such person or persons as the Authority may authorize to execute such warrants or orders.

2020, cc. [1230](#), [1275](#).

§ 33.2-298. Annual budget.

The Authority shall prepare and submit a detailed annual operating plan and budget to the Transportation Board by February 1 of each fiscal year. The Authority shall also prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the Transportation Board by February 1. The Transportation Board shall have until May 30 to approve or deny any capital expenditures, and, in the event the Transportation Board has not approved or denied the Authority's proposed capital expenditures by such deadline, such expenditures shall be deemed approved. The operating plan and budget shall be in a form prescribed by the Transportation Board and shall include information on expenditures, indebtedness, and other information as prescribed by the Transportation Board.

2020, cc. [1230](#), [1275](#).

§ 33.2-299. Recordkeeping; audits.

A. The accounts and records of the Authority showing the receipt and disbursement of funds from whatever source derived shall be in a form prescribed by governmental generally accepted accounting principles. Such accounts shall correspond as nearly as possible to the accounts and records for such matters maintained by enterprises.

B. The accounts of the Authority shall be audited annually by a certified public accounting firm selected by the Auditor of Public Accounts with the assistance of the Authority through a process of competitive negotiation. The cost of such audit and review shall be borne by the Authority.

C. The Authority shall submit an annual report to the Governor and the General Assembly on or before November 1 of each year. Such report shall contain the audited financial statements of the Authority for the fiscal year ending the preceding June 30.

D. The Board, the General Assembly, or the Governor may at any time request that the Office of the State Inspector General, created pursuant to § [2.2-308](#), review any area of the Authority's finances or operations.

2020, cc. [1230](#), [1275](#).

§ 33.2-299.1. Exemption of Authority from personnel and procurement procedures.

The provisions of the Virginia Personnel Act (§ [2.2-2900](#) et seq.) and the Virginia Public Procurement Act (§ [2.2-4300](#) et seq.) shall not apply to the Authority in the exercise of any power

conferred under this article. The Authority shall develop and adopt rules governing their procurement procedures. However, such rules adopted for the procurement of professional services with a cost expected to exceed \$80,000 shall be consistent with the provisions of §§ [2.2-4302.2](#), [2.2-4303.1](#) and [2.2-4303.2](#). The initial rules shall be adopted by the Board no later than six months after the first meeting of the Board.

2020, cc. [1230](#), [1275](#).

§ 33.2-299.2. Police powers; Authority rules and regulations.

The Authority is empowered to adopt and enforce reasonable rules and regulations governing any and all activities using Authority property. Such rules and regulations shall have the force and effect of law after publication one time in full in a newspaper of general circulation in the county or city where the affected property is located.

2020, cc. [1230](#), [1275](#).

§ 33.2-299.3. Governmental function; exemption from taxation.

The exercise of the powers granted by this article will be in all respects for the benefit of the people of the Commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions, and as the operation and maintenance of rail facilities by the Authority and the undertaking of activities in the furtherance of the purposes of the Authority will constitute the performance of the essential governmental functions, the Authority shall not be required to pay any taxes or assessments upon any rail facilities or any property acquired or used by the Authority under the provisions of this article or upon the income therefrom, including sales and use taxes on the tangible personal property used in the operations of the Authority. The exemption hereby granted shall not be construed to extend to persons conducting on the premises of any rail facility businesses for which local or state taxes would otherwise be required.

2020, cc. [1230](#), [1275](#).

§ 33.2-299.4. Cooperation with federal agencies.

The Authority is empowered to cooperate with, and act as an agent for, the United States or any agency, department, corporation, or instrumentality thereof in the maintenance, development, improvement, and use of rail facilities of the Commonwealth and in any other matter within the purposes, duties, and powers of the Authority.

2020, cc. [1230](#), [1275](#).

§ 33.2-299.5. Continuing responsibilities of the Transportation Board and the Department.

The Transportation Board and the Department shall cooperate and assist the Authority in the accomplishment of its purposes as set forth in § [33.2-288](#).

2020, cc. [1230](#), [1275](#).

§ 33.2-299.6. Dissolution of Authority.

Whenever the Board determines that the purposes for which it was created have been substantially fulfilled or are impractical or impossible to accomplish and that all bonds theretofore issued and all other obligations therefore incurred by the Authority have been paid or that cash or a sufficient amount of United States government securities has been deposited for their payment, and upon the approval of the Governor and the General Assembly, the Board may

adopt resolutions or ordinances declaring and finding that the Authority should be dissolved and that appropriate articles of dissolution shall be filed with the State Corporation Commission. Upon the filing of such articles of dissolution by the Authority, such dissolution shall become effective and the title to all funds and other property owned by the Authority at the time of such filing shall vest in the Department.

2020, cc. [1230](#), [1275](#).

§ 33.2-299.7. Exclusions from the Virginia Freedom of Information Act; proprietary records and trade secrets.

A. Notwithstanding the provisions of the Virginia Freedom of Information Act (§ [2.2-3700](#) et seq.), the Authority shall keep confidential trade secrets or confidential proprietary information, not publicly available, provided by a private person or entity pursuant to a promise of confidentiality where if such information were made public, the financial interest of the private person or entity could be adversely affected. In order for trade secrets or proprietary information to be excluded from the provisions of the Virginia Freedom of Information Act, the private person or entity shall (i) invoke such exclusion upon submission of the data or other materials for which protection from disclosure is sought, (ii) identify the data or other materials for which protection is sought, and (iii) state the reason why protection is necessary.

B. Notwithstanding the provisions of the Virginia Freedom of Information Act, the Authority shall keep confidential information submitted by a private person, entity, or other party in negotiations with the Authority, where if such information was made public prior to the execution of a business arrangement, the financial interests of bargaining positions of the public or private entity would be adversely affected.

2020, cc. [1230](#), [1275](#).

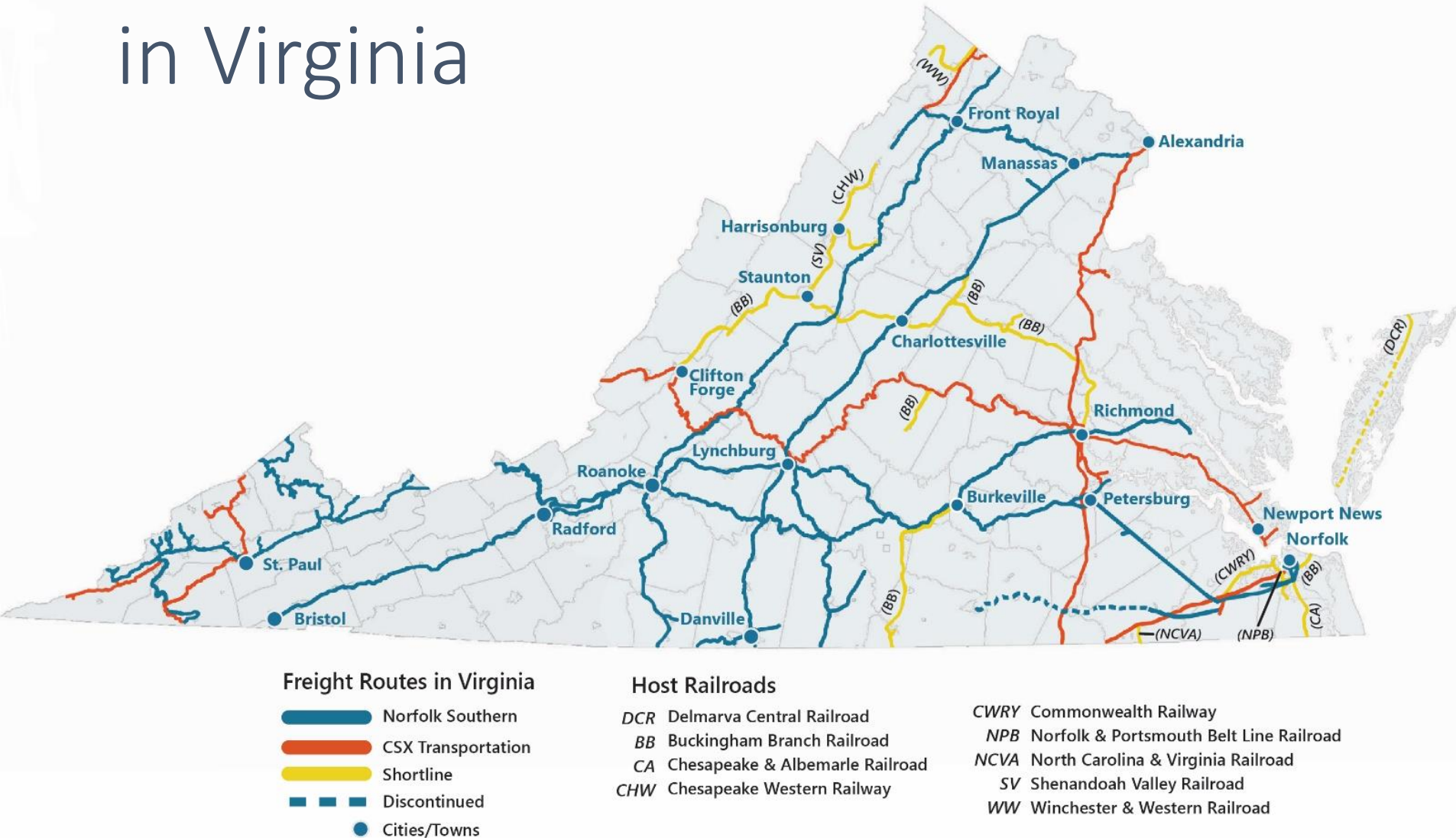
§ 33.2-299.8. Liberal construction.

Neither this article nor anything herein contained is or shall be construed as a restriction or limitation upon any powers that the Authority might otherwise have under any laws of the Commonwealth, and this article is cumulative to any such powers. This article does and shall be construed to provide a complete, additional, and alternative method for the doing of things authorized thereby and shall be regarded as supplemental and additional to power conferred by other laws. However, except as otherwise explicitly provided herein, the issuance of bonds, notes, and other obligations and refunding bonds under the provisions of this article need not comply with the requirements of any other law of the Commonwealth applicable to the issuance of bonds, notes, and other obligations. No proceedings, notice, or approval shall be required for the issuance of any bonds, notes, and other obligations or any instrument as security therefor, except as is provided in this article.

2020, cc. [1230](#), [1275](#).

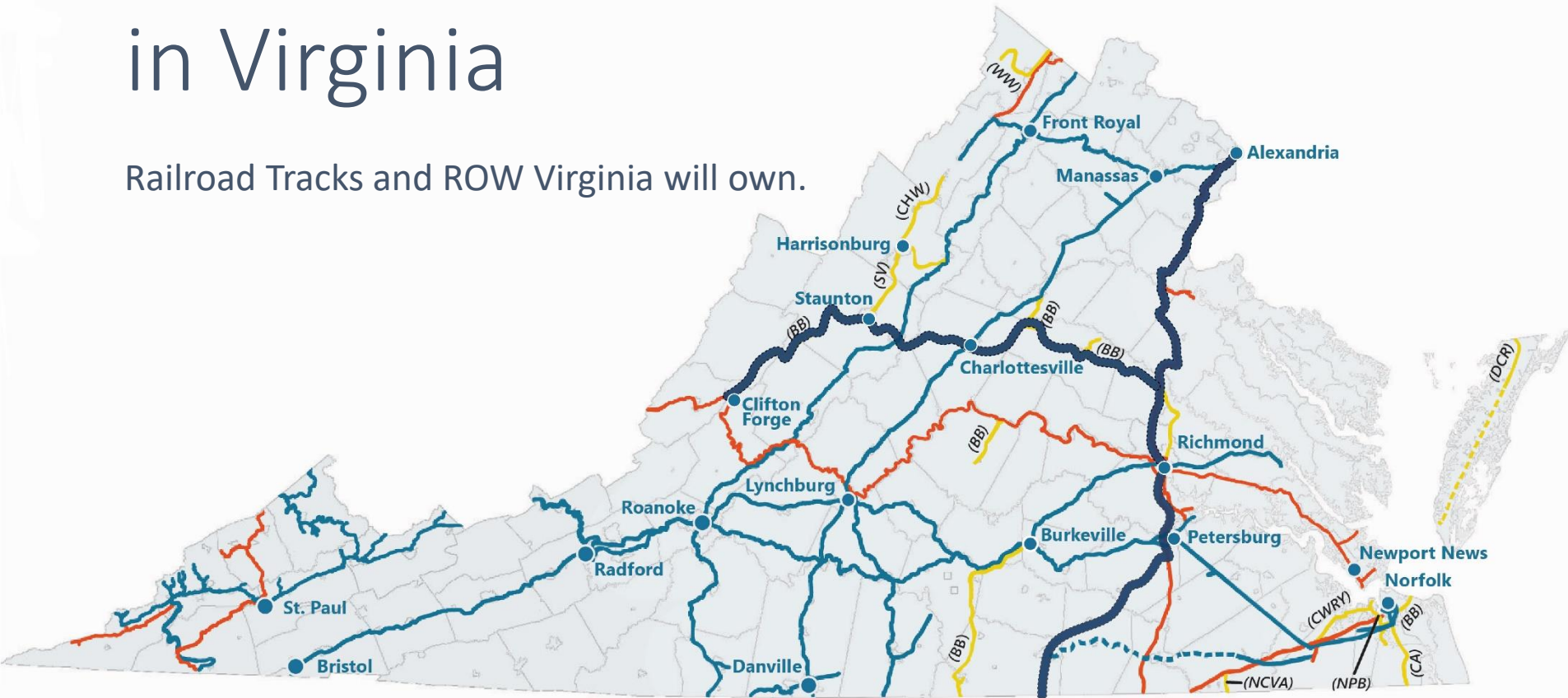
Virginia's Rail Network

Railroad Network in Virginia



Railroad Network in Virginia

Railroad Tracks and ROW Virginia will own.



Freight Routes in Virginia

- Norfolk Southern
- CSX Transportation
- Shortline
- - - Discontinued
- Cities/Towns

Host Railroads

- DCR* Delmarva Central Railroad
- BB* Buckingham Branch Railroad
- CA* Chesapeake & Albemarle Railroad
- CHW* Chesapeake Western Railway
- Virginia

- CWR* Commonwealth Railway
- NPB* Norfolk & Portsmouth Belt Line Railroad
- NCVA* North Carolina & Virginia Railroad
- SV* Shenandoah Valley Railroad
- WW* Winchester & Western Railroad

Public Benefits of Rail to Virginia

GROW THE ECONOMY

RAIL SERVICES DRIVE 6% OF VIRGINIA'S TOTAL ECONOMY.
MORE THAN 6,000 JOBS CREATED DIRECTLY BY RAIL NETWORK



\$2.2 BILLION
in annual benefits



about 9 cents per
ton-mile of rail use



\$190 MILLION
in annual benefits



about 46 cents per
passenger-mile of rail use

Benefits are largely derived from savings from diverting freight and passengers from highways to rail and includes congestion savings and crash reduction benefits.

BREATHE EASIER

3M TONS OF CO₂ EMISSIONS AVOIDED
(6.4% OF TOTAL IN VIRGINIA PER YEAR)



On average, railroads
are **four times** more fuel
efficient than trucks



Moving freight by rail instead
of truck generates **75% less**
greenhouse gas emissions



The total estimated level
of rail service in Virginia in
2015 was about **25 billion**
ton-miles

TRAVEL SAFE

18 LIVES SAVED AND 3,000 CRASHES AVOIDED EACH YEAR



Shipping by rail avoids
about **1.7 billion miles**
of truck travel in Virginia



Passenger travel by rail avoids about
271 million miles of personal
driving in Virginia

SAVE MONEY

\$123M PAVEMENT MAINTENANCE SAVINGS
(6% OF ANNUAL VDOT MAINTENANCE BUDGET)



8 = 240
PASSENGER
RAILCARS PASSENGER
VEHICLES



100 = 340
FREIGHT
RAILCARS SEMI-TRAILER
TRUCKS



2017 VIRGINIA STATE RAIL PLAN Executive Summary



VIRGINIA
STATEWIDE RAIL PLAN



Virginia's rail network is a valuable asset that grows the economy, relieves congestion, saves lives, improves air quality and saves taxpayer money. Continued investment in rail infrastructure will ensure the mission and vision of the Commonwealth's transportation network is achieved.



