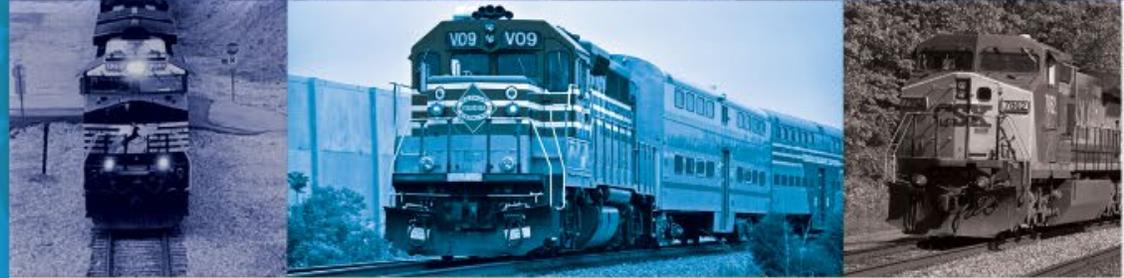


# Passenger Rail Update

I-81 Committee Meeting: July 7, 2022

VIRGINIA  
PASSENGER RAIL  
AUTHORITY



TRANSFORMING  
RAIL IN VIRGINIA

# Background: I-81 Funding, Roanoke Route & NRV

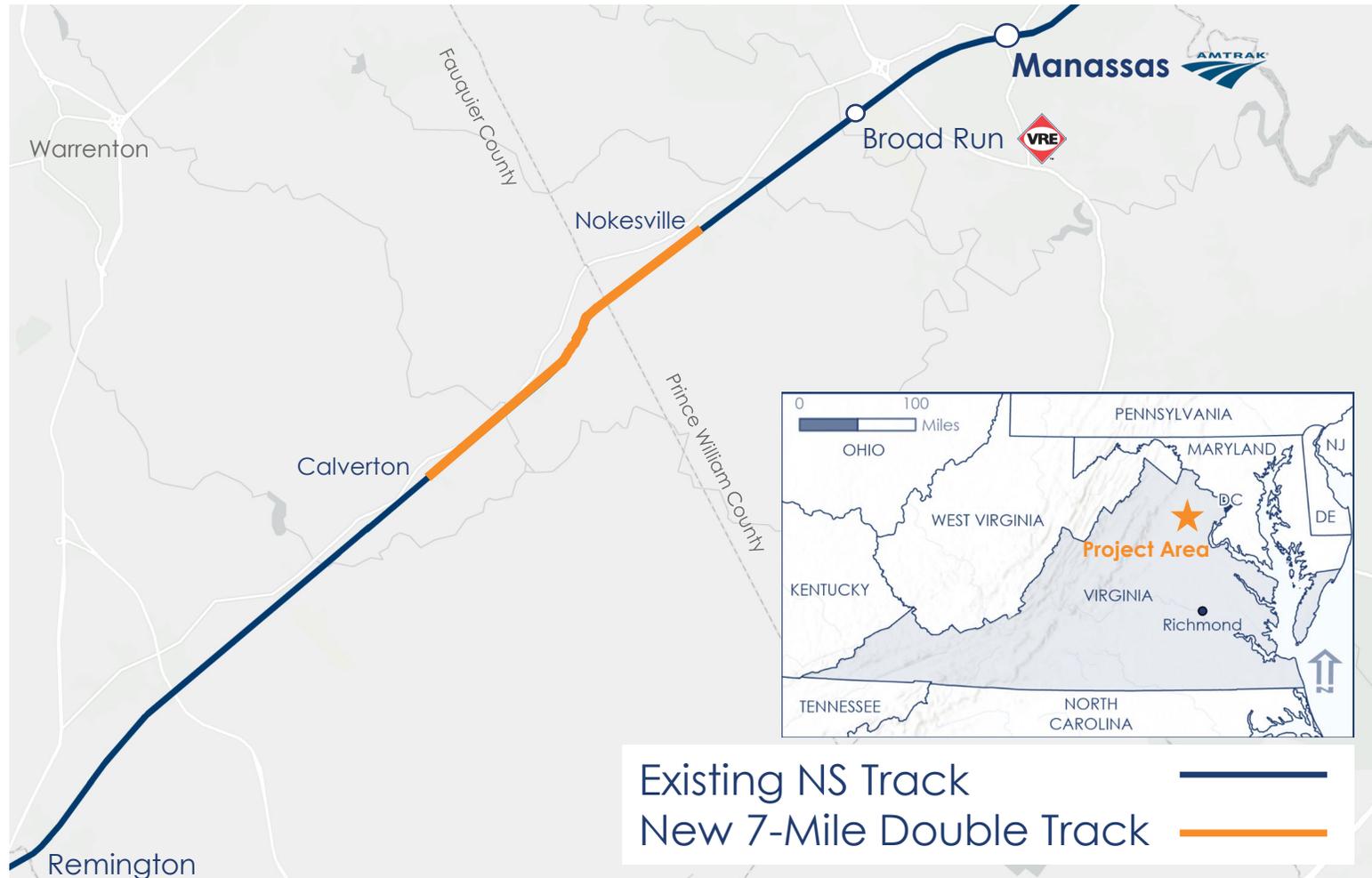
- \$100M in I-81 rail funding critical part of \$300M in western rail projects:
  - Will enable 2nd Roanoke Amtrak train & 2026 extension to New River Valley (NRV).
- Record setting 220,000+ passengers on Roanoke route in 2019; similar ridership in 2022.
- 80,000 net new rides/year forecasted on NRV to DC corridor once trains extended to NRV.
- Agreements with Norfolk Southern finalized in June, 2022.
- Virginia purchasing 28 miles of track from Salem to NRV.
- 2<sup>nd</sup> Roanoke train starts July 11, 2022.



