



Growing Passenger Rail Service: RVA757 Connects' Action Plan

November 28, 2022



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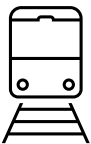
Document Purpose and Planning Process



Situation Review: 10 Facts About Passenger Rail Service



Input for RVA757 Connects from Rail Experts and Insiders



RVA757 Connects' Action Framework

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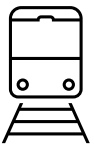
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RVA757 Connects' Action Framework

RVA757 Connects' Traditional Planning Process

To Advance RVA757 Connects' Major Focus Areas

DOCUMENT PURPOSE

This document is step 3 in RVA757 Connects' traditional planning and implementation process for priority focus areas.

1. RVA757 Connects' staff maps the situation and the key players / organization in the approved focus areas.
2. Staff identifies key factors of success and ways RVA757 Connects can help advance the focus area.
3. **RVA757 Connects' staff briefs Board of Directors and Megaregion Institutional Council (MIC) members.**
4. **RVA757 Connects' Board and MIC discuss, identify, and approve action the action framework.**
5. With Board/MIC approval, staff implements the action plan – *convenes, connects, and collaborates*.
6. Staff keeps Board/MIC informed of progress.
7. Subsequent RVA757 Connects' annual planning informed by focus area progress and current status.

RVA757 Connects' Priority Focus Areas

Board/MIC-approved RVA757 Connects' priority focus areas

1. Accelerate the I-64 Innovation Corridor status as a Global Internet Hub
2. Support the continuation of the Virginia Capital Trail to Hampton Roads
- 3. Remove barriers to increase passenger rail service**
4. Advocate for I-64 widening (29-mile gap from RIC to Williamsburg)
5. Drive and showcase greater collaboration and innovation
6. Support directors' and members' initiatives
7. Advance our megaregion's brand – I-64 Innovation Corridor

RVA757 Connects' passenger rail service

GOALS:

1. Increase rail service between Richmond and Hampton Roads.
2. Increase rail service from/to Richmond and Hampton Roads and other popular markets (DC, NYC, Philly, Raleigh, Charlotte, etc.)

RVA757 Connects' Passenger Rail Committee



This document has been informed by a group of RVA757 Connects' leaders:

Jim Spore (RVA757 Connects Board who also serves on the Virginia Passenger Rail Authority board)

Robbyn Gayer (RVA757 Connects Board who also serves on the board of Virginians for High Speed Rail)

Aubrey Layne (RVA757 Connects Board and former Virginia Secretary of Transportation)

Bob Crum (RVA757 Connects MIC member)

Danny Plaughter (RVA757 Connects MIC and Executive Director of Virginians for High Speed Rail)



RVA757 Connects' passenger rail planning has benefited from input from rail leaders:

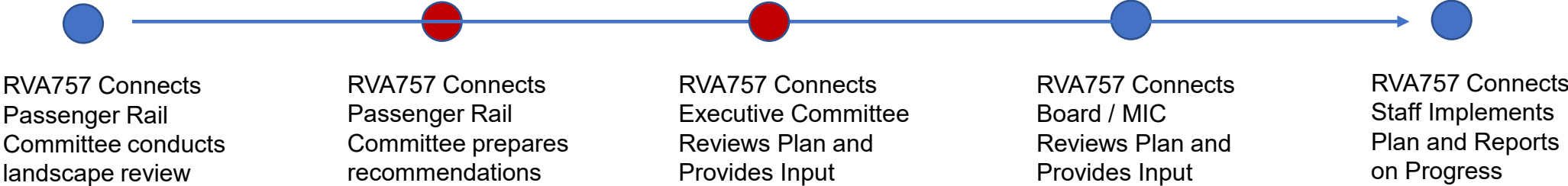
Jennifer DeBruhl, Director of the Virginia Department of Rail and Public Transportation (DRPT)



DJ Stadler, Executive Director, Virginia Passenger Rail Authority (VPRA)



RVA757 Connects' Passenger Rail Support Strategic Planning Process



We are here!

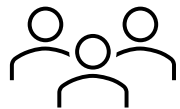
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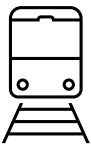
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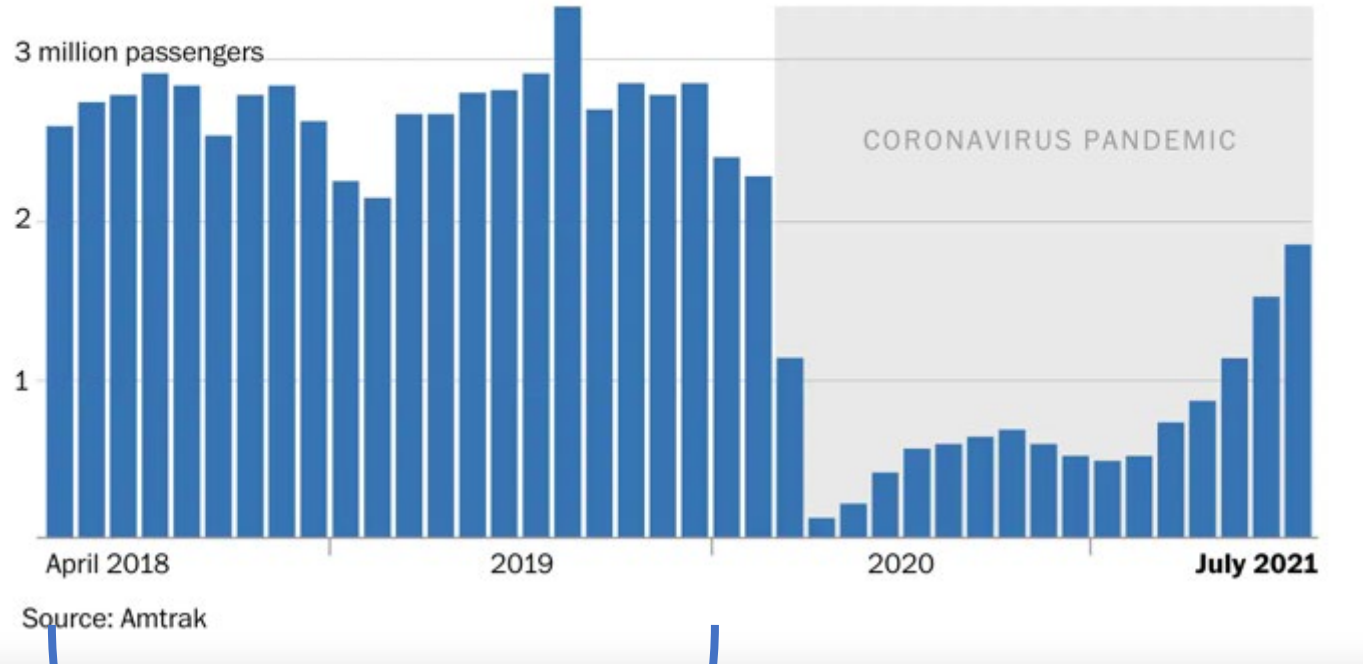


Amtrak had a near death experience with the Pandemic. The agency has bold plans for the future.

Pandemic Impact



Monthly Amtrak ridership



“Amtrak was facing a ‘near-death’ experience. Both business and travel leisure rapidly grinded to a halt, causing ticket sales to drop 97 percent in a matter of weeks.”