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**PRIORITY IMPROVEMENTS
AND INVESTMENTS**

BENEFITS OF RAIL IN VIRGINIA

VIRGINIA'S RAIL SYSTEMS

Virginia's rail network is a valuable asset for the Commonwealth. It provides an efficient means of moving freight and passengers both within and through the state. 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.

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. Of these activities, freight-users generate the most significant impact.



\$73 billion of output. 8.8% of Virginia's total output



\$19.8 billion earned by employees. 6.4% of the state's total income



Over \$30 billion of added value. 6.0% of the state's Gross State Product (GSP)



341,519 jobs, 6.7% of the 5.1 million jobs statewide



\$1.9 billion of tax revenue

Output – In terms of total revenue, the rail industry generated about \$72.9 billion in output, which is 8.8 percent of Virginia's total output.

Income – \$19.8 billion earned by these total employees represent 6.4 percent of Virginia's total labor income. Labor income includes employee compensation and proprietary income. Employee compensation, in turn, consists of wage and salary payments as well as benefits (health, retirement, etc.) and employer paid payroll taxes (employer side of social security, unemployment taxes, etc.). Proprietary income

consists of payments received by self-employed individuals and unincorporated business owners.

Value Added – The combined value added impact of rail services is over \$30 billion and represents 6.0 percent of the state's Gross State Product (GSP).

Employment – Economic impacts of rail extend beyond the 6,762 directly employed in the provision of rail transport (both passenger and freight). When the freight and visitor impact activities and multiplier impacts are included, rail-related employment in Virginia amounts

to 341,519 jobs, which represent 6.7 percent of the 5.1 million jobs statewide.

Tax Revenue – Federal, state and local tax revenues generated by the rail industry totaled \$1.9 billion.

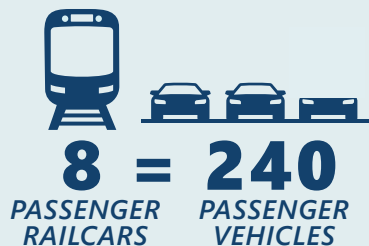
Investment in the rail network also has a direct benefit to Virginia's highway system.

By diverting freight and passenger traffic from road to rail, Virginia's rail network helps by growing the economy, relieving congestion, saving lives, improving air quality, saving money, and complementing the Virginia highway network while reducing capital and maintenance expenditures.

RELIEVE CONGESTION

\$312M ANNUAL IN CONGESTION SAVINGS

\$123M ANNUAL PAVEMENT MAINTENANCE SAVINGS (6% OF VDOT MAINTENANCE BUDGET)



TRAVEL SAFE

18 LIVES SAVED AND 3,000 CRASHES AVOIDED EACH YEAR



Shipping by rail avoids about **1.7 billion miles** of truck travel in Virginia



Passenger travel by rail avoids about **271 million miles** of personal driving in Virginia

BREATHE EASIER

*3M TONS OF CO2 EMISSIONS AVOIDED
(6.4% OF TOTAL IN VIRGINIA PER YEAR)*



On average, railroads are **four times** more fuel efficient than trucks



Moving freight by rail instead of truck generates **75% less** greenhouse gas emissions



The total estimated level of rail service in Virginia in 2015 was about **25 billion ton-miles**

SAVE MONEY

*RAIL SERVICES DRIVE 6% OF VIRGINIA'S TOTAL ECONOMY.
MORE THAN 6,000 JOBS CREATED DIRECTLY BY RAIL NETWORK*



\$2.2 BILLION
in cost avoidance



about 9 cents per ton-mile of rail use



\$190 MILLION
in cost avoidance



about 46 cents per passenger-mile of rail use



Virginia's Rail Systems, continued

Virginia's rail network is a critical link in a larger rail system within the eastern United States; it connects the state's ports, businesses, and communities to other major population centers, customers, and manufacturing regions throughout the nation and the world. Corridors within the Commonwealth have unique characteristics that provide alternative transportation options and diverse public benefits to the economy. Many of Virginia's freight corridors also carry passenger trains. All of the freight corridors are privately-owned and serve the Port of Virginia in Hampton Roads in some capacity.

- CSX Transportation's I-95 Corridor spans the entire Eastern U.S., linking cities, ports, and manufacturing

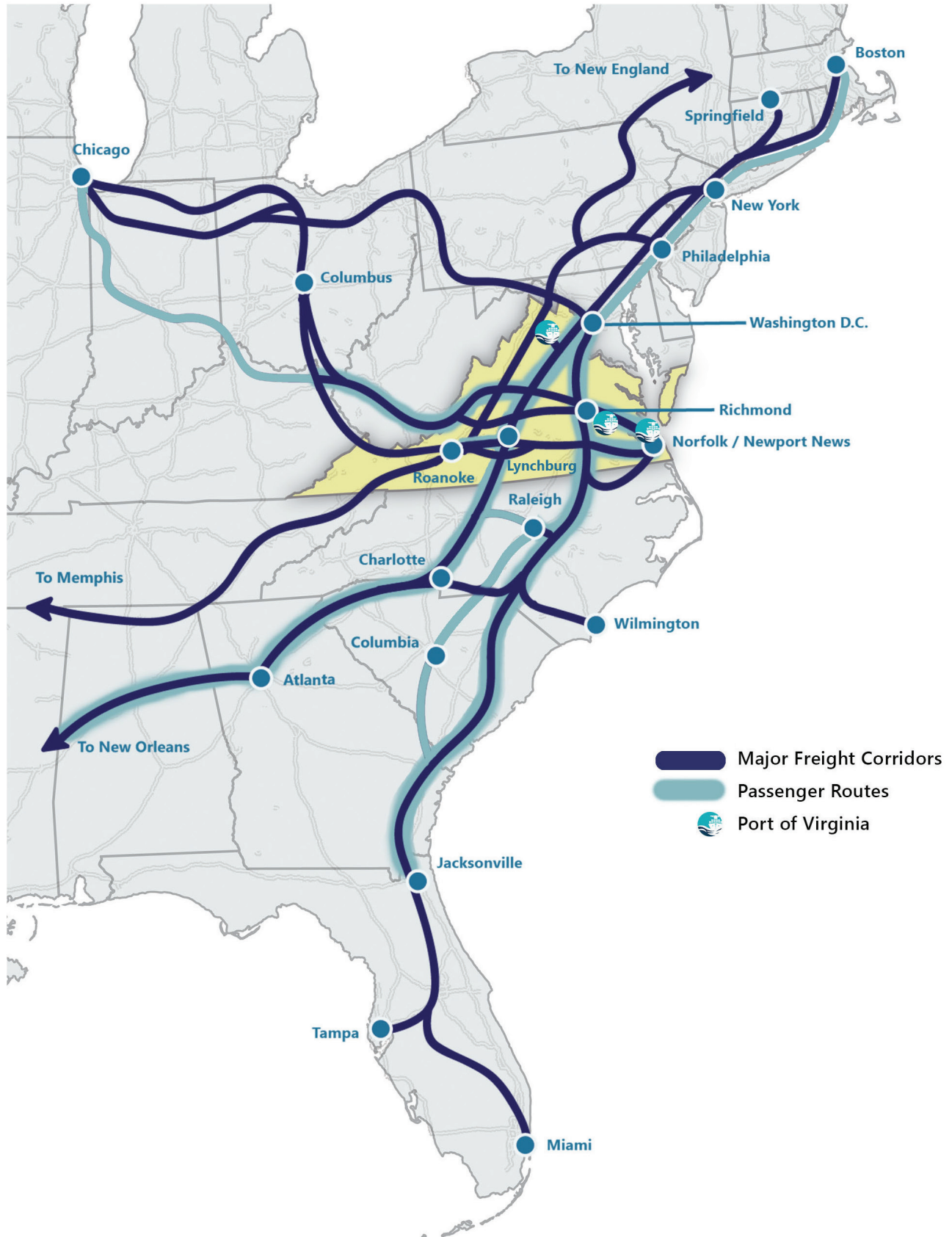
regions along the eastern seaboard. This corridor also carries the majority of Virginia's Amtrak passenger services, and serves as the gateway to Washington, D.C. for Virginia Railway Express commuter trains.

- CSX's National Gateway also uses the I-95 Corridor route through Virginia. This key rail artery diverges from the I-95 Corridor in Washington, D.C. to link the Port of Virginia and other mid-Atlantic ports with cities and markets in the U.S. Midwest.
- Norfolk Southern's Crescent Corridor runs from north to south, serving consumer markets and manufacturing regions between New Orleans, Memphis, and the Northeast. In Virginia, the Crescent Corridor serves the Virginia Inland Port – an intermodal container transfer

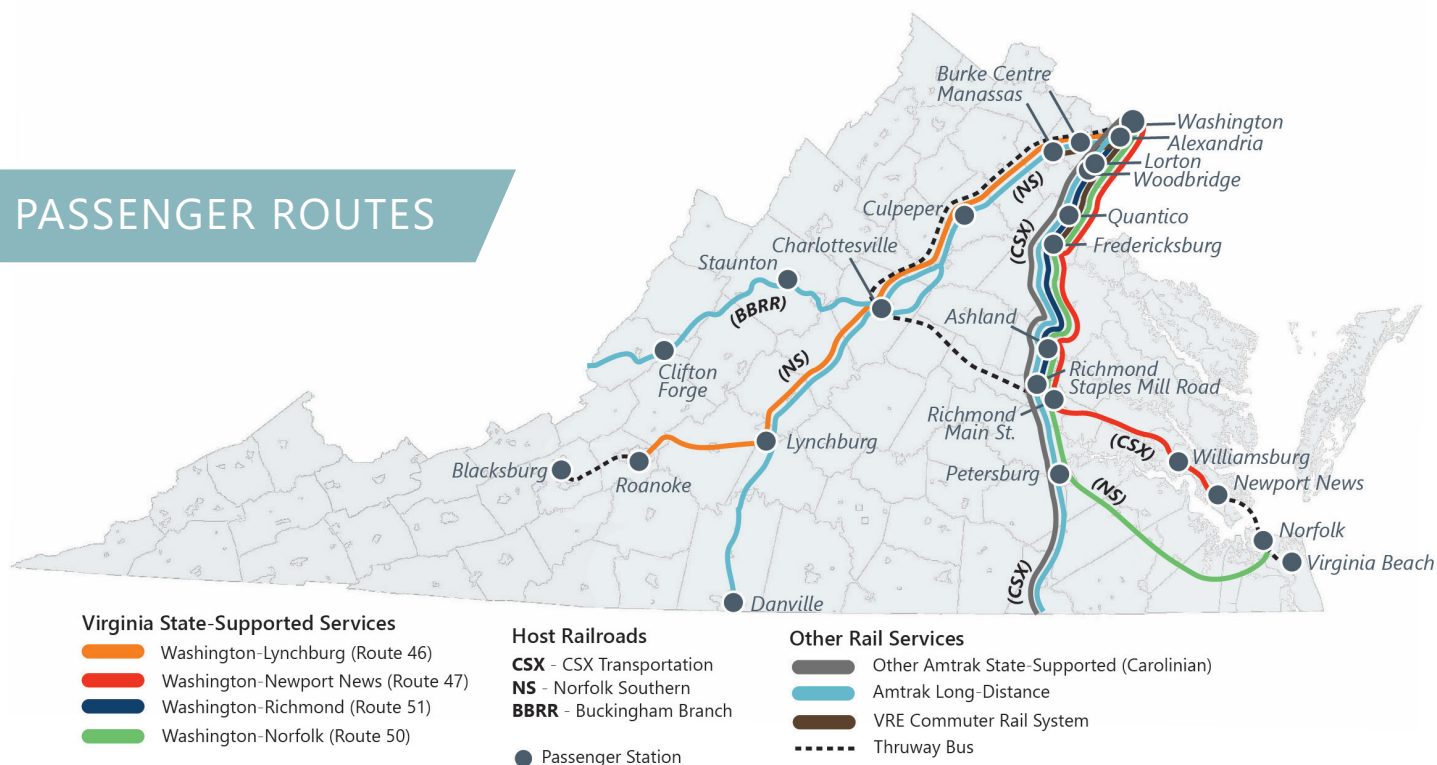
facility in Front Royal – and carries several Amtrak services into the Northeast.

- Norfolk Southern's Heartland Corridor links Virginia's Port to Midwest markets, carrying intermodal containers from the docks in Hampton Roads to consumers in Chicago.
- Amtrak services are shown on the map as light blue shading along the privately owned freight corridors. Amtrak services operate over privately-owned railroads in Virginia. Virginia regional service provides one-seat rides from Virginia's major cities to Washington, D.C. and the Northeast Corridor, while Amtrak long-distance trains carry passengers through Virginia between the Northeast, Southeast, and Midwest.

VIRGINIA IS A CRITICAL LINK IN THE NATIONAL RAIL NETWORK



PASSENGER ROUTES



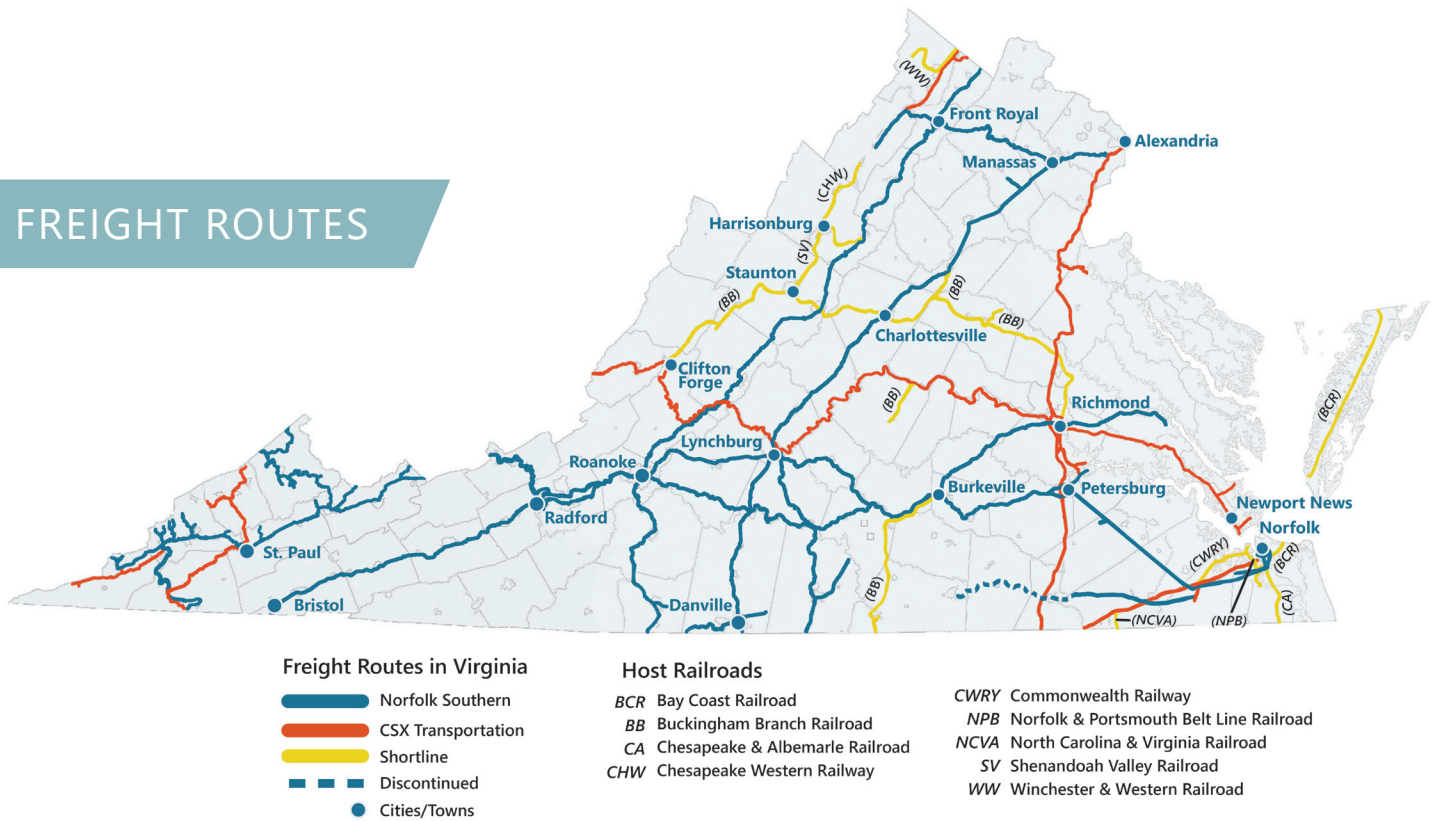
Passenger trips to, from, and within Virginia are growing and highways in Virginia are increasingly congested. Passenger rail service provides an alternative to congested highways, and the Commonwealth therefore invests in Amtrak intercity passenger routes, as well as Virginia Railway Express commuter service to improve mobility and meet the growing demand for travel. Projects and plans underway in CSXT'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. Since 2013 Virginia 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 service trains serve Richmond, Newport News, and Norfolk. Additional Virginia regional services extend southwest

from Washington, D.C. to Lynchburg and Roanoke. Passenger volumes on Virginia regional service totaled over 830,000 riders in FY2016. When combined with long distance service, passenger volumes exceeded 2.5 million riders. 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.