# Rail Improvements by Norfolk Southern on Roanoke Route

## Nokesville to Calverton Double Track: \$50M

- Constructs 7 miles of double track to allow for 22 miles of continuous double track from Manassas to Remington.
- Extra capacity removes a rail bottleneck impacting passenger trains.
- Estimated completion late 2024.
- Funded partially with I-81 Funds.



# Rail Improvements by Norfolk Southern for NRV Extension

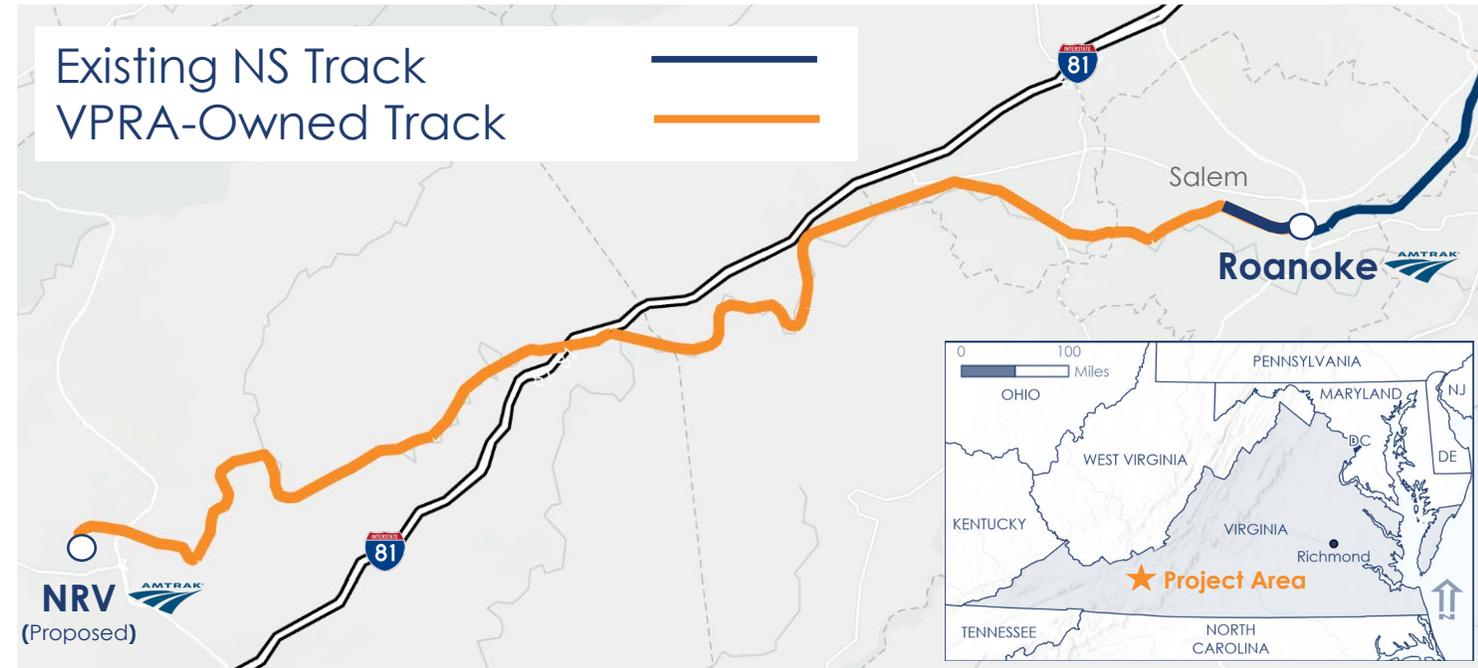
## Roanoke West Yard: \$36.5M

- Construction of tracks to allow passenger trains to bypass congested Norfolk Southern yard
- Construction estimated to be complete in 2025.
- Funded with Smart Scale grant.



# Rail Improvements by Norfolk Southern for NRV Extension

- VPRA making improvements to the 28 miles of VPRA owned track from Salem to NRV:
  - \$14.3 M for bridge enhancement & replacement
  - \$48 M to retrofit the mile-long Merrimac Tunnel for passenger egress
  - \$22.5 M for track upgrades to accommodate passenger rail service
- Funded with Commonwealth Rail Funds