Stephen Gardner, CEO, Amtrak

Overall, the pandemic caused ridership across the U.S. to drop by almost 50%.

- Pre-Covid, Amtrak served ~33 million annual riders

Amtrak's Long-term Goal and New Reality



Amtrak's Goal

- By 2024 fully recover to the 33 million annual rider level recorded before the pandemic.
- By 2040 double annual ridership to 65 million.



Adding new and more frequent service is essential to achieving this kind of growth.



Amtrak's Challenge and Opportunity

- Covid has shifted interest in passenger rail and introduced a whole new generation of riders into the network.
- The new demand is driven by reduction in work commutes (rise in remote work) and increase in close-by leisure trips.
- Amtrak is adding routes to more getaway destinations.

Source: Politico's August 2022 interview with Stephen Gardner, CEO, Amtrak

Funding is key



- Amtrak is preparing to oversee billions in capital work over the next several decades.
- It will receive \$22 billion in direct aid from the federal infrastructure package. There are more competitive grants that states can tap into for various rail proposals.
- It's a significant amount of funding, but still falls short of the kind of investment European transit agencies regularly make to expand and improve high-speed rail service.
- Europe invested \$1 trillion in its rail system over the last two decades. With the recent infrastructure package, the United States will have invested \$120 billion into rail over the last 50 years.

Source: Politico's August 2022 interview with Amtrak CEO Stephen Gardner



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**The Commonwealth of
Virginia (through VPRA)
supports Amtrak
Regional Service.**

Amtrak Virginia Service

Amtrak operates up to 30 trains per day in Virginia, serving 21 stations through two types of services: Virginia-supported regional trains and seven long-distance trains.

- Interstate corridor and long-distance trains that operate through Virginia on routes linking New York with Miami, Savannah, Charlotte, New Orleans, and Chicago. This includes the long-distance Auto Train operating between Lorton, Va. and Sanford, Fla.
- Virginia regional service through Amtrak's Northeast Regional trains on four routes from Washington, D.C., to Richmond, Norfolk, Newport News, Lynchburg, and Roanoke.

Amtrak Routes in the East		
State-Supported Route Number/ Train Name	Description	Service Frequency
Regional Services		
46	Washington – Roanoke	2 daily round trips
47	Washington – Newport News	2 daily round trips
50	Washington – Norfolk	3 daily round trips
51	Washington – Richmond	1 daily round trip
Long Distance Services		
Carolinian (supported by the State of North Carolina)	New York – Washington – Richmond – Raleigh – Charlotte	1 daily round trips
Auto Train	Lorton, VA - Sanford, FL	1 daily round trip
Cardinal	New York – Washington – Charlottesville – White Sulphur Springs – Charleston – Cincinnati – Indianapolis – Chicago	Three days per week in each direction
Crescent	New York – Washington – Charlottesville – Greensboro – Charlotte – Atlanta – Birmingham – New Orleans	1 daily round trip
Palmetto	New York – Washington – Richmond – Charleston – Savannah	1 daily round trip
Silver Meteor	New York – Washington – Richmond – Charleston – Savannah – Jacksonville – Orlando – Miami	1 daily round trip
Silver Star	New York – Washington – Richmond – Raleigh – Columbia – Savannah – Jacksonville – Tampa – Orlando – Miami	1 daily round trip

Amtrak Virginia state-supported routes are operating at record highs



- The program bringing subsidized rail service to Virginia began in 2009 with a single round-trip between Lynchburg and Washington.
- Today, a total of 17 stations in Virginia are served between the four routes, and travelers can connect at Union Station to points such as Philadelphia, New York City, and Boston.

Ridership in Virginia

August 2022 (All-time monthly high)	119,280
August 2019	99,942



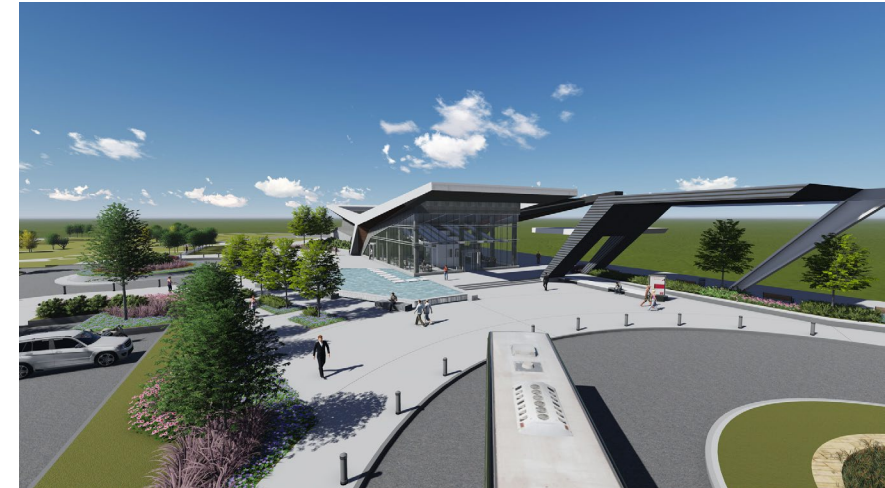


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**Rail service (# of trains)
between and to/from
Richmond and Hampton
Roads has been growing.**

Key Service Improvements

- **Pre-2009:** Two Amtrak Regional round trips between Richmond and Northeast Corridor and two Amtrak Regional round trips between Newport News and Northeast Corridor
- **2010:** Added third Amtrak regional round trip from Richmond to Northeast Corridor
- **2012:** One of the Richmond Amtrak Regionals extended to Norfolk via Petersburg, adding service for the first time to Norfolk in 40 years
- **2019:** Extended a second Richmond Amtrak regional to Norfolk
- **July 2022:** Added third Norfolk Amtrak regional, added second Roanoke Amtrak regional train service, reinstated the second train to Newport News (had been suspended since January because of staffing issues)
- **Fall 2023:** Planned \$47 million Newport News Transportation Center (hub for rail, buses, taxis and airport shuttles) to be completed.



The \$47 million Transportation Center in Newport News is under construction on Bland Boulevard between Warwick Boulevard and Interstate 64. It will replace the undersized Amtrak station on Warwick Boulevard.



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The pandemic was a brief setback, but ridership is recovering to/from Richmond and Hampton Roads.

Annual Ridership – Recovering from Covid



Ridership to/from Newport News

FY 2021*: 71,856
 FY2020: 52,175
 FY 2019: 95,510

*Fiscal year ending Sept. 30



Ridership to/from Norfolk

FY 2021*: 63,205
 FY2020: 53,853
 FY 2019: 64,505

*Fiscal year ending Sept. 30



Ridership to/from Richmond (Staples Mill Station)

FY 2021*: 152,312
 FY2020: 201,624
 FY 2019: 361,191

*Fiscal year ending Sept. 30



Ridership to/from Richmond (Main Street Station)