FREIGHT ROUTES



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 Norfolk Southern have

intermodal rail corridors that connect Virginia to the nation, providing a cost-effective way to bring needed raw materials and products to our ports, manufacturers, and consumers, and to carry Virginia-made products and materials to destinations throughout the nation. In 2012, Virginia's rail network carried more than 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, keeping more than 5.5 million trucks off the Commonwealth's highways. Savings in pavement maintenance costs alone are estimated to be over \$123 million per year, almost 6% of VDOT's annual maintenance budget.



FUTURE OF RAIL IN VIRGINIA



FUTURE OF RAIL

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. Population growth, an aging population, and increasing highway congestion along the "urban crescent" between Washington and Hampton Roads is helping drive demand for environmentally friendly and safe alternatives to automobile travel. Innovation and ever-evolving technologies will continue to

drive advancements in the rail industry. The Commonwealth addresses these drivers by investing in the rail network as part of a multimodal approach to meet the growing demand for freight and passenger transportation service and support the economic changes and travel preferences of Virginians.

RAIL INDUSTRY DRIVERS



Growth in
Intermodal
Traffic



Changes in
Energy Production:
Oil, Gas and Coal



Congestion



Environmental



Technology



Demographic
Changes



Aging
Infrastructure



Changes in
Rail Governance
Framework



Amtrak
Northeast
Corridor

FREIGHT



Freight tonnage is expected to grow by 50% in Virginia by 2040

Movement by rail will increase by 14%; additional rail investment can enhance rail's modal share and keep additional freight from congested roadways.



Port of Virginia Shipments

TEUs anticipated to more than triple from 2.1 M in 2012 to 7.2 M in 2040.

Capacity to move 45% by rail in 2040, up from 35% today.



Expected Evolution of Major Freight Markets

Growth in intermodal traffic will impact operational approach to major freight corridors. Intermodal movement relies on tight timetables and high demand for on-time performance.

NETWORK SIGNIFICANCE



The Washington, D.C. metropolitan area has the nation's highest rate of congestion.

The Hampton Roads area also experiences high levels of congestion.

[Measuring Traffic Congestion in Virginia - Virginia Performs, Virginia.Gov]



Vehicle use per road-mile has been increasing for decades.

Since the mid-1960s Virginia has experienced a decline in relative capacity as both population and state gross domestic product (GSP) have steadily risen.

[Measuring Traffic Congestion in Virginia - Virginia Performs, Virginia.Gov]



Economic Growth

Virginia's rail network is a key link between two mega-regions, the Northeast mega-region and the Piedmont Atlantic mega-region to the south. Most of the nation's population growth and economic expansion is occurring in ten emerging mega-regions.

*America2050
www.america2050.org*

PASSENGER



Population concentrated in the urban crescent

Since 2010, the share of Virginia's total population growth in the urban crescent rose to 93 percent, up from 81 percent between 2000 and 2006. Much of this population growth is young professionals/Millennials.



Population is growing older – 1 in 8 Virginians is 65 or older,

and the largest concentration of Virginia's aging population lives in the urban crescent.

[DC2RVA Purpose and Need]



Increasing demand for public transportation

Urban environments conducive to public transportation and changing demographics create more reliance on multi-modal options.

VIRGINIA'S VISION FOR THE FUTURE



Goals



Objectives

VTrans Vision

Good for business, good for communities, and good to go.

State Rail Plan Vision

Virginia's rail network is a valuable asset that grows the economy, relieves congestion, saves lives, improves air quality, and saves money. Continued investment in rail infrastructure will ensure the mission and vision of the Commonwealth's transportation network is achieved.

Goals and objectives link visions to prioritize investments in rail.

Virginia's Statewide Transportation Plan (Vtrans2040) provides a planning framework for all transportation modes in the state, including rail and public transit. Virginia's vision for its multimodal transportation system, described in Vtrans2040, is to be "Good for Business, Good for Communities, and Good to Go". Virginians will benefit from a sustainable and reliable transportation system that advances Virginia businesses,

attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive. The Department of Rail and Public Transportation (DRPT) serves as Virginia's lead agency for rail and public transportation, with the mission to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-

effective manner. DRPT is also responsible for administering funds for rail investments and public transportation agency formula funds.

The Virginia State Rail Plan recognizes Virginia's vision and DRPT's mission and provides a framework for achieving both of these desired future outcomes through investments in Virginia's rail network as part of a multimodal transportation system supporting economic growth.

GOALS AND OBJECTIVES

RAIL PLAN GOALS AND OBJECTIVES

The Virginia Rail Plan goals are listed in blue and reflect the Vtrans2040 Guiding Principles. 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 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.

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 growing markets and make efficient use of the Rail Industrial Access Program funds

Leverage public-private partnerships by prioritizing projects with matching funds

Target investment where traffic, employment, population, or demand is expected to grow

Prioritize capacity investments that meet the needs of both the public and private sectors through enhanced data sharing

Determine on a corridor-basis when rail is the most efficient mode to move people and goods

OBJECTIVES:



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

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

Prioritize critical infrastructure projects to reduce the risk of failure

Support "State of Good Repair" projects



GOAL:
**Efficiently Deliver
Programs**

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

OBJECTIVES:

Update grant guidance annually and develop a grantee workshop to review program guidance and procedural updates

Proactively identify projects and programs to support the DRPT mission

Work with legislators and appointed officials to ensure policies are up-to-date and understood

Continually update DRPT grant management practices to ensure efficient administrative processes and project implementation



GOAL:
**Consider
Operational
Improvements
and Demand
Management First**

*Maximize
capacity of the
transportation network
through increased use
of technology and
operational
improvements before
investing in major
capacity expansions*

OBJECTIVES:

Encourage use of Intelligent Transportation Systems to improve operational efficiency

Evaluate operations when considering investment in capacity to ensure the investment yields a lasting benefit

Incorporate program criteria that prioritize low-cost improvements to relieve bottlenecks and provide capacity



OBJECTIVES:



GOAL:
**Ensure
Transparency
and Accountability,
and Promote
Performance
Management**

*Work openly with
partners and engage
stakeholders in project
development and
implementation, and
establish performance
targets that consider
the needs of all
communities*

Publicize application evaluation
metrics and project data for rail
funding programs

Implement passenger rail
station stop policy

Develop program scorecards
to measure impact of
rail investments

Market economic impact
of rail investment

OBJECTIVES:



GOAL:
**Improve
Coordination
between
Transportation
and Land Use**

*Encourage local
governments to plan
and manage
transportation-
efficient land
development by
providing incentives,
technical support,
and collaborative
initiatives*

Encourage local governments to
support state funding decisions
by making compatible
investments and zoning

Educate localities on appropriate
land uses around both freight and
passenger rail infrastructure

Encourage local governments to
support rail services with
multimodal last-mile connections

Integrate with and expand
upon other state, regional, and
local planning efforts



GOAL:
**Ensure
Efficient
Intermodal
Connections**

*Provide seamless
connections
between modes
of transportation*

OBJECTIVES:

Prioritize rail projects that benefit the highway system and improve mode choice

Enhance rail service to the Port

Support "State of Good Repair" and capacity projects with shortlines



GOAL:
**Support
Regional
Economic
Development**

*Encourage local and
regional economic
development
through investment
in the rail network*

OBJECTIVES:

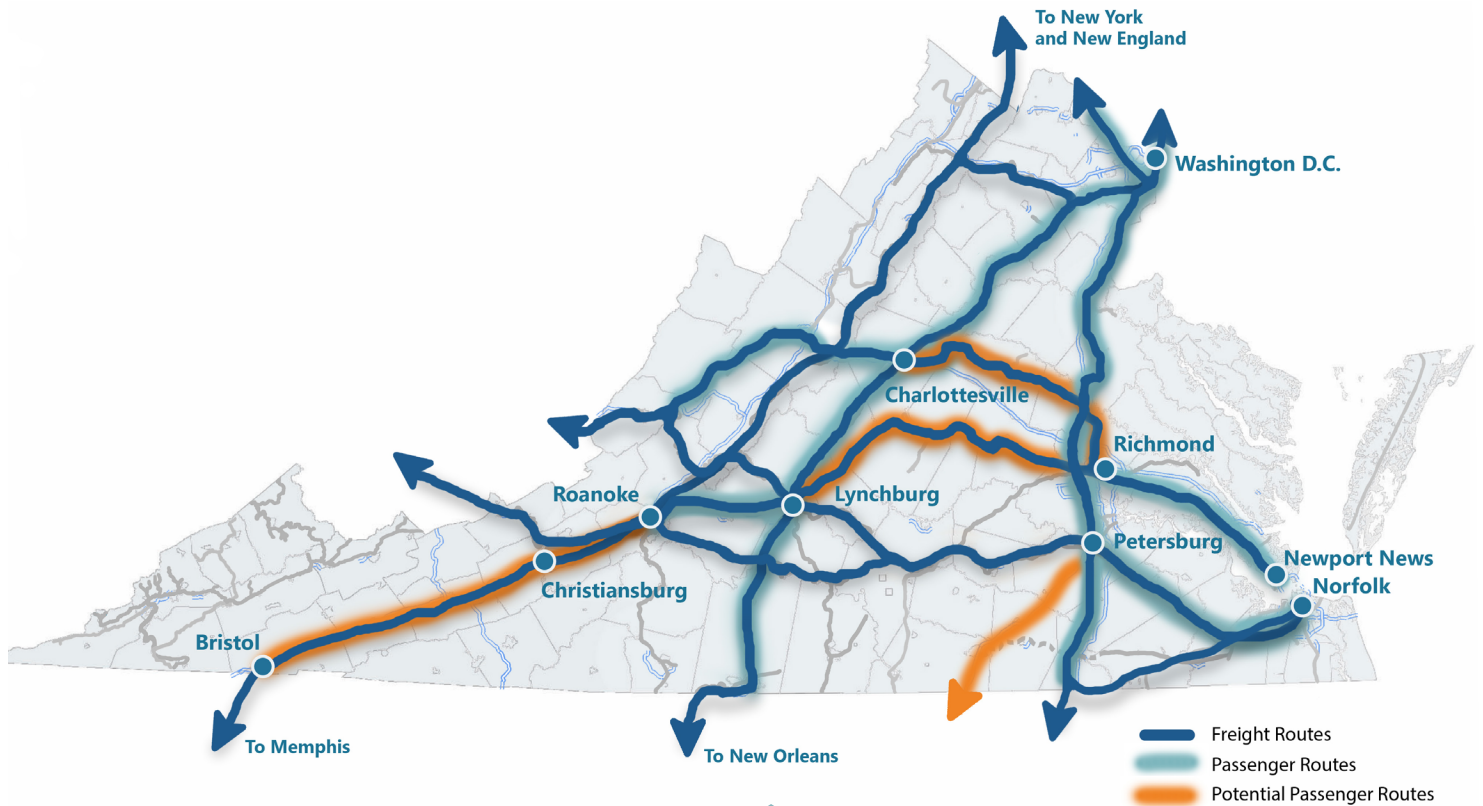
Work closely with Virginia Economic Development Partnership to attract rail conducive industries in accordance with the Code of Virginia

Promote the use of the Rail Industrial Access program through education and outreach with local economic development offices

Include input from local and regional freight railroads in economic development planning and initiatives

Expand transportation options between regional markets through enhancements to passenger rail service

PRIORITY IMPROVEMENTS & INVESTMENTS



This statewide map depicts a comprehensive, visionary illustration of the future of rail in Virginia. Details about each corridor, including programmed and potential projects, are included in the body of the plan.

The Commonwealth's investment priorities have been summarized by corridor in the following pages. Each corridor fact sheet is designed to correspond with the Corridors of Statewide Significance, as outlined in VTrans; and provides:

BACKGROUND

Describes the major elements, geography and services of the corridor.

SIGNIFICANCE

Overviews the unique characteristics and purpose the corridor provides within the greater transportation network.

PROJECTS

Outlines some of the major initiatives that are on-going and expected for the future in the corridor.

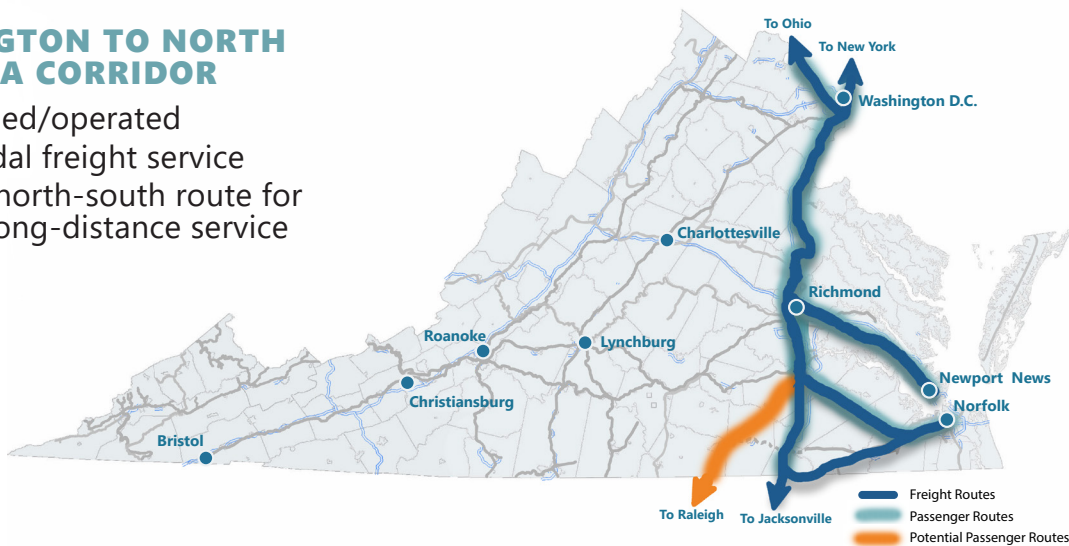
TOP
DRIVERS

KEY
GOALS

Additionally, each fact sheet provides a link to the Key Goals and Top Drivers in the corridor. Due to the significance of each corridor within the multimodal transportation network, all of the rail plan goals and drivers influence decision making within each corridor. However, the goals and drivers that have the strongest correlation to the corridor characteristics, needs, and influences have been highlighted.

WASHINGTON TO NORTH CAROLINA CORRIDOR

- CSX owned/operated
- Intermodal freight service
- Primary north-south route for Amtrak long-distance service



BACKGROUND

Virginia's Washington to North Carolina Corridor is served by two CSX rail corridors: CSX's I-95 Corridor between New York and Jacksonville, and CSX's National Gateway Corridor linking mid-Atlantic ports with the Midwest. The two rail corridors share one alignment that parallels I-95 from Washington, D.C., through Richmond to Petersburg and the south. This corridor also serves as a primary passenger rail route. Virginia regional trains connecting the Northeast Corridor and Washington, D.C. operate on the line to reach terminals in Richmond, Newport News, and Norfolk, while Amtrak long-distance trains from New York and Lorton, Virginia, continue farther south to Savannah, Sanford, Florida, and Miami. VRE Fredericksburg Line commuter trains also use the corridor from Spotsylvania County north to Washington, joined at Alexandria by Manassas Line commuter trains.

SIGNIFICANCE

The Washington to North Carolina Corridor is the most heavily used corridor in Virginia, with increasing freight, regional and long distance passenger rail, and commuter rail services. The corridor provides a critical link between Amtrak's Northeast Corridor and the federally designated Southeast Corridor. The corridor also provides another rail link between the Port of Virginia and the Midwest, which previous Commonwealth investments have helped to clear for double-stack container service. The corridor has the most severe bottlenecks on the freight rail network, specifically across the Potomac River, where a four track system merges to just two tracks (the Long Bridge) to cross from Virginia into Washington, D.C.