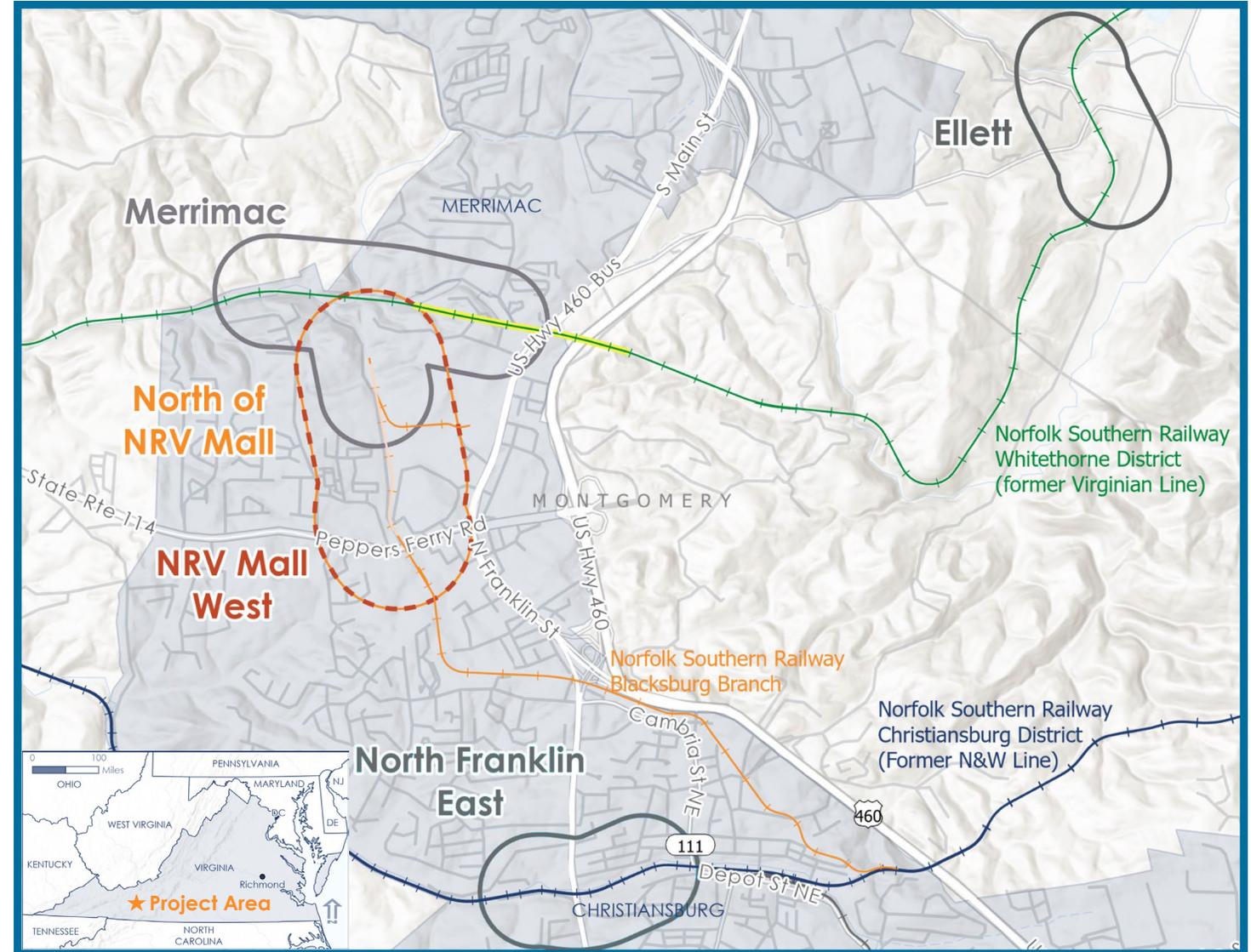


# Improvements by VPRA: NRV Station Study Area Locations

## 5 Station Sites Considered

1. North Franklin East – eliminated due to location
2. Ellett – eliminated due to cost
3. Merrimac – eliminated due to cost
4. North of NRV Mall
5. NRV Mall West

- 2,800 survey responses and 200 attendees at public meetings.
- **North of NRV Mall and NRV Mall West locations preferred by public:**
  - Utilizes existing roads and transit
  - Requires less property acquisitions
  - Lower constructability costs



# NRV Platform and Track Capital Cost Estimates\*

- The NRV Platform and related track improvements to be funded with I-81 Funds and Commonwealth Rail Funds once site selected
- Local and other funds needed to construct station house; VPRRA will help pursue federal funds

Station Alternative Sites	Offsite	Station System	Total Construction
Ellett	\$97.2M	\$80.1M	<b>\$177.3M</b>
Merrimac	\$25.5M	\$49.8M	<b>\$75.3M</b>
North of NRV Mall	\$21.4M	\$35.9M	<b>\$57.3M</b>
NRV Mall West	\$21.4M	\$34.7M	<b>\$56.1M</b>