FY 2021*: 41,687
 FY2020: 30,125
 FY 2019: 50,157

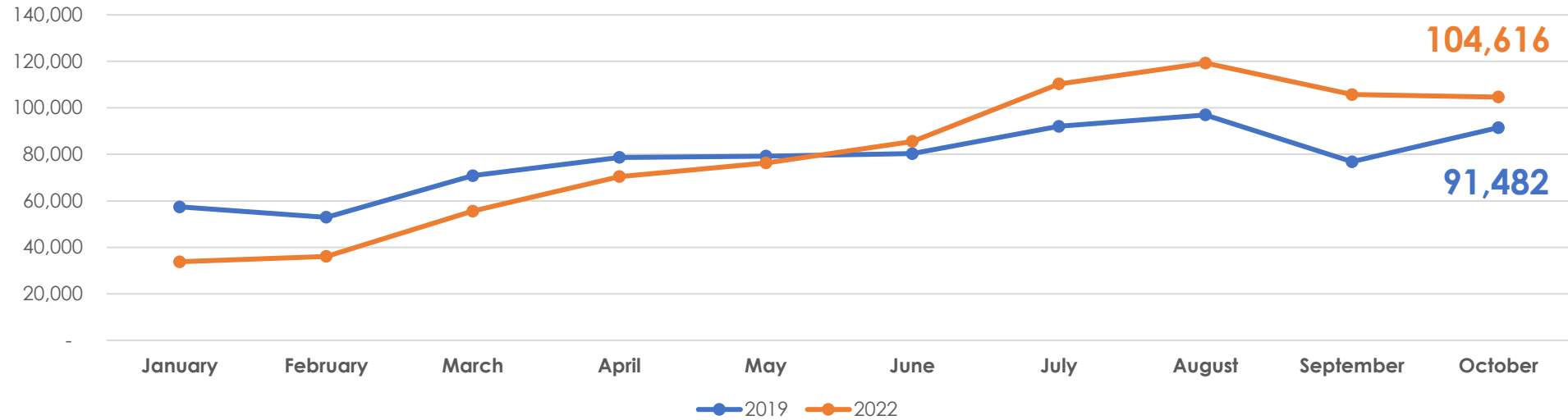
*Fiscal year ending Sept. 30

Virginia-Supported Monthly Ridership and Station Activity

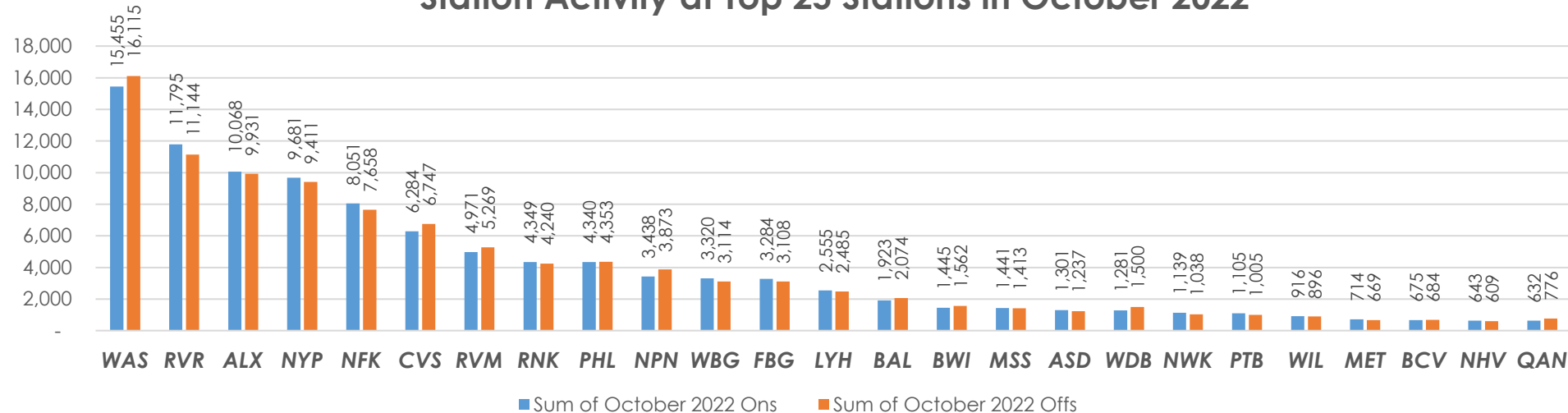
October 2022 saw a 14.4% increase in ridership compared to October 2019 (All-time ridership high was in August 2022 at 119,280)

Outside of Virginia WAS, NYP, PHL were most visited stations.

State-Supported Monthly Ridership Comparison



Station Activity at Top 25 Stations in October 2022



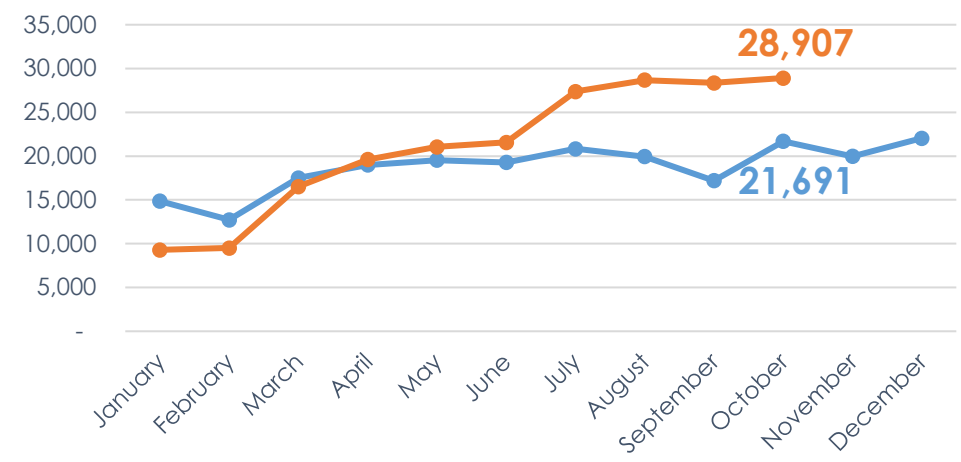
Virginia-Supported Monthly Ridership by Route 2022 vs 2019

The largest pre-pandemic ridership increase was Route 50: Norfolk at +37.8% (+10,174)

Note: \$10 fares were on sale October 2019 celebrating 10 years of State Supported Service