Similarly, the parallel highway facilities, I-95 and US 1, are the most heavily used highway facilities with the most severe congestion in Virginia. As a result, capacity on the Washington to North Carolina Corridor must be preserved and improved in order to provide adequate access and multimodal

options to both the residents and businesses along this dense and thriving corridor. The passenger rail, commuter rail, and intermodal freight services that use this corridor, including shipments serving the Port of Virginia, require high on-time performance.

PROJECTS

Priority projects include adding capacity to the Long Bridge, a major chokepoint affecting CSX, Amtrak, and VRE service, and implementing additional capacity improvements to the corridor in Northern Virginia via the Atlantic Gateway improvement program.

Longer term, additional improvements will be necessary to support improved passenger service. These improvements are outlined in the R2R study, and in the DC2RVA Tier 2 EIS that is currently underway. The long term phasing and timing of these improvements will be based on funding availability, congestion levels, and passenger service benefits.

TOP DRIVERS



Congestion



Demographic Changes



Amtrak Northeast Corridor



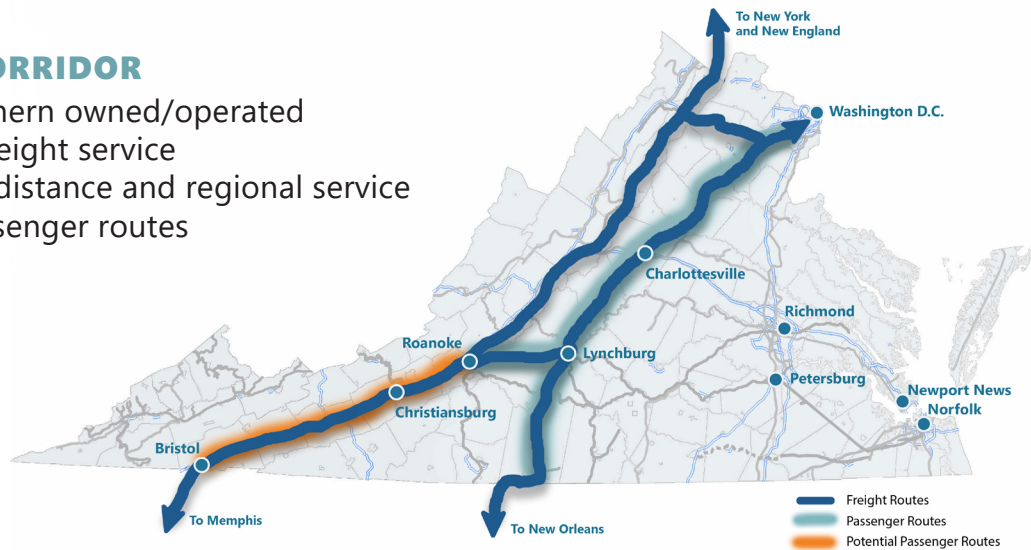
Technology

KEY GOALS



CRESCENT CORRIDOR

- Norfolk Southern owned/operated
- Intermodal freight service
- Amtrak long distance and regional service
- Potential passenger routes



BACKGROUND

The 2,500-mile Crescent Corridor spans 11 states, from New York to Louisiana and Tennessee. In Virginia it includes Norfolk Southern track parallel to I-81 (Winchester-Roanoke-Bristol) and a second route parallel to U.S. 29 (Front Royal-Manassas-Lynchburg-Danville).

The Crescent Corridor is a primary freight route for intermodal traffic moving through Virginia. The corridor also carries both Amtrak long distance trains (Crescent and Cardinal) and Virginia regional passenger service connecting Roanoke, Lynchburg, and Charlottesville to Washington, D.C. and the Northeast Corridor. The corridor connects to Norfolk Southern's Heartland Corridor in Roanoke and Altavista.

SIGNIFICANCE

The Crescent Corridor makes several vital connections to Virginia shortline railroads, including the Winchester & Western, Chesapeake Western, Buckingham Branch, and Shenandoah Valley railroads. In addition, the corridor connects to the Virginia Inland Port. Maintaining a seamless connection between this mainline freight route and these critical elements of the regional freight network is vital to the success of this corridor and regional economic development. Norfolk Southern estimates the Crescent Corridor keeps 1.3 million long distance trucks off the highways.

PROJECTS

Priority projects include expanded passenger service to Lynchburg and Roanoke, and improving capacity and connectivity with shortline railroads and the Virginia Inland Port. Longer term considerations for this corridor include adding passenger service to southwest Virginia.

TOP DRIVERS



Congestion



Demographic Changes



Amtrak Northeast Corridor

KEY GOALS



Optimize Return on Investments



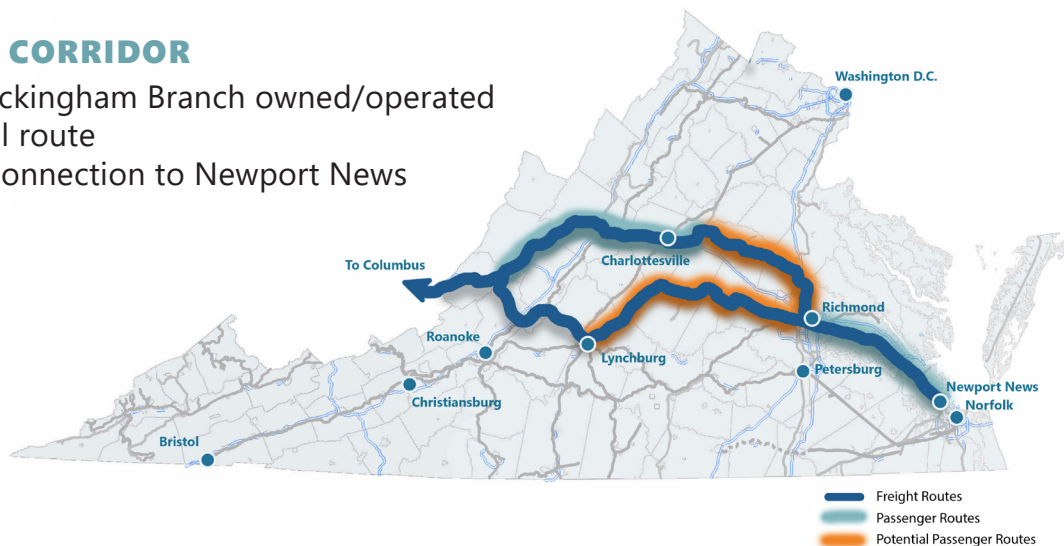
Improve Coordination between Transportation and Land Use



Support Regional Economic Development

EAST-WEST CORRIDOR

- CSX and Buckingham Branch owned/operated
- Primary coal route
- Passenger connection to Newport News



BACKGROUND

The East-West Corridor parallels I-64 from Hampton Roads through Richmond to Clifton Forge. It serves as CSX's primary coal route from Appalachian coalfields to U.S. power plants and export terminals in Newport News. Loaded coal trains travel east on CSX's James River line, while empty trains return on the Buckingham Branch.

The corridor handles Virginia regional passenger service from Newport News, ultimately making connections to Washington, D.C. and Amtrak's Northeast Corridor. Additionally, the Buckingham Branch carries the Amtrak long distance Cardinal route with connections to the Midwest and NEC.

SIGNIFICANCE

The East-West Corridor serves primarily as a coal route, however, coal traffic has significantly dropped in response to recent changes in energy trends and a decline in demand for Appalachian coal. As a result, one of the primary drivers of investment is to maintain operability of the multiple passenger rail services.

PROJECTS

Priority projects include maintaining a state of good repair, particularly on the Buckingham Branch railroad, and supporting existing passenger services. This includes investments to add a new maintenance facility and improvements to reduce conflicts between passenger trains and freight trains on the corridor between Richmond and Newport News. Longer term considerations include expansion of east-west passenger connections.

TOP DRIVERS



Changes in
Energy
Production



Amtrak
Northeast
Corridor



Aging
Infrastructure



Technology

KEY GOALS



Ensure Safety,
Security and
Resiliency



Improve
Coordination
between
Transportation
and Land Use



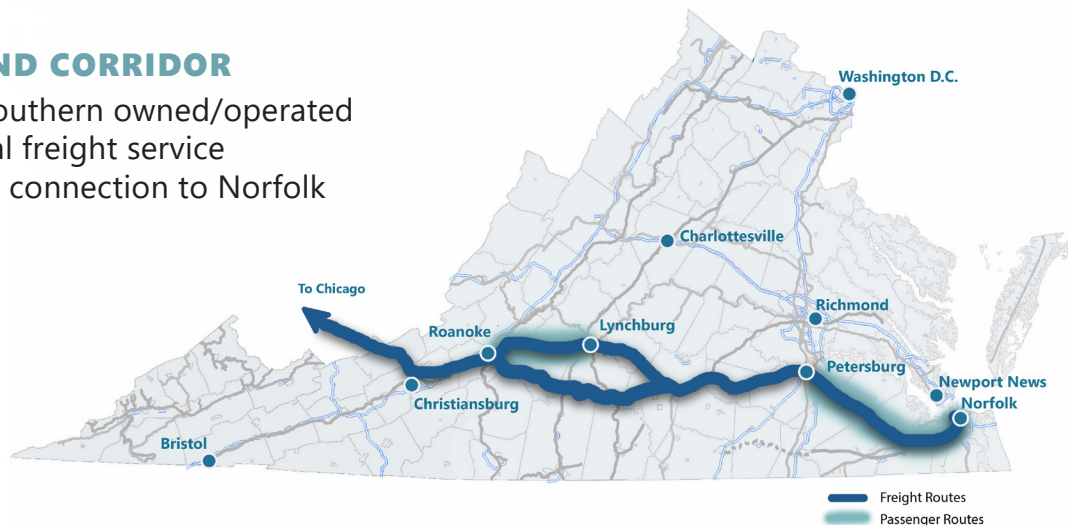
Ensure Transparency
and Accountability,
and Promote
Performance
Management



Support Regional
Economic
Development

HEARTLAND CORRIDOR

- Norfolk Southern owned/operated
- Intermodal freight service
- Passenger connection to Norfolk



BACKGROUND

The Heartland Corridor is a primary freight route for intermodal traffic traveling between the Port of Virginia terminals in Norfolk and midwestern markets, including Columbus and Chicago. The Heartland Corridor also carries Virginia regional passenger trains between Norfolk and Petersburg, as well as a new service extension between Lynchburg and Roanoke. Both services ultimately connect to Washington, D.C. and the Northeast Corridor. The Heartland Corridor connects to the Crescent Corridor in Roanoke and Altavista.

SIGNIFICANCE

Through significant previous investment, the corridor is cleared for double-stack container service from the Port, through Virginia, to Chicago. Tight timetables and high demand for on-time performance are critical needs to adequately serve intermodal customers. It is critical to eliminate any congestion points, particularly conflicts with passenger services, on this dense intermodal corridor.

PROJECTS

Priority improvements include adding two additional round-trip passenger trains to Norfolk by extending two existing trains from Richmond. Longer term initiatives include the study of additional and/or higher speed passenger services to Hampton Roads and making critical east-west multimodal connections.

TOP DRIVERS



Growth in
Intermodal
Traffic



Changes in
Energy
Production



Environmental

KEY GOALS



Ensure Safety,
Security and
Resiliency



Improve
Coordination
between
Transportation
and Land Use



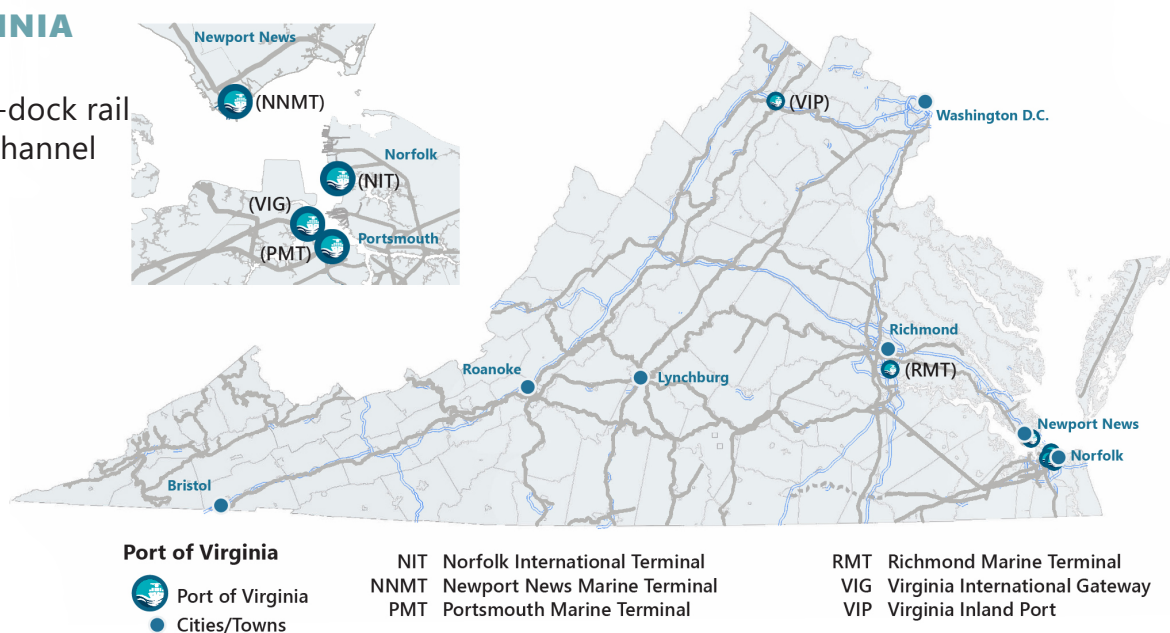
Support Regional
Economic
Development



Ensure
Efficient
Intermodal
Connections

PORT OF VIRGINIA

- 6 terminals
- 30 miles of on-dock rail
- 55 foot deep channel



BACKGROUND

The Port of Virginia is the 5th largest container port in the nation. Port facilities include 4 deepwater marine terminals (Hampton Roads), an upriver terminal (Richmond) and an inland intermodal terminal (Front Royal). The Port is served by more than 30 international shipping lines, serving more than 200 countries. More than 33% of the Port's freight arrives and departs by rail, carried by NS, CSX, and two shortlines, the Norfolk & Portsmouth Belt Line and the Commonwealth Railway.

The Port primarily ships to customers in Virginia, North Carolina, Maryland, and West Virginia via truck, and to Ohio, Indiana, Illinois, Tennessee, Kentucky, and beyond via Norfolk Southern and CSX.

SIGNIFICANCE

The Port is one of the most significant drivers of freight rail traffic in the Commonwealth. Due to changes in energy demand and production, intermodal traffic is the most dominant growth sector in freight rail traffic, and the Port is well poised to contribute heavily to that growth market. Ensuring efficient loading and unloading of trains, and last mile connectivity to the freight rail network are vital to ensuring that business at the Port continues to run smoothly and drive the Virginia economy forward.

PROJECTS

Priority projects includes multiple terminal expansions, including VIG, VIP, and NIT, with additional rail capacity, and ensuring shortline and switch operators outside the Port gates have the needed capacity to handle the additional growth in rail traffic.

Additional priority projects include expanding the inland port at Front Royal and improving rail infrastructure, including grade crossings on tracks serving the Ports.