## Station Systems

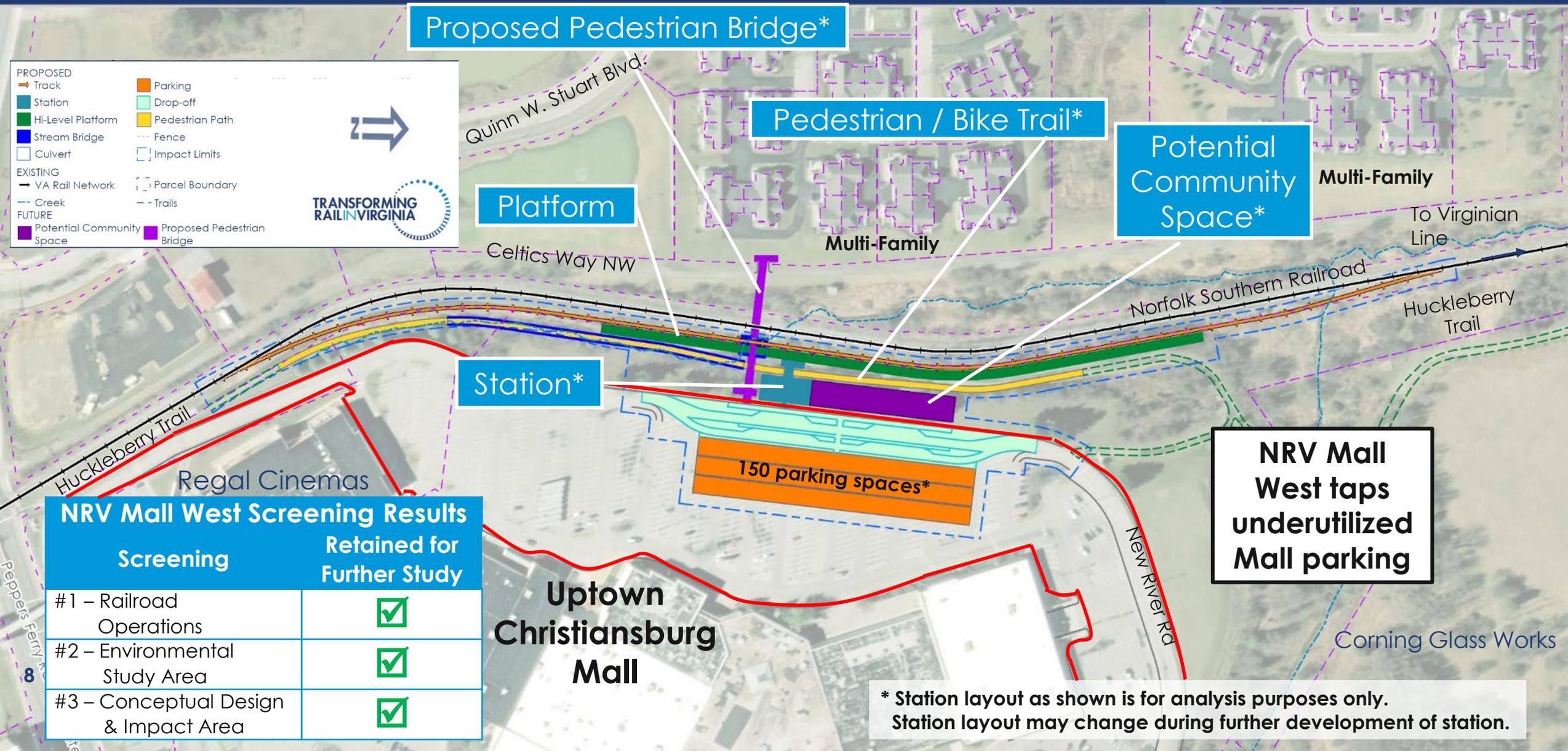
- Track
- Turnouts
- Fencing
- Platform
- Signals
- Earthwork
- Retaining walls
- Maintenance facility
- Caretaker station
- Pedestrian bridge
- Parking / drop-off area
- Staircase / elevators
- Pedestrian walkway
- Pedestrian / bike path

## Offsite

- Connecting track
- Earthwork
- Utilities
- Drainage
- Signalized intersections
- Roadway improvements
- Shared-use path

\* Costs are an order of magnitude estimate due to the number of unknown conditions at this level of study.