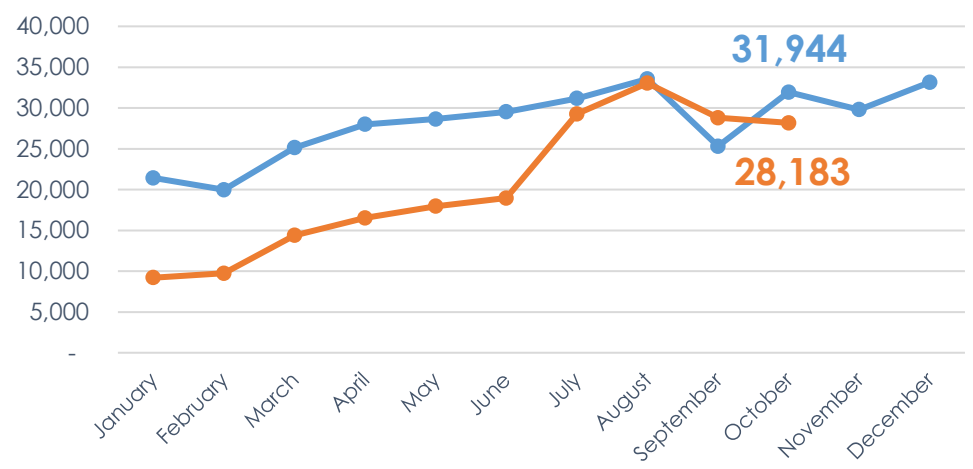


Route 46: Roanoke Ridership



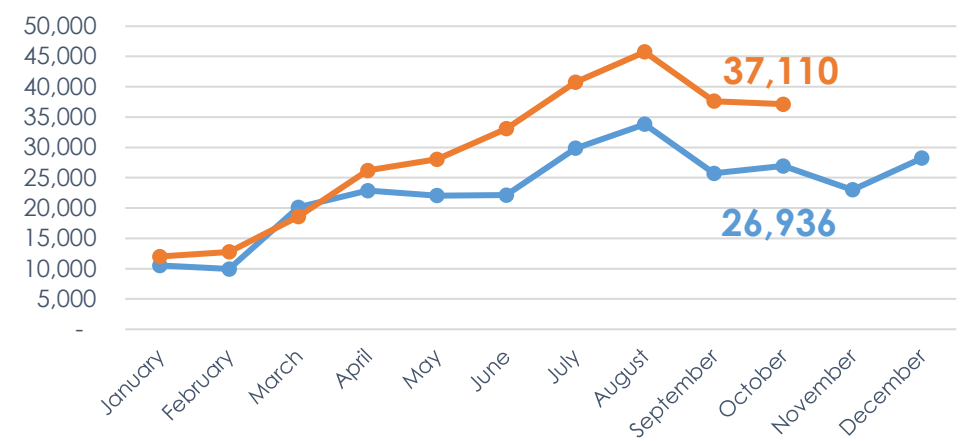
Legend: 2019 Roanoke (blue), 2022 Roanoke (orange)
 Note: 2nd Roanoke roundtrip began July 11, 2022

Route: 47 Newport News Ridership



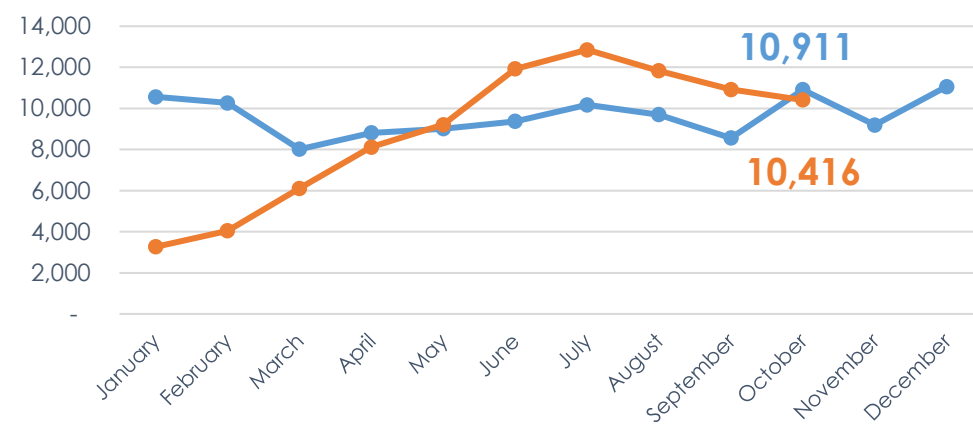
Legend: 2019 Newport News (blue), 2022 Newport News (orange)

Route 50: Norfolk Ridership



Legend: 2019 Norfolk (blue), 2022 Norfolk (orange)
 Note: 3rd Norfolk roundtrip began July 11, 2022

Route 51: Richmond Ridership



Legend: 2019 Richmond (blue), 2022 Richmond (orange)



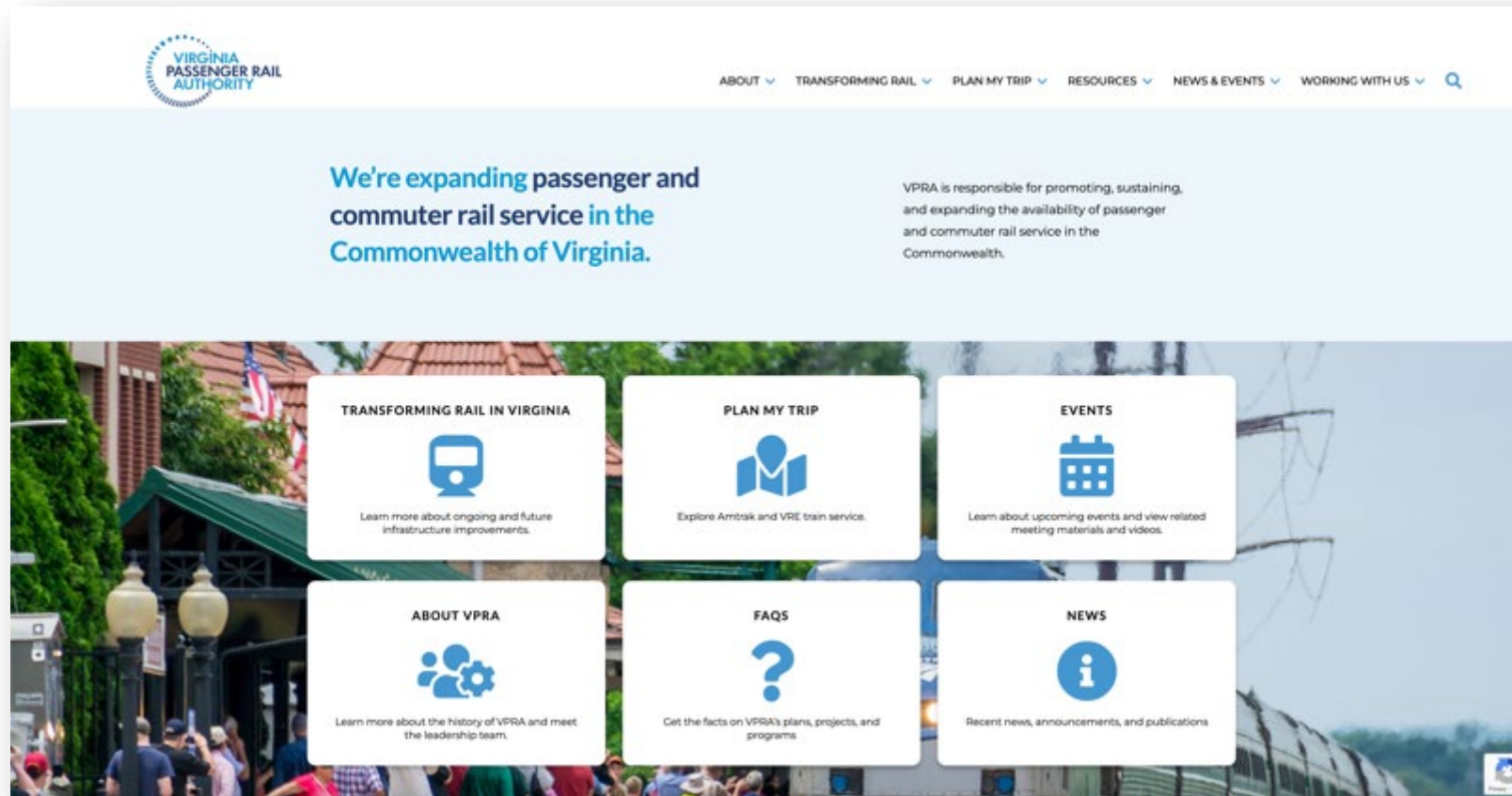
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**In 2020, the Virginia
Passenger Rail Authority
was created with the goal of
expanding passenger service
around the state.**

Virginia Passenger Rail Authority (VPRA)



<https://vapassengerrailauthority.org/>



Virginia Passenger Rail Authority (VPRA)



Overview: The Virginia Passenger Rail Authority (VPRA) is responsible for promoting, sustaining, and expanding the availability of passenger and commuter rail service in the Commonwealth.