TOP DRIVERS



Growth in
Intermodal
Traffic



Congestion



Environmental



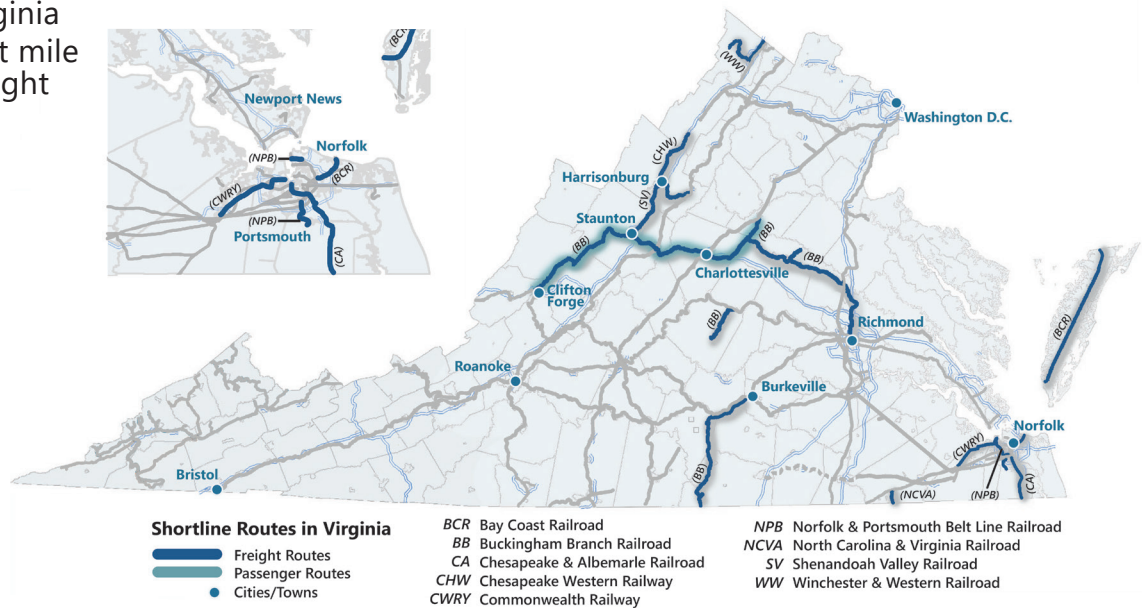
Technology

KEY GOALS



SHORTLINE ROUTES IN VIRGINIA

- 9 shortlines in Virginia
- Important first/last mile connection for freight



BACKGROUND

Virginia's shortline railroads operate at the regional and local level to connect individual customers to the larger freight rail network and make last mile connections to the Port of Virginia. Shortline railroads often serve as either the point of origin or termination for freight carried in and out of Virginia by Norfolk Southern or CSX.

Virginia supports shortlines through the Rail Preservation Program, which funds both capacity and state of good repair projects.

SIGNIFICANCE

Shortlines provide a critical link to local and regional customers, as well as the Port, loading, unloading, and building trains that eventually traverse the national rail network through Class I freight service. Many of the shortlines inherited track with years of deferred maintenance, requiring additional resources to maintain a state of good repair.

Shortlines are better positioned to accommodate smaller businesses with lower traffic volumes. Virginia supports shortlines as both a partner in economic development opportunities at the port facilities and in rural areas, and as a means to divert trucks from congested highways.

PROJECTS

Priority projects include improving track to FRA Class 2 safety standards; improving signal systems and technology for more efficient operations; and upgrading bridges and track to accommodate heavier railcars that have become the industry standard. Longer term priority projects includes critical infrastructure rehabilitation such as bridges and tunnels, which, if allowed to fail, would create significant safety hazards and may make the entire rail line inoperable.

TOP DRIVERS



Changes in
Energy
Production



Aging
Infrastructure



Changes in
Rail Governance
Framework



Technology

KEY GOALS



Ensure Safety,
Security and
Resiliency



Improve
Coordination
between
Transportation
and Land Use



Support Regional
Economic
Development

VIRGINIA STATE RAIL PLAN

VIRGINIA STATE RAIL PLAN

The 2017 Virginia State Rail Plan was developed by the Virginia Department of Rail and Public Transportation (DRPT) under the guidance of the Commonwealth Transportation Board (CTB) Rail Committee to address changes in the rail industry and prioritize Virginia's investments in freight and passenger rail services

and infrastructure across the Commonwealth. This State Rail Plan guides Virginia's vision for railroad transportation to the horizon year of 2040, and lists strategies to achieve that vision.

The State Rail Plan meets the federal requirements of the Passenger Rail Investment

and Improvement Act of 2008, as amended by the Fixing America's Surface Transportation Act of 2015. In addition, this State Rail Plan also meets the requirements of the State Rail Plan Guidance provided by the Federal Railroad Administration (FRA) in September 2013.

CHAPTER INDEX

01

THE ROLE OF RAIL IN STATEWIDE TRANSPORTATION

Chapter one introduces you to the role and importance of rail in the Commonwealth's transportation network. From a farm-to-market transportation system to an evolving system supporting a thriving economy and the Port of Virginia, rail has helped Virginia grow and prosper.

02

THE STATE'S EXISTING RAIL SYSTEM

Chapter two provides an overview and inventory of Virginia's existing rail system and services, and identifies the economic, demographic, and transportation demand forecasts and trends that will affect future demand for passenger and freight rail service in the state.

03

PROPOSED PASSENGER RAIL IMPROVEMENTS AND INVESTMENTS

This chapter introduces projects and initiatives that will enhance Virginia's passenger and commuter rail services to better serve the mobility needs of the state and region.

04

PROPOSED FREIGHT RAIL IMPROVEMENTS AND INVESTMENT

The information in chapter four describes the recent improvements and investments that have been made, and potential future investments, by the state's freight railroads and the Commonwealth.

05

THE STATE'S RAIL SERVICE AND INVESTMENT PROGRAM

Chapter five prioritizes short and long range investments for the Commonwealth.

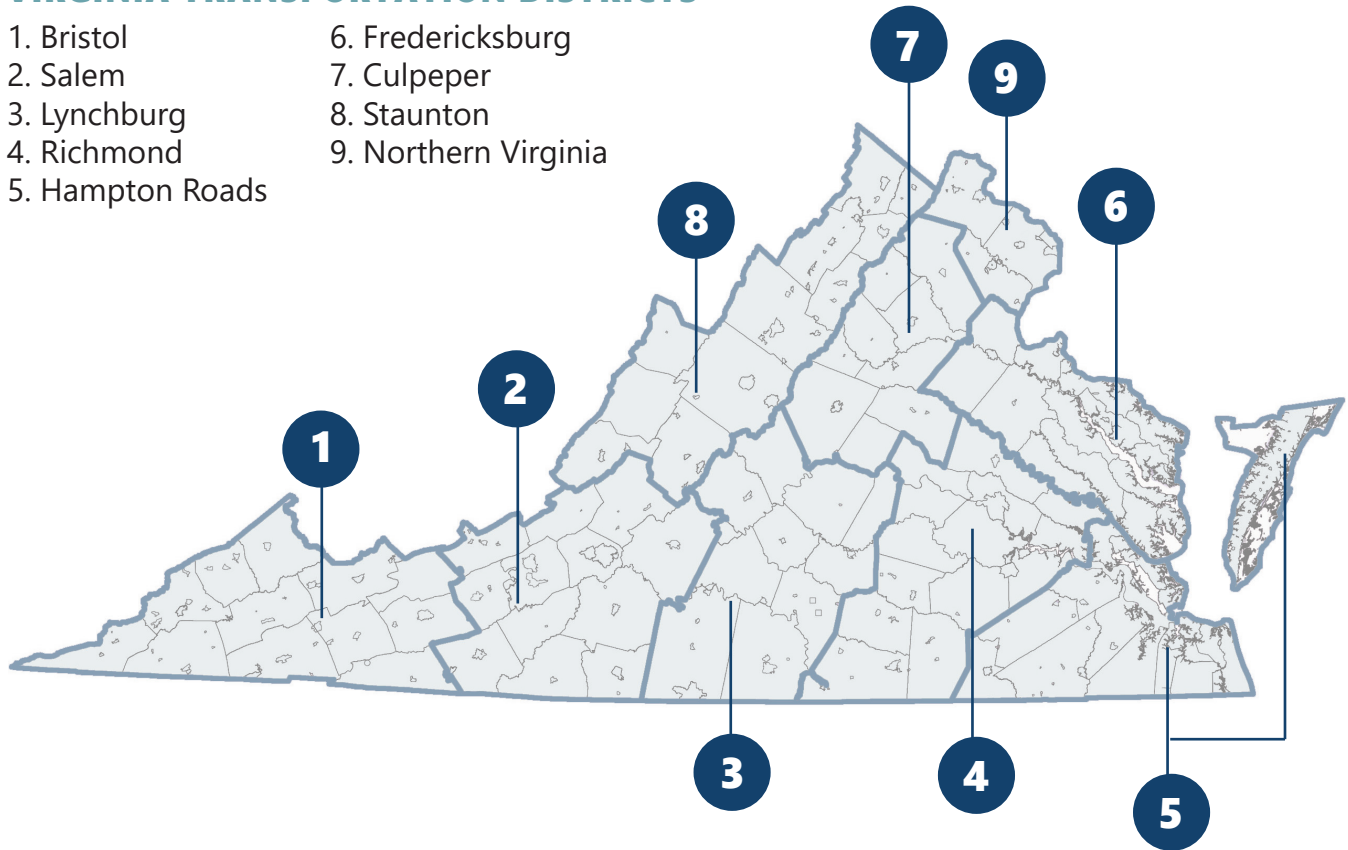
06

COORDINATION AND REVIEW

This chapter describes how the DRPT involved stakeholders in the coordination necessary to develop the rail plan.

VIRGINIA TRANSPORTATION DISTRICTS

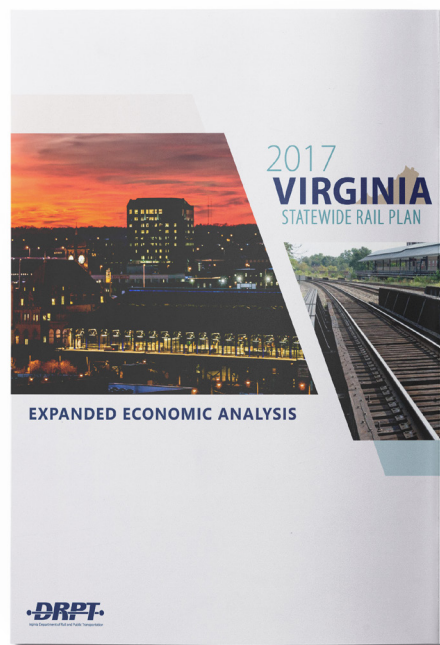
- | | |
|------------------|----------------------|
| 1. Bristol | 6. Fredericksburg |
| 2. Salem | 7. Culpeper |
| 3. Lynchburg | 8. Staunton |
| 4. Richmond | 9. Northern Virginia |
| 5. Hampton Roads | |



ECONOMIC ANALYSES

This report evaluates freight flows within Virginia by county and corridor. The estimation of volumes by location of shippers and receivers is intended to inform local and state discussions about the opportunities and constraints in the existing rail and road transportation network.

The report includes: Freight Demand Baseline Analysis, Freight Forecast, and a Regional Economic Analysis of Expanded Freight Demand. County-level results are aggregated and reported by Transportation District.





Department of Rail & Public Transportation
600 East Main Street, Suite 2102
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(804) 786-4440

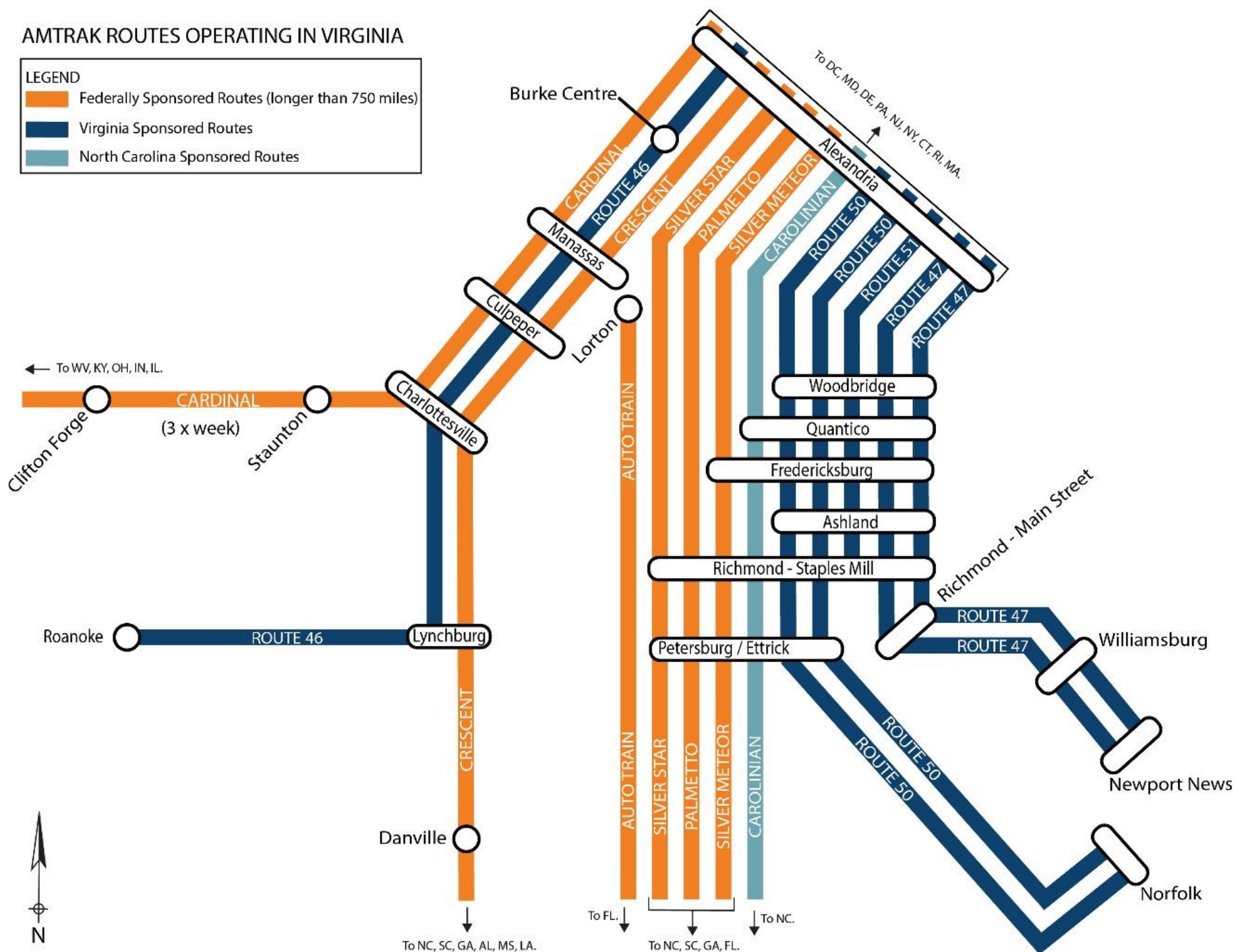
www.drpt.virginia.gov

Public Affairs and Media Inquiries
drptpr@drpt.virginia.gov

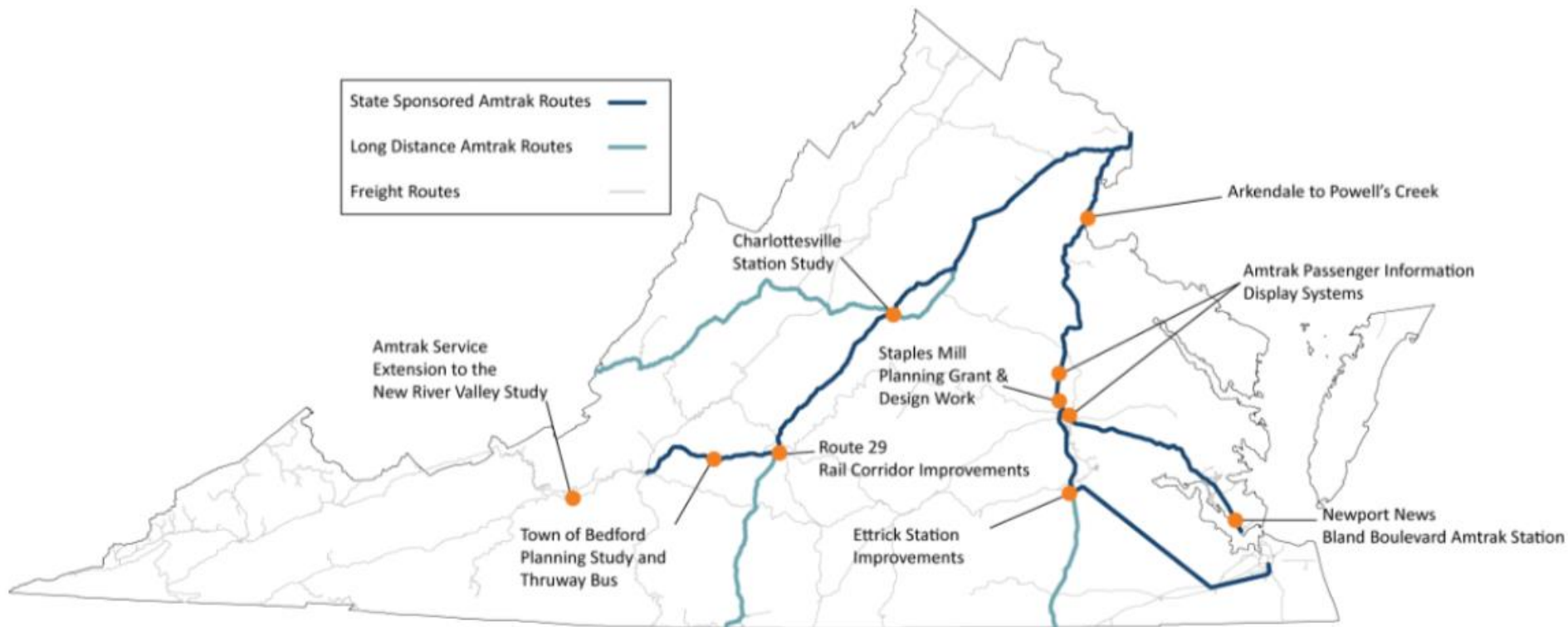
AMTRAK ROUTES OPERATING IN VIRGINIA

LEGEND

- Federally Sponsored Routes (longer than 750 miles)
- Virginia Sponsored Routes
- North Carolina Sponsored Routes