# NRV Mall West Station Option



Proposed Pedestrian Bridge\*

Pedestrian / Bike Trail\*

Potential Community Space\*

Platform

Station\*

150 parking spaces\*

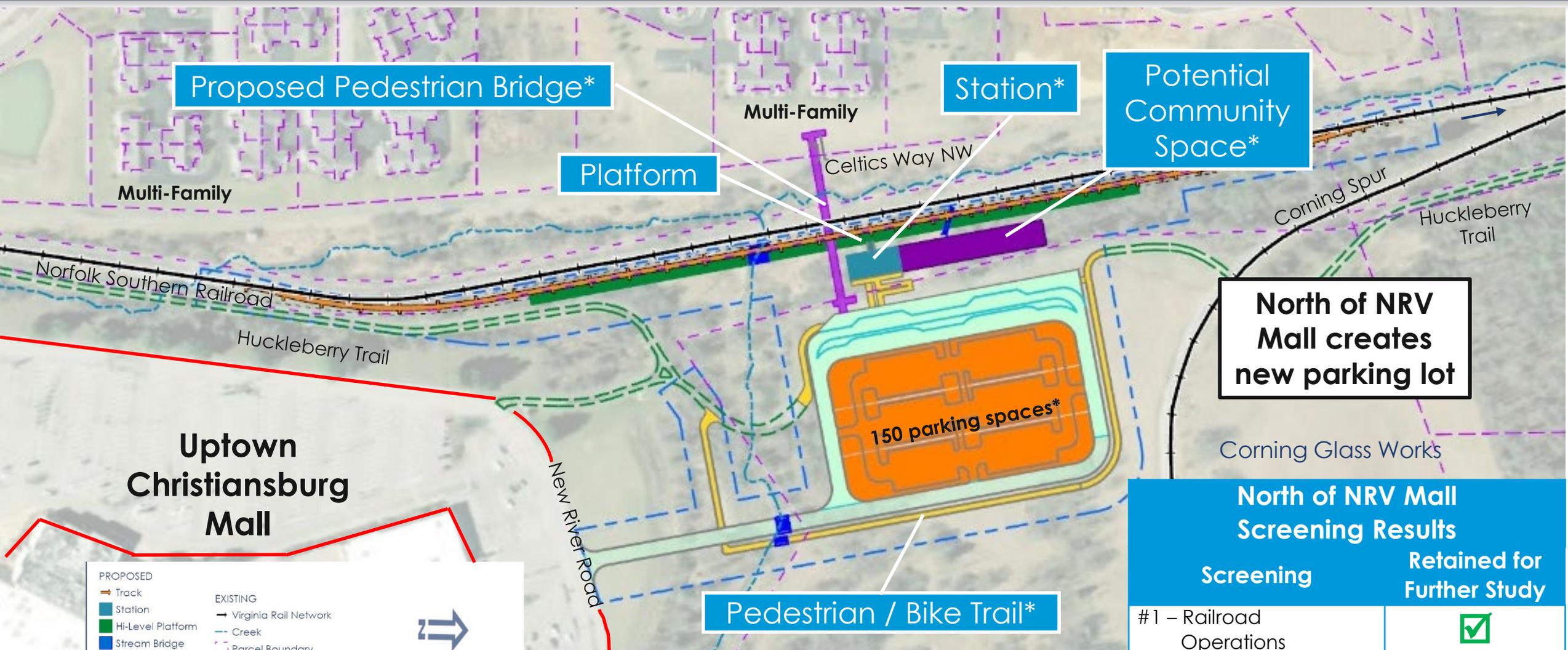
**NRV Mall West taps underutilized Mall parking**

## NRV Mall West Screening Results

Screening	Retained for Further Study
#1 – Railroad Operations	✓
#2 – Environmental Study Area	✓
#3 – Conceptual Design & Impact Area	✓

\* Station layout as shown is for analysis purposes only. Station layout may change during further development of station.

# North of NRV Mall Station Option



**North of NRV Mall creates new parking lot**

## North of NRV Mall Screening Results

Screening	Retained for Further Study
#1 – Railroad Operations	<input checked="" type="checkbox"/>
#2 – Environmental Study Area	<input checked="" type="checkbox"/>
#3 – Conceptual Design & Impact Area	<input checked="" type="checkbox"/>

**Pedestrian / Bike Trail\***

**\* Station layout as shown is for analysis purposes only. Station layout may change during further development of station.**

**PROPOSED**

- Track
- Station
- Hi-Level Platform
- Stream Bridge
- Parking
- Drop-off
- Pedestrian Path
- Fence
- Impact Limits