Created in 2020, VPRA administers all capital expansion projects, infrastructure, and land acquisitions related to the Transforming Rail in Virginia Program, which will double Amtrak state-supported service and increase Virginia Railway Express (VRE) service in Virginia over the next decade.

Mission: Promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth.

Vision: Deliver passenger rail service as an integrated, affordable, convenient travel option that benefits the Commonwealth.

VPRA Provides Operational Support

The Virginia Passenger Rail Authority (VPRA) provides operational support for certain trains in Virginia under a cost-sharing partnership with Amtrak. The partnership calls for:

- A daily round trip between Lynchburg and the Northeast Corridor, begun in 2009
- A third daily round trip between Richmond and the Northeast Corridor, begun in 2010
- An extension of the daily round trip from Richmond to initiate service between Norfolk and the Northeast Corridor, begun in 2012
- An extension of the daily round trip from Lynchburg westward to initiate service between Roanoke and the Northeast Corridor, begun in 2017
- A second Richmond train extended to provide a second daily round trip between Norfolk and the Northeast Corridor, begun in 2019
- An extension of the daily round trip from Richmond southward to serve Main Street Station in downtown Richmond, begun in 2021
- A third daily round trip between Norfolk and the Northeast Corridor, begun in 2022
- A second daily round trip between Roanoke and the Northeast Corridor, begun in 2022
- Amtrak Thruway buses that connect riders to state-supported trains at the Newport News, Norfolk, and Roanoke train stations. Virginia sponsors daily round-trip buses from Virginia Beach to Norfolk and Newport News





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The Virginia Passenger Rail Authority's Signature Program is Transforming Rail in Virginia

Transforming Rail in Virginia

VPRA's signature program made up of numerous infrastructure projects to improve reliability and increase rail service in Virginia. The program calls for acquiring railroad right-of-way, increasing rail capacity, and separating passenger and freight rail operations to improve reliability and increase rail service in Virginia.

Goals include:

- **Capacity:** Develop capital improvement projects, including the new Long Bridge, and acquire railroad track and right-of-way to provide more rail capacity
- **Quality:** Expand high-quality, modern passenger rail service across the Commonwealth by making it more frequent, reliable, and convenient
- **Choice:** Provide additional choice in moving people and goods efficiently through transportation corridors in Virginia while accommodating growing travel demand

VPRA's Commitments

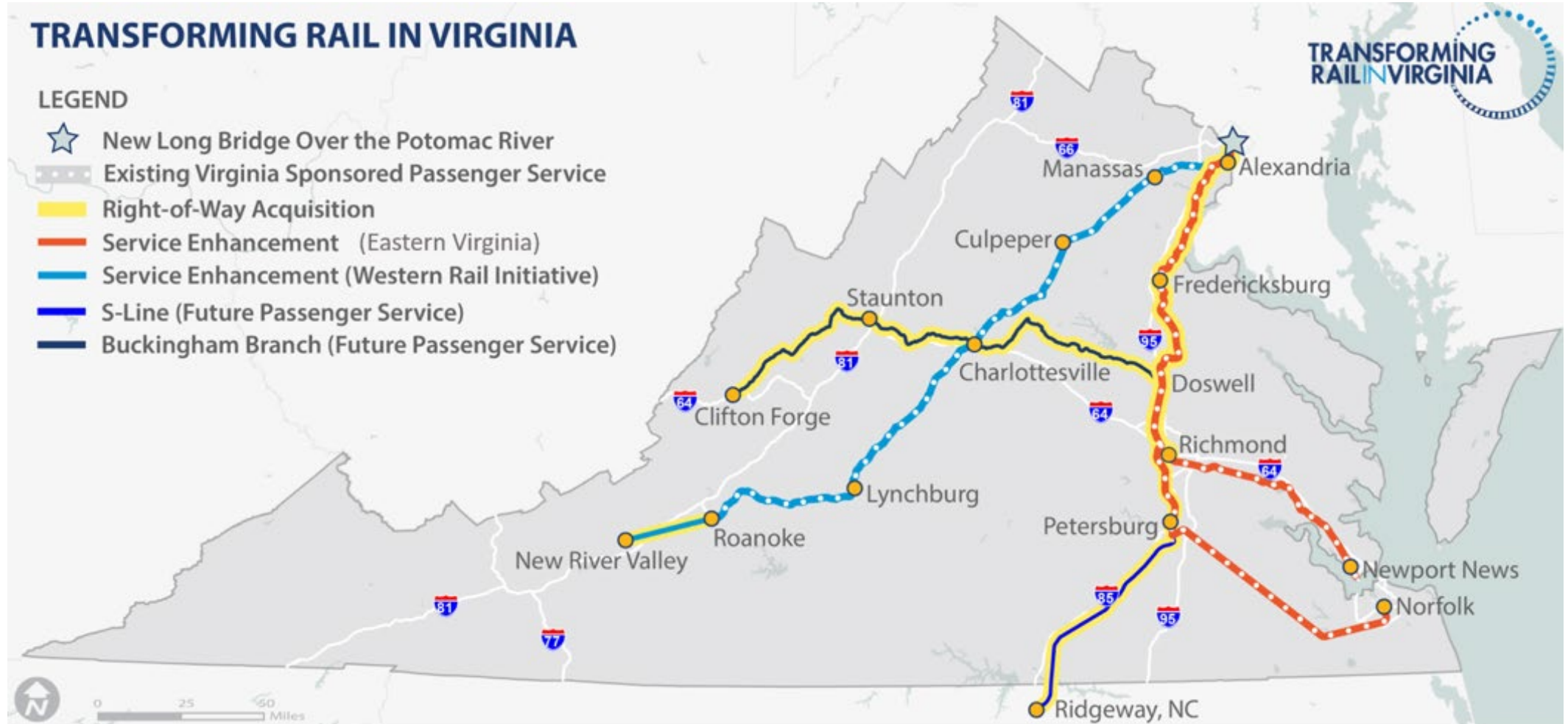
To achieve these goals, Virginia Passenger Rail Authority has committed to the following:

- Double Amtrak service in Virginia
- Provide hourly Amtrak service between Richmond and Washington, D.C.
- Increase Amtrak service to Roanoke (2022) and then extend Amtrak service to the New River Valley (expected 2026)
- Increase VRE service along the I-95 corridor by 75%, with more service in the peak period and additional late-night and weekend service
- Increase Amtrak service to Newport News and Norfolk
- Lay the foundation to make the Southeast High-Speed Rail corridor possible through the acquisition of the out-of-service S-Line, which runs from Petersburg into North Carolina
- Preserve the existing freight corridor between Doswell and Clifton Forge for future east-west passenger service



Main Street Station in Richmond will be among five rail stations from across the nation to be featured on stamps in 2023, the U.S. Postal Service announced in late October.

VPRA's Long-term Vision





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The Virginia Department of Rail and Public Transportation (VDRPT) Just Released a Draft Statewide 2022 Rail Plan.