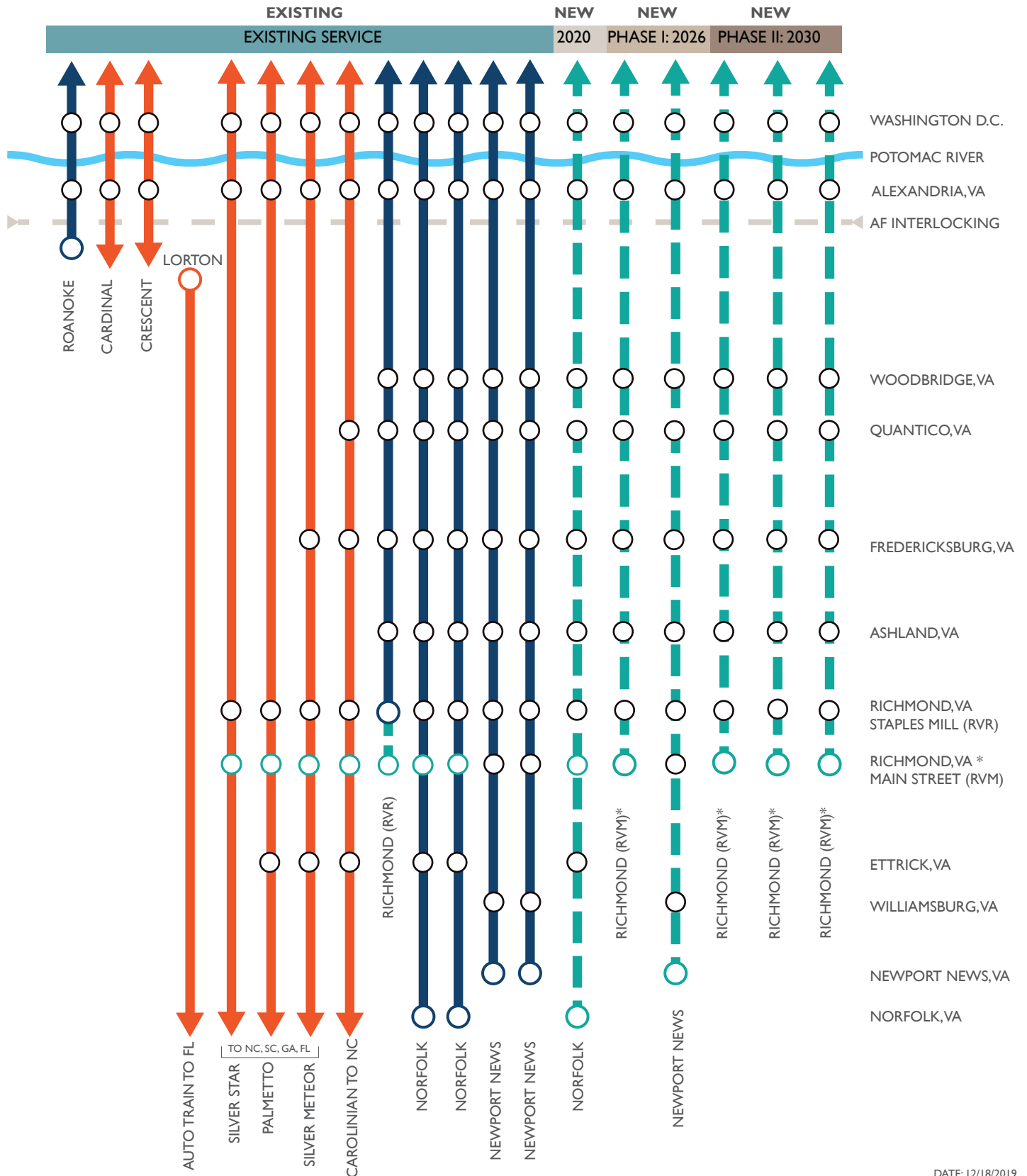
Existing Passenger Rail Projects around the Commonwealth



Transforming Rail in Virginia

VIRGINIA-CSX RAIL PROPOSAL

AMTRAK SERVICE PLAN



DATE: 12/18/2019

AMTRAK ROUTES IN VIRGINIA, EXISTING AND PROPOSED

- EXISTING VIRGINIA SUPPORTED SERVICE
- EXISTING LONG DISTANCE SERVICE
- FUTURE VIRGINIA SUPPORTED SERVICE

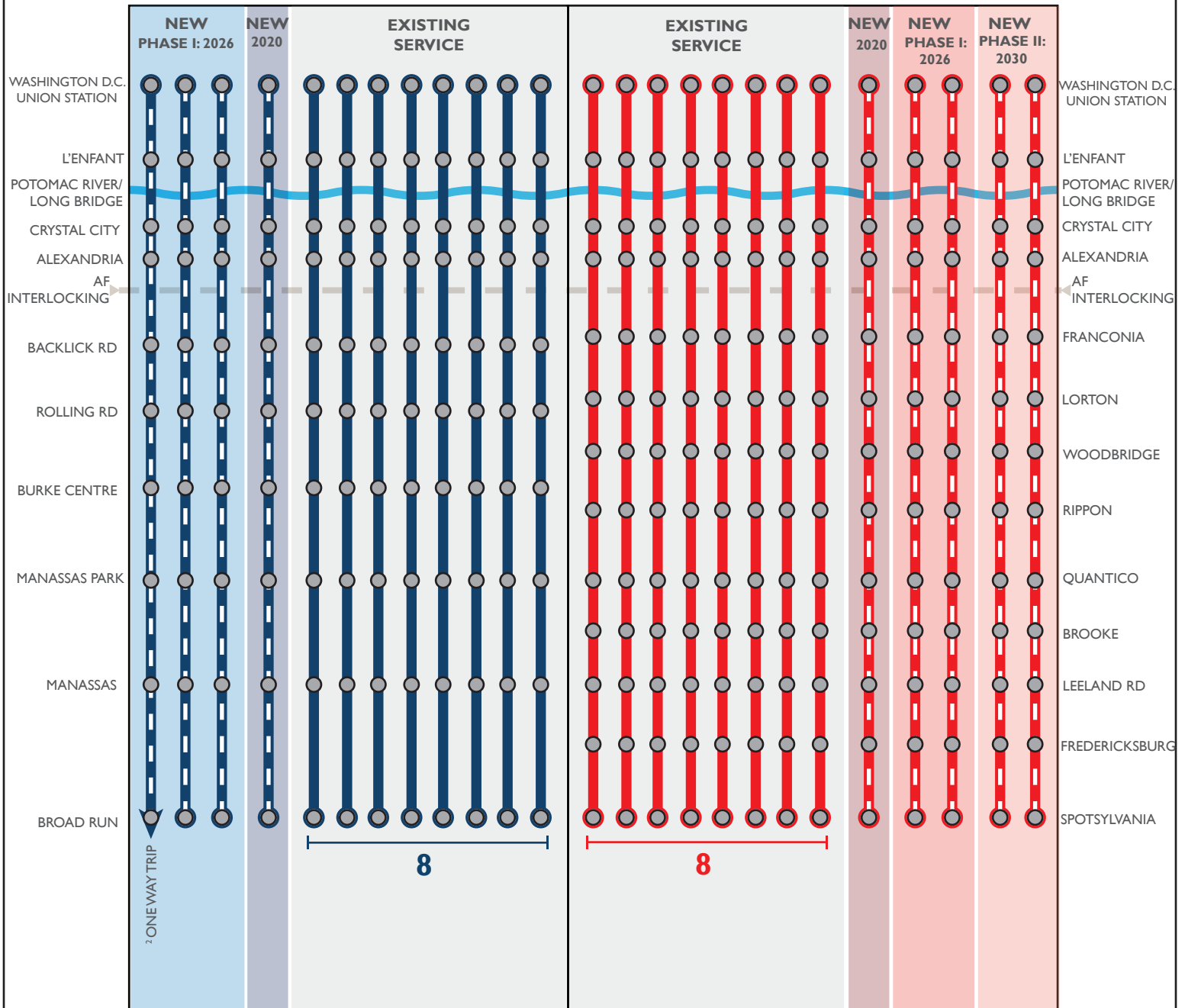


VIRGINIA-CSX RAIL PROPOSAL

VRE SERVICE PLAN

*VRE MANASSAS LINE

VRE FREDERICKSBURG LINE



DATE: 12/18/2019

VIRGINIA RAILWAY EXPRESS (VRE) ROUTES IN VIRGINIA, EXISTING AND PROPOSED

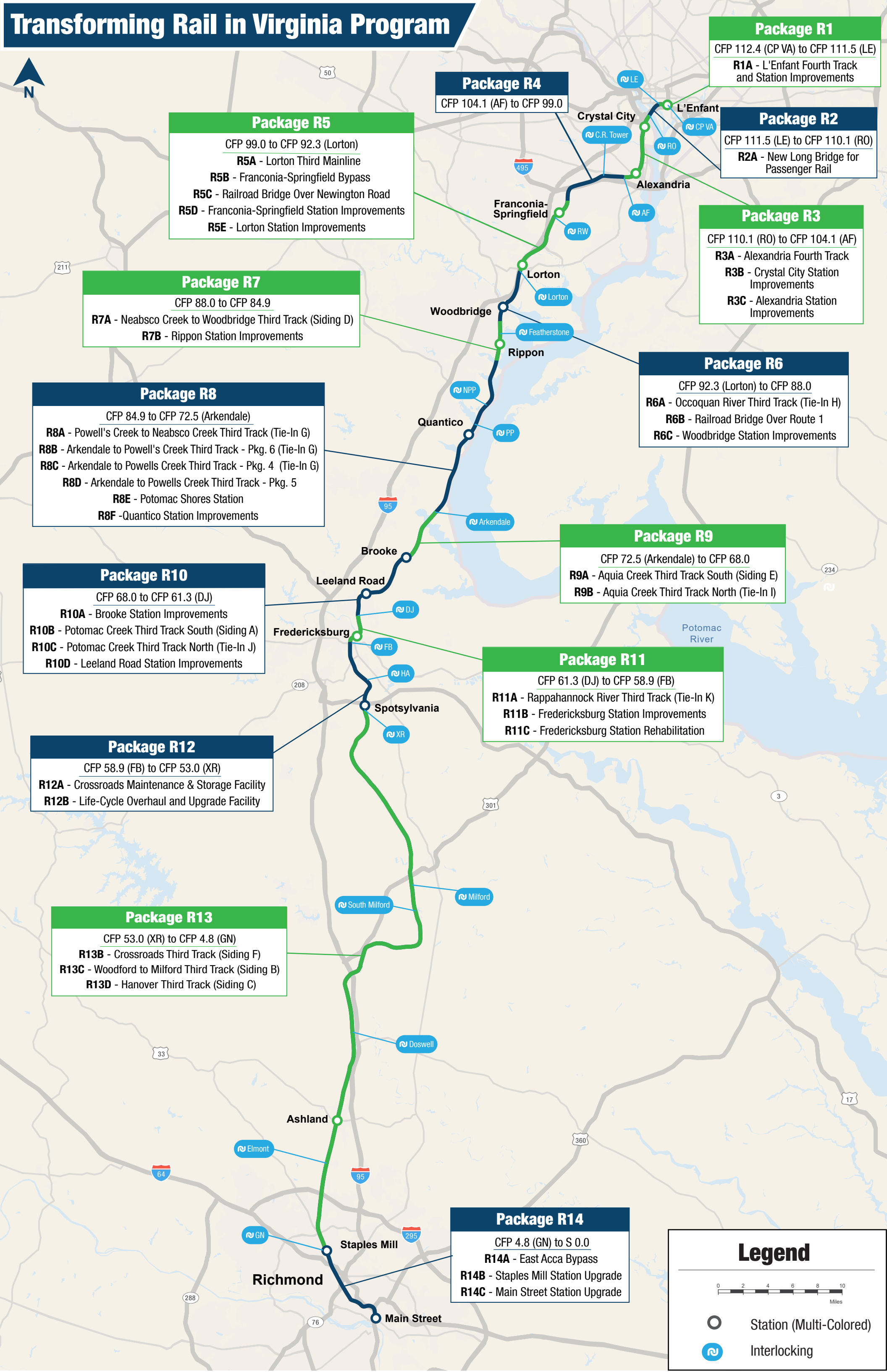
- STATION
- MANASSAS LINE
- FREDERICKSBURG LINE
- FUTURE MANASSAS LINE
- FUTURE FREDERICKSBURG LINE

NOTE:

1. * SUBJECT TO AGREEMENT WITH NORFOLK SOUTHERN
2. EACH LINE SEGMENT REPRESENTS A ROUND TRIP EXCEPT WHERE NOTED
3. FUTURE WEEKEND SERVICE BEGINNING IN PHASE I



Transforming Rail in Virginia Program



Package R1 - CFP 112.4 (CP VA) to CFP 111.5 (LE)

PROJECT DESCRIPTIONS

R1A*

- Construct 0.9 miles of fourth track through and around L'Enfant Station
- Extend the existing L'Enfant Station platform and widen into an island platform to provide two platform edges and accommodate longer trains
- Modify passenger access to new island platform
- Modify the existing interlocking

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R2 - CFP 111.5 (LE) to CFP 110.1 (RO)

PROJECT DESCRIPTIONS

R2A*

- Construct 1.4 miles of proposed improvements including eight rail bridges and two pedestrian structures over the Potomac River and DC roadways

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R3 - CFP 110.1 (RO) to CFP 104.1 (AF)

PROJECT DESCRIPTIONS

R3A*

- Construct 6.0 miles of fourth track between the RO and AF interlockings
- Modify the existing RO and AF interlockings
- The new track will be coordinated with the Crystal City Station Improvements (R3B) and Alexandria Station Improvements (R3C)

R3B

- Demolish the existing platform at Crystal City Station
- Construct a new island platform at a location south of the existing station to provide two platform edges and accommodate longer trains
- Construct a new elevator and stair tower as well as a pedestrian underpass to access the new island platform

R3C

- Extend the existing west platform to accommodate longer trains
- Extend the existing east platform and widen into an island platform to accommodate longer trains
- Remove existing at-grade pedestrian crossing
- Construct new elevators for ADA accessible path