**EXISTING**

- Virginia Rail Network
- Creek
- Parcel Boundary
- Trails

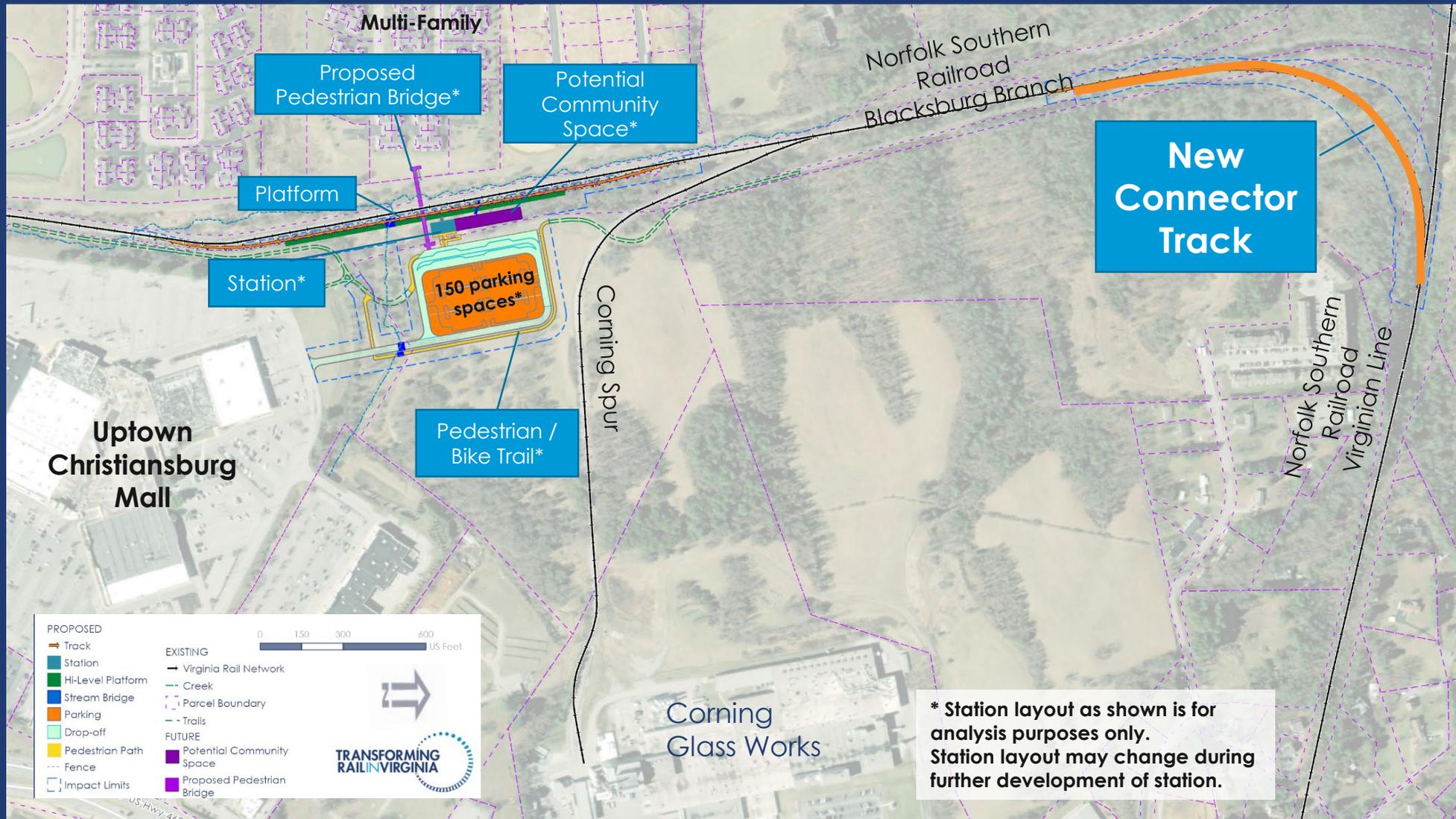
**FUTURE**

- Potential Community Space
- Proposed Pedestrian Bridge

TRANSFORMING RAIL IN VIRGINIA

# Additional Infrastructure – Mall Options

- Track connection between the Blacksburg Branch and the Virginian Line is needed to serve the Mall locations.





# Amtrak Service Expansion

- **Service Expansion:** One additional round trip on Roanoke route to the Northeast Corridor
- **Start Date:** July 11, 2022

Roanoke Service		
Northbound		
Roanoke		Washington D.C.
Departure		Arrival
6:32 AM	→	11:34 AM
<b>4:35 PM*</b>	→	<b>9:35 PM*</b>
Southbound		
Washington D.C.		Roanoke
Departure		Arrival
5:00 PM	→	10:06 PM
<b>8:05 AM*</b>	→	<b>12:56 PM*</b>

\* Denotes new roundtrip



# Questions?