Draft 2022 Virginia Statewide Rail Plan

- Virginia's Department of Rail and Public Transportation (or DRPT) created the draft plan for developing passenger and freight rail infrastructure across Virginia.
- The plan was written in accordance with the Federal Railroad Administration (FRA) guidance and serves as an update to the VSRP that FRA adopted in 2018.
- This plan was developed in close coordination with the Virginia Passenger Rail Authority (VPRA) and aligns with goals and objectives of VTrans, the Commonwealth's transportation plan.
- The plan includes details for 174 total rail projects, including VPRA passenger projects, VRE projects, and freight projects.
- The state plans to double Amtrak service in the Commonwealth over the next 20 years.
- The plan includes increasing service by 75 percent along a commuter rail line that follows I-95, called the Virginia Railway Express.
- Updated final plan to be released in early 2023.

The Plan Comes with a Big Price Tag

\$5.8 billion in planned passenger and freight rail projects

Planned passenger rail investments are outlined for the next 20 years (**from 2022 until 2041**) at a cost of **\$5.3 billion**.

More than 80% of the investments (\$4.4 billion) are in the short-term (in the next six years), as part of the Transforming Rail in Virginia initiative.

These short-term improvements address the critical bottlenecks that are identified to affect both passenger and freight rail operations in the next few years.

These improvements are iterative, supporting a number of future service improvements.



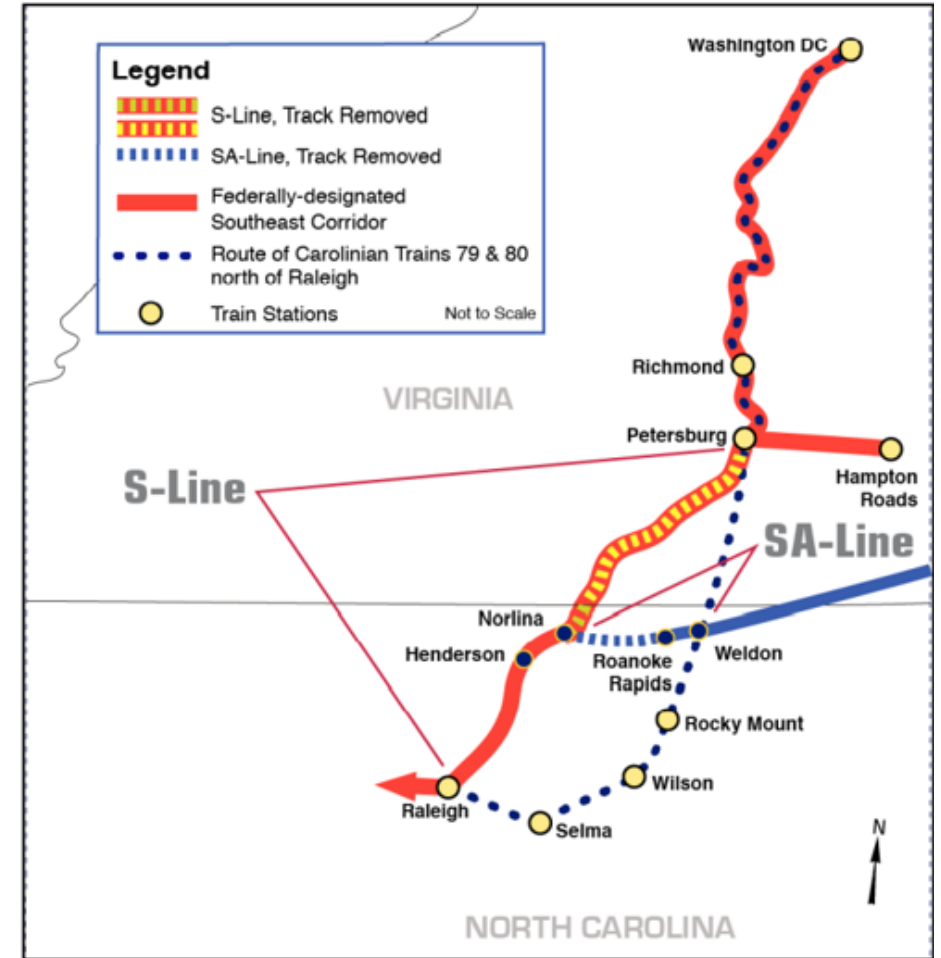


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**Virginia's Passenger Rail
Plan supports a bigger
picture: Connecting
Virginia and N.C.**

Southeast High-Speed Rail Corridor

- Federal Rail Administration awarded in June a \$58 million grant to the Virginia Passenger Rail Authority and the North Carolina Department to allow the two states to work on the project design of the long-planned Raleigh-to-Richmond passenger rail line.
- Design a new passenger rail system on the old S-Line on 162 miles of right of way, including 75 miles that Virginia purchased from CSX last year between the Ettrick Station near Petersburg and Ridgeway, N.C.
- Grant will determine its ultimate cost and the timeline for completing a rail network to carry passenger trains at speeds up to 110 mph.
- The ultimate price of this service would be in the billions of dollars.



Source: NCDOT



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**Passenger rail
advocacy works!**

Virginians For High Speed Rail



www.vhsr.com

VHSR reports that it has helped to:

- Increase passenger rail service 101%.
- Added service back to Roanoke and Norfolk, growing ridership by 69%.
- Securing over \$1.2 billion in local, state, and federal passenger rail investments.