*Projects funded as a part of the Transforming Rail in Virginia Program

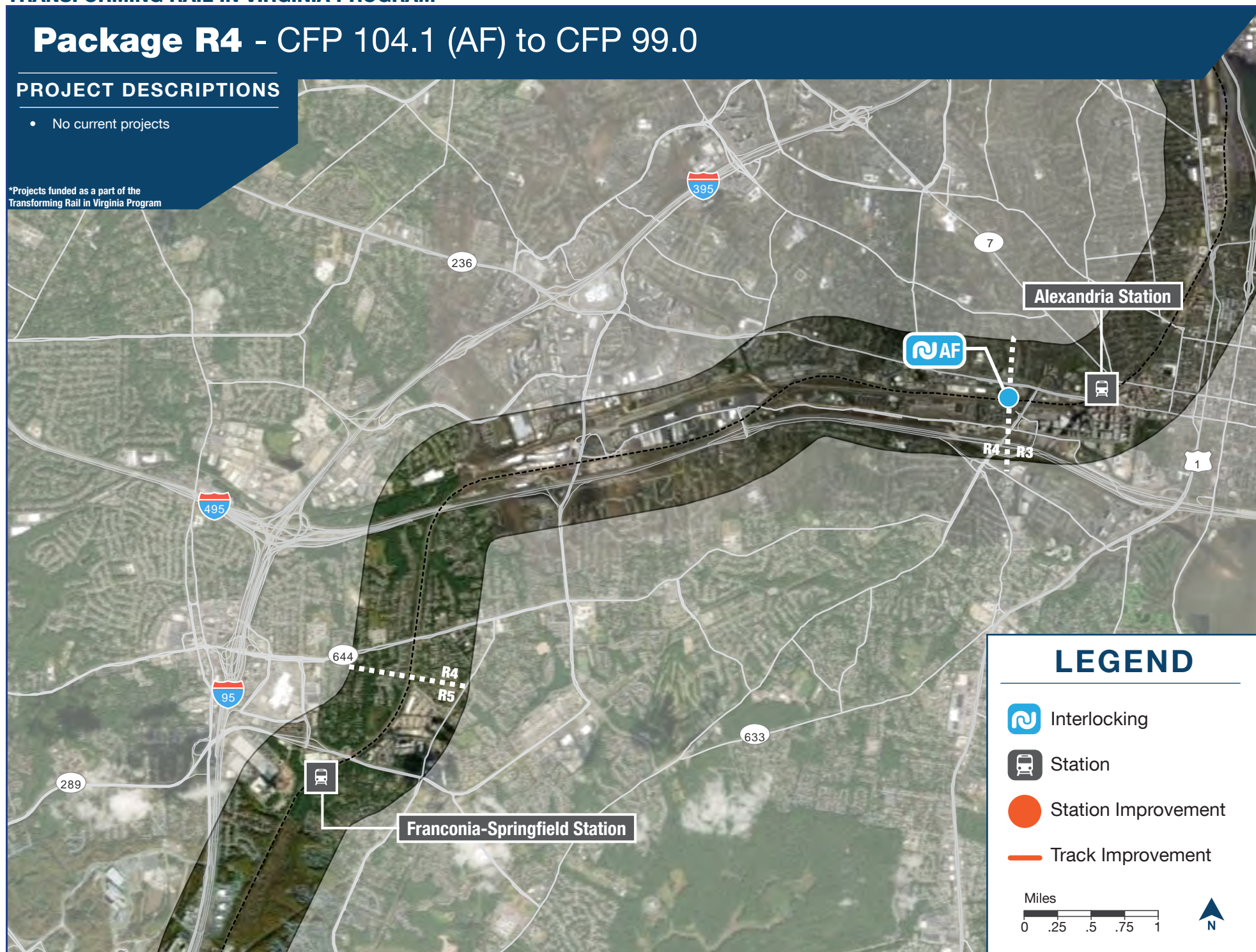


Package R4 - CFP 104.1 (AF) to CFP 99.0

PROJECT DESCRIPTIONS

- No current projects

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R5 - CFP 99.0 to CFP 92.3 (Lorton)

PROJECT DESCRIPTIONS

R5A*

- Construct 2.4 miles of third track south of Fairfax County Parkway to Lorton interlocking
- Construct new railroad bridges over Pohick Creek and Accotink Creek without impacts to existing structures
- Modify Lorton interlocking

R5B*

- Construct 2.8 miles of third track
- Construct a bypass bridge that realigns passenger tracks from the west side of the corridor to the east side of the corridor
- Construct a single track on the bypass bridge with accommodations for a future second track
- At-grade track improvements to accommodate the bypass bridge

R5C*

- Construct 0.9 miles of third track
- Construct two new two-track railroad bridges to accommodate the modified roadway configuration of Newington Road proposed in Fairfax County Comprehensive Plan

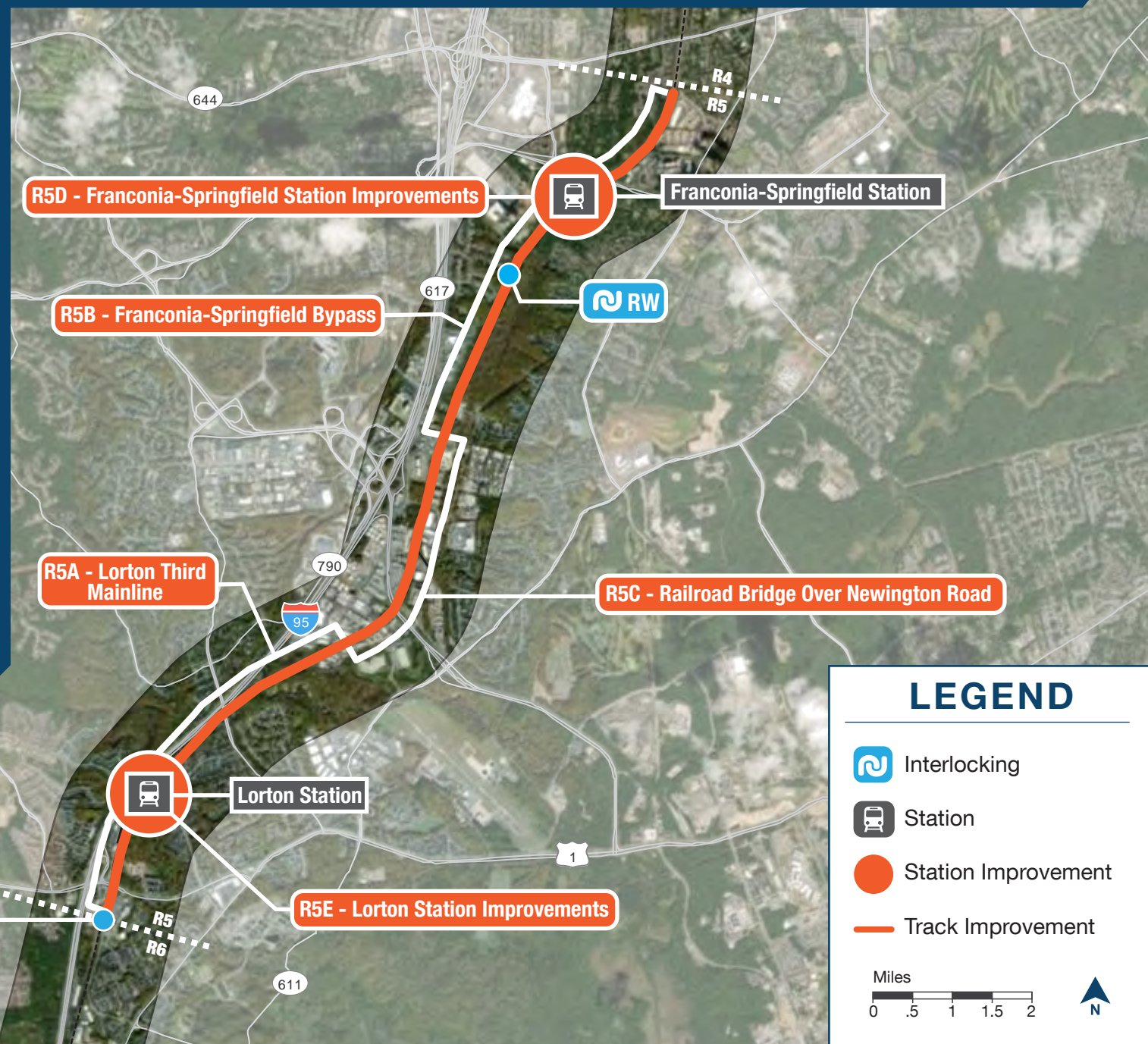
R5D

- Extend the two existing side platforms to accommodate longer trains
- Construct pedestrian underpass to provide pedestrian access to east side of 3rd mainline constructed in R5B

R5E

- Scope of project to be determined

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R6 - CFP 92.3 (Lorton) to CFP 88.0

PROJECT DESCRIPTIONS

R6A

- Construct 6.0 miles of third track between Lorton interlocking and Woodbridge Station
- Construct new bridge over the Occoquan River with a single track and accommodations for a future second track on the new bridge without impacts to the existing structure

R6B*

- Construct two new two-track railroad bridges to accommodate the modified roadway configuration of Route 1 proposed in the Fairfax Comprehensive Plan

R6C

- Widen the existing east platform into an island platform to provide two platform edges and lengthen the platform to accommodate longer trains
- Construct new elevator and stair tower to provide passenger access between both platforms

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R7 - CFP 88.0 to CFP 84.9

PROJECT DESCRIPTIONS

R7A*

- Construct 3.1 miles of third track from south of Dawson Beach Road to north of Neabsco Creek
- Construct new bridges with a single track and accommodations for a second track over an unnamed creek and Farm Creek without impacts to the existing structures
- Modify the at-grade crossing at Featherstone Road for the new third track
- Modify the existing Featherstone interlocking





R7B

- Extend and widen existing platform to accommodate longer trains
- Construct elevator and stair tower to provide passenger access between both platforms

*Projects funded as a part of the Transforming Rail in Virginia Program



LEGEND

-  Interlocking
-  Station
-  Station Improvement
-  Track Improvement

Miles
0 .25 .5 .75 1



Package R8 - CFP 84.9 to CFP 72.5 (Arkendale)

PROJECT DESCRIPTIONS

R8A

- Construct 1.5 miles of third track from Neabsco Creek to Powell's Creek
- Construct new bridges with a single track and accommodations for a second track over Neabsco Creek and Powell's Creek

R8B

- Construct 1.2 miles of third track from Neabsco Creek to south of the future Potomac Shores Station

R8C

- Construct 0.9 miles of third track from south of the future Potomac Shores station to N Possum Point interlocking
- Modify existing N Possum Point interlocking

R8D

- Construct 0.7 miles of third track between Quantico Creek and John Quick Road/Henderson Road

R8E

- Construct a new platform on the east side of the existing tracks
- Construct a new elevator and stair tower to provide passenger access to the platform
- Design and construction to be completed by Others

R8F

- Extend the existing platform to accommodate longer trains
- Construct a new island platform west of the existing tracks
- Construct a new elevator and stair tower to access the new island platform

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R9 - CFP 72.5 (Arkendale) to CFP 68.0

PROJECT DESCRIPTIONS

R9A*

- Construct 2.8 miles of third track from north end of Brooke Station to south of the existing Aquia Creek bridge

R9B

- Construct 1.7 miles of third track from Arkendale interlocking to south of the Aquia Creek bridge
- Construct a new bridge over Aquia Creek with a single track and accommodations for a future second track without impacts to the existing structure
- Modify the existing Arkendale interlocking

*Projects funded as a part of the Transforming Rail in Virginia Program



LEGEND

- Interlocking
- Station
- Station Improvement
- Track Improvement

Miles

0 .25 .5 .75 1

N

Package R10 - CFP 68.0 to CFP 61.3 (DJ)

PROJECT DESCRIPTIONS

R10A

- Extend and widen the existing platform to accommodate longer trains
- Construct a new stair tower and elevator to access the new island platform
- Eliminate one at-grade crossing and construct a new roadway bridge to provide better access to Brooke Station via Andrew Chapel Road and Mt Hope Church Road

R10B*

- Construct 3.9 miles of third track between Potomac Creek and DJ interlocking
- Reconstruct the roadway bridge at Leeland Road
- Construct a new bridge over Harrell Road at Claiborne Run with a single track and accommodations for a future second track without impacts to existing structure
- Modify the existing DJ interlocking

R10C

- Construct 2.8 miles of third track between Brooke Station and Potomac Creek
- Construct a new railroad bridge over Potomac Creek without impacts to the existing structure
- Reconstruct the railroad bridge over Andrew Chapel Road
- Reconstruct the railroad bridge at Eskimo Hill Road

R10D

- Extend and widen existing platform to accommodate longer trains
- Construct a new elevator and stair tower to provide passenger access to the platform

*Projects funded as a part of the Transforming Rail in Virginia Program



LEGEND

- Interlocking
- Station
- Station Improvement
- Track Improvement

Miles
0 .25 .5 .75 1



Package R11 - CFP 61.3 (DJ) to CFP 58.9 (FB)

PROJECT DESCRIPTIONS

R11A

- Construct 2.4 miles of third track between DJ and FB interlockings
- The new third track will be elevated through Downtown Fredericksburg
- Construct new railroad bridges over the Rappahannock River and Naomi Road with a single track and accommodations for a future second track without impacts to existing structure
- Modify the existing FB interlocking

R11B

- Widen the existing east platform into an island platform to provide two platform edges and lengthen the platform to accommodate longer trains

R11C

- Rehabilitate the existing station platform, modify the parking lot configuration, repair or replace lighting fixtures and signage, repair drainage system, and rehabilitate the adjacent bridge

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R12 - CFP 58.9 (FB) to CFP 53.0 (XR)

PROJECT DESCRIPTIONS

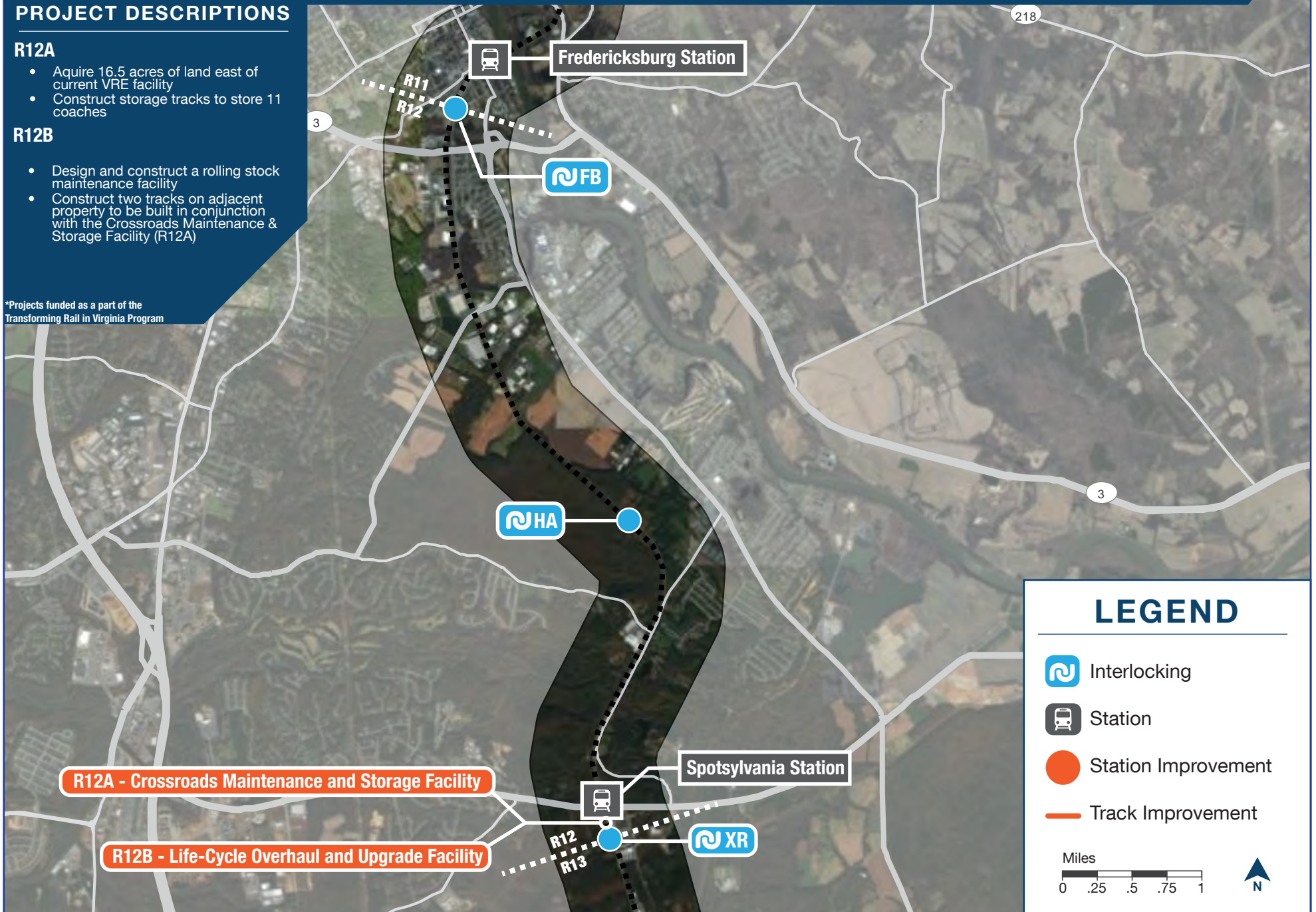
R12A

- Acquire 16.5 acres of land east of current VRE facility
- Construct storage tracks to store 11 coaches

R12B

- Design and construct a rolling stock maintenance facility
- Construct two tracks on adjacent property to be built in conjunction with the Crossroads Maintenance & Storage Facility (R12A)

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R13 - CFP 53.0 (XR) to CFP 4.8 (GN)

PROJECT DESCRIPTIONS

R13B*

- Construct 4.1 miles of third track between Spotsylvania Station and Claiborne Crossing Road
- Modify the at-grade crossing at Summit Crossing Road for the third track
- Modify the existing XR interlocking

R13C*

- Construct 3.1 miles of third track between Woodslane Road and Paige Road

R13D*

- Construct 2.9 miles of third track between the South Anna River and Vaughn Road/Henry Street
- Construct a single-track bridge at Elletts Crossing Road
- Modify the at-grade crossing at Vaughn Road/Henry Street for the new third track
- Reconstruct the roadway bridge at Washington Highway to accommodate future corridor expansion

*Projects funded as a part of the Transforming Rail in Virginia Program



Package R14 - CFP 4.8 (GN) to S 0.0

PROJECT DESCRIPTIONS

R14A

- Construct bypass track around the Acca Yard on the east side
- Construct improvements to Acca Yard necessary to allow bypass track

R14B

- Construct island platform east of the eastern most track
- Construct a fourth track to the east of the proposed station to utilize both sides of the station

R14C

- Upgrade station platform to accommodate regional trains

*Projects funded as a part of the Transforming Rail in Virginia Program



VPRA Administrative Information

VPRA Board Bylaws

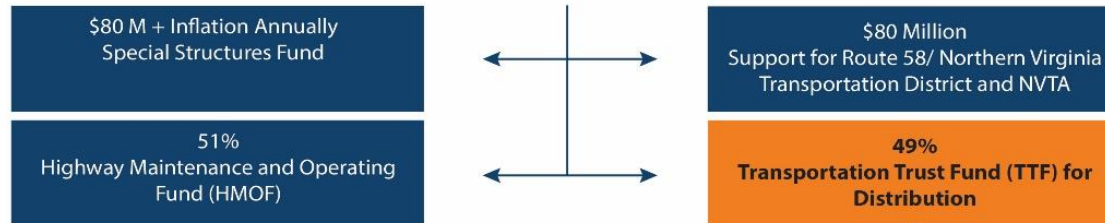
Bylaws will be provided after Adoption by the VPRA Board.

Commonwealth Rail Fund

MAJOR STATE REVENUES

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base Car: \$20.75 CTF Share	Tax on Motor Fuels 26.2 cents/ gallon + CPI Gasoline 27 cents/ gallon + CPI Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% 0.1% GF Transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% WMATA Capital Fund	Insurance Premium Taxes 1/3
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COMMONWEALTH TRANSPORTATION FUND



TRANSPORTATION TRUST FUND



COMMONWEALTH RAIL FUND (CRF)

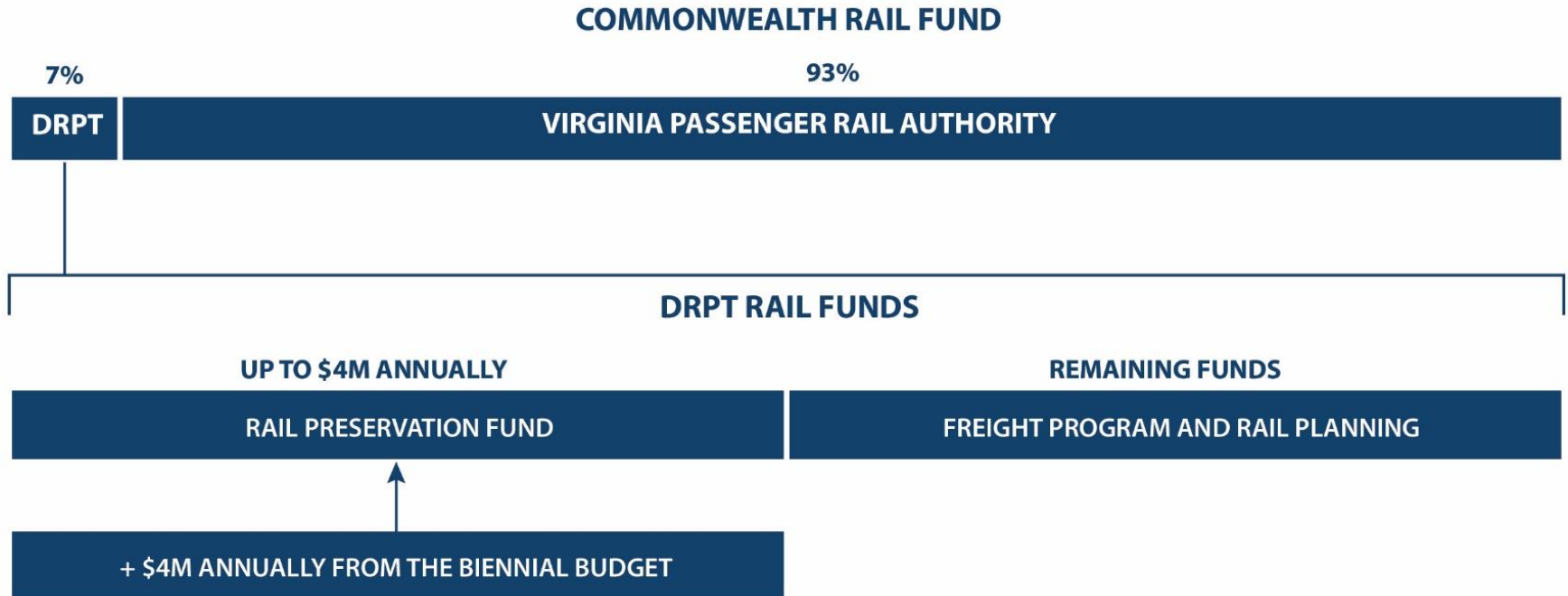


DRPT RAIL FUNDS



DRPT and VPRA Funding Sources

COMMONWEALTH RAIL FUND DISTRIBUTION



Contact Information

Virginia Passenger Rail Authority Board Members



Chair - Jennifer Mitchell, of Richmond, Director of the Virginia Department of Rail and Public Transportation (DRPT) – Jennifer Mitchell has been the Director of the Department of Rail and Public Transportation since 2014. In her time with DRPT, Ms. Mitchell has led several high priority transportation initiatives for the Commonwealth, including the \$3.7 billion agreement with CSX to construct the Long Bridge and dramatically expand passenger rail in the Commonwealth. She also serves as a member of the Commonwealth Transportation Board and as a board member on several transit agencies across the Commonwealth. Jennifer has over 25 years of experience in the transportation industry, where she has specialized in the planning and implementation of public transit projects, with a particular emphasis on developing strategic financial plans and advancing major projects through planning, design, and construction. She has a Bachelor in City Planning from the University of Virginia and a Masters in Regional Planning from the University of North Carolina – Chapel Hill.



The Honorable Sharon Bulova, of Fairfax County, Former Chairman, Fairfax County Board of Supervisors – Sharon Bulova is a retired chairman of the Fairfax County Board of Supervisors in Virginia. An original and longest-standing member of the VRE Operations Board, she worked diligently in the 1980s to establish the rail service, helping VRE overcome funding shortfalls, indemnification hurdles and oppositions from private railroads. She continued to advocate for commuter rail service as a supervisor, member of the Northern Virginia Transportation Commission, and member of the Metropolitan Washington Council of Governments Transportation Planning Board. In 2004 she was appointed by Governor Mark Warner to chair the Governor’s Commission on Rail Enhancement for the 21st Century. Her efforts over the last 30-plus years have contributed greatly to the quality of life and economic vitality of the region and the Commonwealth of Virginia.



Deborah Butler Painter, of Norfolk, Retired Executive, Norfolk Southern Corporation – Ms. Painter retired in October 2015 as the executive vice president of planning and chief information officer of Norfolk Southern Corporation. She joined Norfolk Southern in 1978 and served in positions of increasing responsibility in operations until being named assistant vice president transportation customer service in 2000 and vice president customer services in 2002, a position she held until her appointment as executive vice president in 2007. She has been a director of CMS Energy and Consumers Energy since January 2015. She has extensive experience in operations, leadership, customer service, sustainability and environment, safety, regulatory environment, strategic planning, and information technology.



Victor Cardwell, of Salem, Principal, Woods Rogers PLC - Victor Cardwell is Co-Chair of Woods Rogers Labor PLC and the Chairman of the Woods Rogers Board of Directors. He practices labor and employment law throughout the U.S., focusing on diversity, the Fair Labor Standards Act, and labor/management relations—including union-organizing campaigns and union-avoidance techniques, and workplace violence. He has significant experience before state and federal courts and administrative agencies. He provides legal representations to various organizations within the transportation and rail industries. Victor is Chair of the Board of Governors of the Virginia Bar Association and the Virginia State Bar's Board of Governors for its Diversity Conference. He also was named to the Roanoke Law Foundation Fellows Program in 2018. He lends legal counsel to many Roanoke-area nonprofit organizations and has served on numerous boards.



Patricia Doersch, of Falls Church, Partner, Squire Patton Boggs

- Patricia Doersch is a partner at Squire Patton Boggs (US) LLP. She practices exclusively in the transportation and infrastructure sectors, specializing in public transportation funding and finance and transportation safety compliance. She regularly assists transit agencies, bus and railcar manufacturers, and other transportation stakeholders in advancing ambitious capital programs and addressing complex regulatory requirements. She knows the transformative impacts that public transportation investments bring to the communities they serve. As such, she welcomes the opportunity to help expand passenger rail service in the Commonwealth.



The Honorable Jay Fisette, of Arlington, Managing Partner, DMV Strategic Advisors and former Arlington County Supervisor

- Jay Fisette is currently the Managing Principal of DMV Strategic Advisors, LLC which assists businesses and local governments to advance policies that are consistent with the region's adopted vision. He served on the Arlington County Board from 1998 to 2017. Mr. Fisette was actively involved in regional bodies, many focused on transportation and the environment. He served as Chair of the Metropolitan Washington Council of Governments and of its Climate, Energy and Environment Policy Committee. He served as Chair and longtime member of the Northern Virginia Transportation Commission, which is part-owner of the Virginia Railway Express. He served on the Northern Virginia Transportation Authority and Vice Chair of the region's Transportation Planning Board - where he also chaired the Long Range Planning Task Force. He was the President and Executive Committee member of the Virginia Municipal League.



Roderick “Rod” Hall, of Woodbridge, Government Affairs Advisory, K&L Gates - Roderick Hall is a Government Affairs Advisor in the Public Policy Practice Group of an international legal advisory service firm. He is the current Chairman of the Virginia Aviation Authority Board of Directors and a former appointee of the U.S. Department of Transportation’s Federal Aviation Administration (FAA). Hall previously served as a policy advisor to a senior member of the Transportation & Infrastructure Committee’s - Railroad Subcommittee within the U.S. House of Representatives. He hopes to help VPRA establish a world class passenger rail system across the Commonwealth to include high speed rail.



Charles “Wick” Moorman, of Charlottesville, Retired Chairman and CEO Officer, Norfolk Southern Corporation -Wick Moorman is currently a senior advisor to Amtrak, where he previously served as president and CEO from August 2016 until January 2018. Prior to that and until 2015, Moorman was CEO (from 2005) and chairman (from 2006) of Norfolk Southern Corporation. From 1975 to 2005, he held various positions in operations, information technology, and human resources at Norfolk Southern Corporation. He serves as a director of Chevron Corporation and previously served as a director of Duke Energy Corporation and Norfolk Southern Corporation.



Cynthia Moses-Nedd, of Prince William County, Chief of Staff, Office of Wildland Fire, United States Department of the Interior - Cynthia Moses-Nedd is the Liaison to State and Local Government for the Department of Interior - Bureau of Land Management (BLM) and brings nearly 30 years of experience to the board. A graduate of Yeshiva University's Benjamin N. Cardozo School of Law, she uses her law background, analytical and interpersonal skills to negotiate, mediate and foster collaborative partnerships. Her legislative experience has sharpened her political acumen and enables her to provide sound recommendations based on analysis of a full range of factors.



The Honorable Paul Nichols, of Woodbridge, Principal, Nichols Zauzig Attorneys - Paul Nichols is a Principal and founder of Nichols Zauzig, a law firm with offices in Prince William County and Stafford County. His clients have included high profile corporate executives, political figures, athletes and numerous business owners with a variety of valuation issues. His legal practice concentrates on family law, as well as related matters such as protective orders and criminal defense. He was named by peers as a Best Lawyers in America®, selected as a Washington D.C. and Virginia area Super Lawyer®, which is limited to no more than 5% of the attorneys in those regions, and also recognized as a Top Lawyer by Washingtonian Magazine and Northern Virginia Magazine in the area of Family Law. Nichols was elected to the Virginia General Assembly House of Delegates in 2008 and served through 2010.



Hossein Sadid, of Richmond, CFO of the Virginia Museum of Fine Arts – Hossein Sadid joined the Virginia Museum of Fine Arts and Virginia Museum of Fine Arts Foundation as their CFO and the Deputy Director for Finance and Administration in November 2014. Prior to joining the Museum, he served as vice president for business and finance/treasurer at the University of Richmond from 2009 to 2013. In 2019 he was appointed by Governor Northam to the Commonwealth's Debt Capacity Advisory Committee. Over the past three decades, Sadid has been an advocate of community interests and diversity, receiving the Hispanic Business Association Annual Award, the Medal of Freedom Award from the Cleveland Chapter of the NAACP, the Governor's Supplier Diversity Initiative award, the Northeastern Neighborhood Development Corporation Keystone Award for Outstanding Business leadership, the Consortium of African American Organizations Business Development Award, and the President's Council Trailblazer Award.



James Spore, of Virginia Beach, CEO of Reinvent Hampton Roads - James Spore became the first president and chief executive officer of Reinvent Hampton Roads in 2016, following 24 years of service as city manager of the City of Virginia Beach. During his tenure as city manager, Virginia Beach won accolades as a Best Place to Live in America, one of the top five Best Managed Cities in the Nation, and the U.S. Senate Medallion of Excellence for Productivity and Quality. He has served on numerous regional boards and has been an active member of the American Planning Association, the American Society for Public Administration, the Alliance for Innovation, and the International City Management Association (ICMA). He continues to inspire regional cooperation as he leads Reinvent Hampton Roads, an outgrowth of a community leadership initiative of the Hampton Roads Community Foundation.



Mariia Zimmerman, of Richmond, President and CEO of MZ Strategies – Mariia Zimmerman is Founder and Principal of MZ Strategies, LLC - an urban planning and policy firm located in Richmond, serving clients across the country. Zimmerman brings deep experience leading a wide range of projects in transportation and planning with a focus on transit's role in supporting community development. She held senior positions within federal government, including at the US Department of Transportation, and with national transportation non-profit organizations before starting her own firm. She has a keen understanding of national passenger rail and federal transit policies, regulations, procurement processes and funding programs.



Ex-Officio, Non-Voting Member - Rich Dalton, of Richmond , CEO of VRE - A seasoned rail-operations veteran, Dalton has been with VRE for 11 years as deputy CEO and chief operating officer until becoming acting CEO in late 2019 and officially CEO in 2020. Among his accomplishments, Dalton led VRE's multi-year effort to implement positive train control (PTC), a federally mandated safety technology. In April 2019, VRE became the nation's sixth rail system to operate under PTC. Before joining VRE, Dalton spent 19 years in private industry with a global leader in passenger and freight rail. He is a military veteran, having served as a petty officer in the U.S. Navy. Dalton holds bachelor and master's degrees in business administration from Sam Houston State University.



Ex-Officio, Non-Voting Member - Bruno Maestri, Amtrak Vice President of Government Affairs and Corporate Communications

- Maestri is Vice President of Government Affairs and Corporate Communications for Amtrak, headquartered in Washington, D. C. He joined Amtrak in 2019 after retiring from a 24-year career at Norfolk Southern Corporation. He served as VP of Government Relations from 2005 until his retirement where he led federal legislative affairs, state and community affairs, and coordinated federal regulatory affairs. He was appointed to the Commonwealth of Virginia Rail Advisory Board by then Governor Tim Kaine in 2009, serving four years. Prior to this, Mr. Maestri was Chief Environmental Officer for Norfolk Southern from 1995 through 1998. During this time, he was appointed by then Governor Allen to the Commonwealth of Virginia Commission on Environmental Stewardship. Prior to joining Norfolk Southern, Mr. Maestri was in private practice for over 18 years, first with Versar, Inc. as a Senior Vice President and then with ATEC as Vice President for Consulting Services.

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