Source: www.VHSR.com

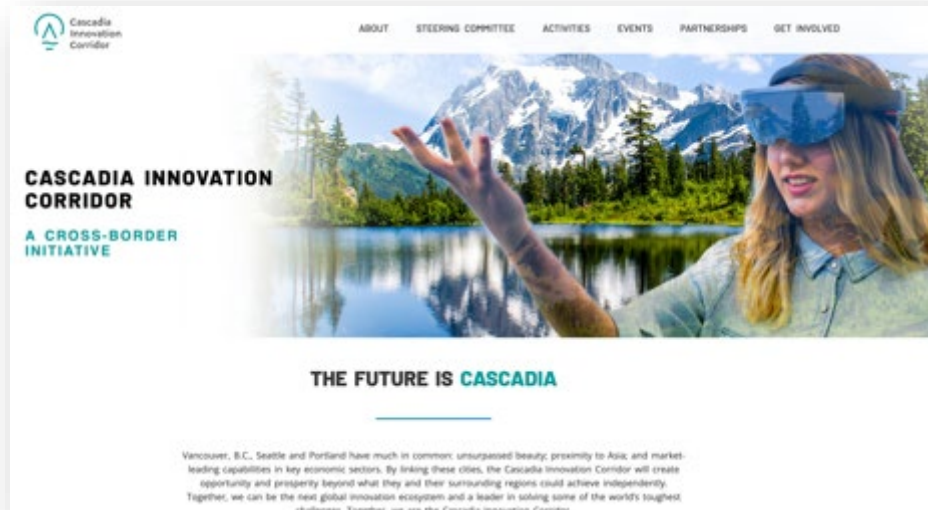


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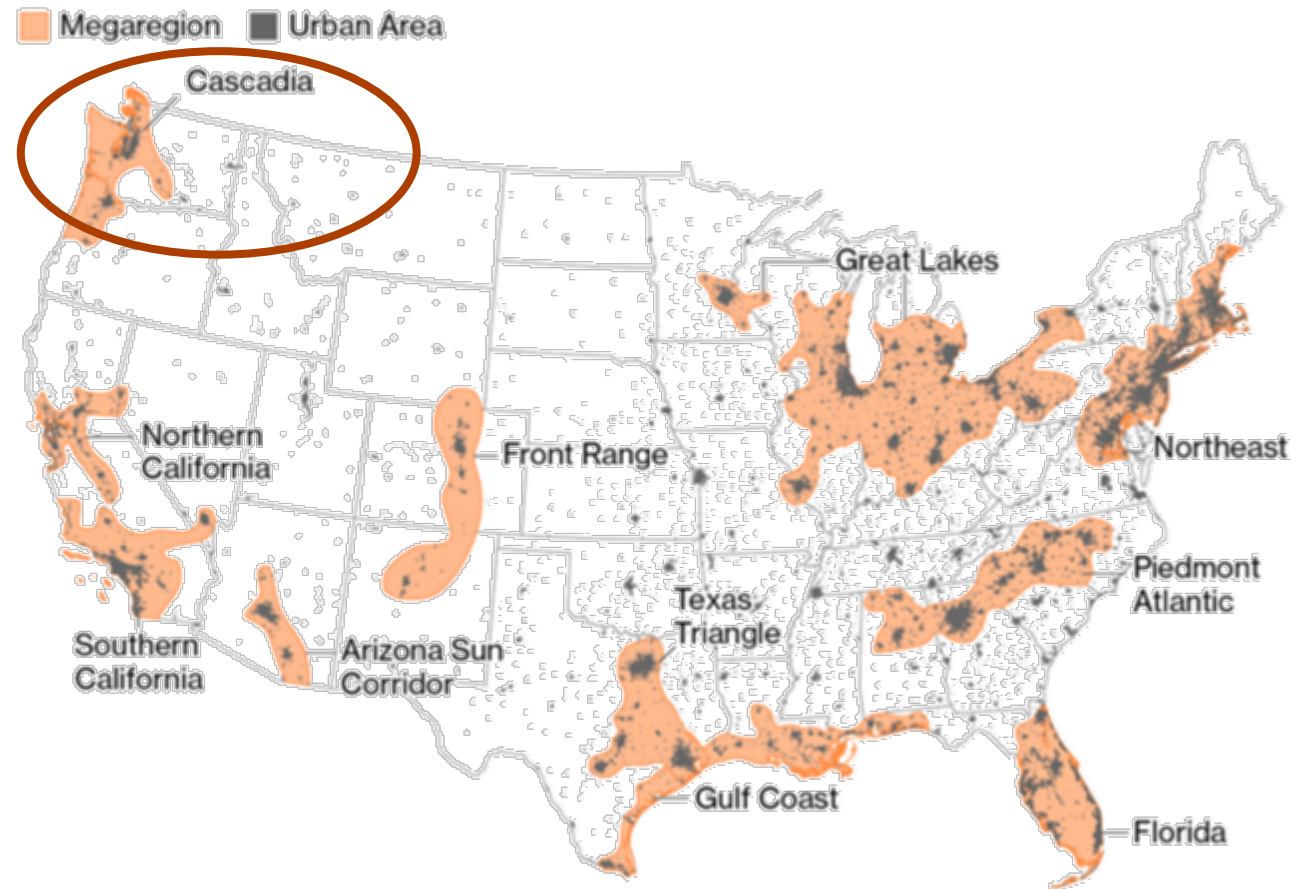
**Passenger rail
advocacy
is taking place on a
megaregional scale.**

Cascadia Megaregion High-Speed Rail

Portland – Seattle – Vancouver



Very similar group to RVA757 Connects



Source: America 2050, Census Bureau

Advancing a High-Speed Rail Network

Cascadia Megaregion Rail

Portland – Seattle – Vancouver

- Recently released 400-page **business case** for the project. **\$900K report** was funded equally between all three jurisdictions and Microsoft.
- Speeds of up to **220 miles per hour**. Travel times: 47 minutes from Vancouver to Seattle.
- The capital cost of building the system would range from **\$24 billion to \$42 billion**.
- **By 2055, annual \$300 million fare revenues** will cover annual operating costs.



“My vision for our megaregion — stretching from Washington, north to British Columbia, and south to Oregon — includes a transportation system that is fast, frequent, reliable, and environmentally responsible. Such a system would unite us in our common goals related to economic development, shared resources, affordable housing, new jobs, tourism, multimodal connections, and increased collaboration.”

Governor Jay Inslee, Washington State

San Francisco to Los Angeles High-Speed Rail

CA.GOV

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CALIFORNIA High-Speed Rail Authority

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High-Speed Rail in California

California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs and preserve agricultural and protected lands. The system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. In addition, the Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

STATION COMMUNITIES

San Francisco
Millbrae-SFO

Kings/Tulare
Bakersfield

PROJECT SECTIONS

San Francisco to San José
San José to Merced

Bakersfield to Palmdale
Palmdale to Burbank

English

San Francisco to Los Angeles High-Speed Rail Advocates



Organizations & Non-Profits

- [East Bay Transit Riders Union#](#)
- [High Speed Rail Alliance](#)
- [Rail Passengers Association#](#)
- [RailPAC#](#)
- [San Francisco Transit Riders#](#)
- [US High Speed Rail Association#](#)
- [Rail Passengers Association of California and Nevada#](#)
- [Breathe California Sacramento Region#](#)
- [Catholic Charities of the Diocese of Stockton#](#)
- [The Environmental Justice Coalition for Water#](#)
- [Valley Vision#](#)
- [Community Foundation of San Joaquin#](#)
- [Rising Sun Center of Opportunity#](#)
- [SPUR#](#)
- [Seamless Bay Area#](#)
- [Transbay Coalition#](#)
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- [Friends of the Downtown Rail Extension](#)
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Atlanta to Charlotte High-Speed Rail

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Atlanta to Charlotte High-Speed Rail

July 16, 2021

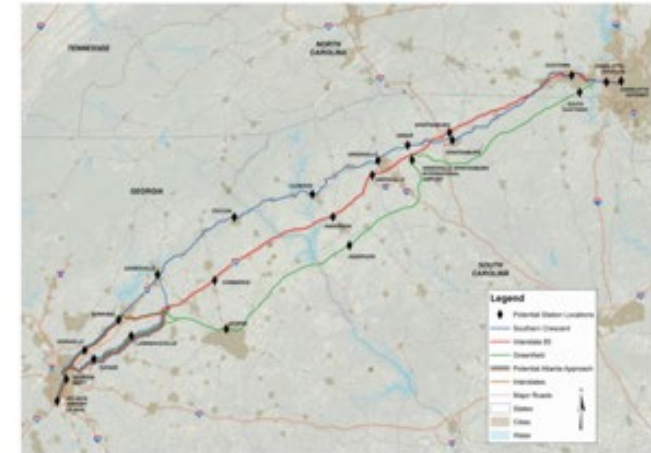
On July 9th, the proposed Atlanta to Charlotte high-speed line took another step towards becoming a reality. The Georgia DOT released their [Tier 1 Environmental Impact Statement](#) and Record of Decision, which explained the need for this project and evaluated three potential routes, choosing a preferred corridor.

This high-speed line is a critical step towards meeting the needs of the growing Piedmont Atlantic Megaregion. It will be a huge boon to the region, improving connectivity, travel times, economic development and enhance energy efficiency.

President Biden recognized the importance of building high-speed rail between Charlotte and Atlanta, [recognizing it in a recent speech](#) in his administration's push for a large investment in passenger rail.

The 3 potential routes included the existing Southern Crescent ROW, which is a shared use line with freight, the I-85 corridor and the Greenfield corridor. The Greenfield corridor was chosen as the Preferred Corridor Alternative as it had lower capital costs than the I-85 Corridor and could run at faster speeds than either the Crescent or I-85 Corridor.

The Greenfield Corridor Alternative is a 274-mile dedicated passenger rail route that would connect Charlotte Gateway Station to the Atlanta International Airport. It includes two stations in South Carolina, three in North Carolina and five in Georgia. The EIS looked at an option for running diesel trains up to 125 mph and electric high-speed trains up to 220 mph. The high-speed option would make the trip in about two hours, compared to the 3 hour and 45 minute car ride (if you're lucky). The plan is to run 8-11 round trips per day, which would lead to a projected ridership of over 6 million by 2050, diverting 29% of trips to rail.



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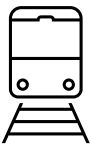
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RVA757 Connects' Action Framework

I-64
INNOVATION
CORRIDOR

Input Into RVA757 Connects' Rail Strategy



Danny Plaucher, RVA757 Connects MIC member and Executive Director of Virginians for High Speed Rail



Jennifer DeBruhl, Director of the Virginia Department of Rail and Public Transportation (DRPT)



DJ Stadtler, Executive Director, Virginia Passenger Rail Authority (VPRA)



Major future passenger rail service improvements to the I-64 Innovation Corridor are dependent upon NOVA rail improvements.

Passenger Rail Service Across Virginia is affected by the passenger/freight rail bottleneck in NOVA / Washington

- Freight and passenger rail service is highly congested entering Washington. This is caused by the existing two-tracks that go over the Long Bridge – a two-track, 118-year-old bridge that spans the Potomac River in Washington, D.C.
- Annually, up to 1.3 million Amtrak passengers and 4.5 million Virginia Railway Express commuters take trains that cross the Long Bridge.
- **Long Bridge won't be replaced until 2030.** Replacing the Long Bridge cannot get done any faster because of the complexity of the project.
- The planned project will double capacity, creating a four-track corridor, constructing about 1.4 miles of improvements including eight rail bridges, and adding a bike-pedestrian bridge.
- The cost is \$2 billion with an estimated completion in 2030.



Cont.

- Other improvements are needed between Washington and Richmond:
 - Adding a third track and, in some cases, a fourth track in Northern Virginia;
 - Installing a rail bridge to allow passenger trains to cross over and serve stations on the west side of the rail corridor (project is known as the Franconia-Springfield Bypass); and
 - Constructing 3 miles of a third track south of the South Anna River in Hanover.
- Once completed, all of these improvements will enable almost hourly passenger train service between Washington and Richmond — at Staples Mill Station and Main Street Station.
- This will, in turn, supports greater passenger rail improvements between and to/from Richmond and Hampton Roads.

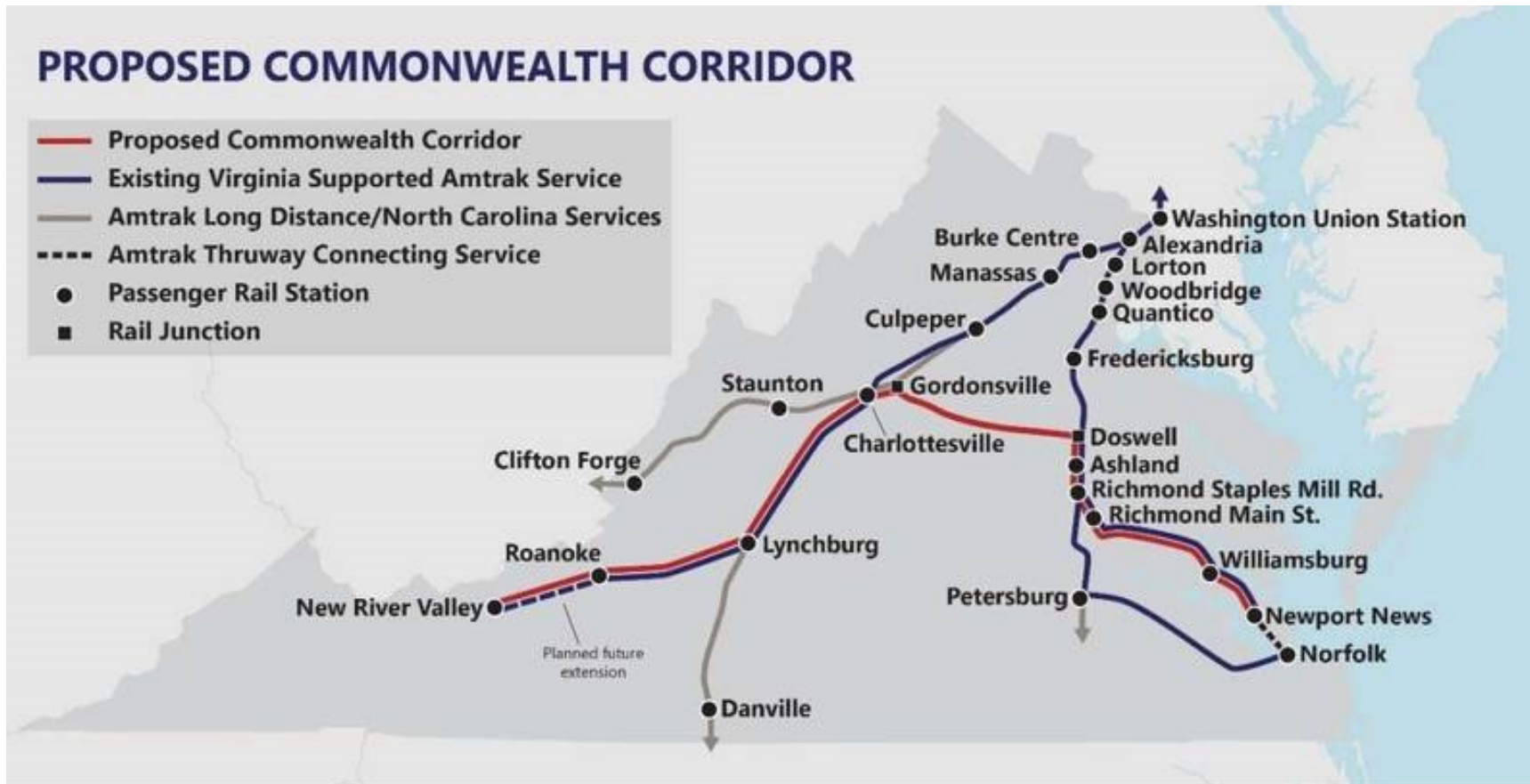
Advice to RVA757 Connects

Help support the NOVA
passenger rail
improvements. We must
eliminate the bottlenecks.



2

Improvements on the North-South corridor open the door for efficiencies on the east-west Commonwealth Corridor
(Including Hampton Roads and Western Virginia)



Proposed: Route under consideration by the state would have rail travel from Newport News to the New River Valley, making it a roughly seven-hour trip. The segments would be Newport News to Richmond, Richmond to Doswell, Doswell to Charlottesville, Charlottesville to Lynchburg, Lynchburg to Roanoke, and Roanoke to New River Valley.

Advice to RVA757 Connects

Help support Virginia's
2022 Rail Plan to build a
Commonwealth Corridor.



3

The need to conduct a Tier II study called an environmental impact statement (EIS) for the entire corridor (Richmond to Hampton Roads) is being re-considered.

(This study costs \$30 million)

Tier II Environmental Impact Statement

In order to expand freight and passenger rail service from Richmond to Newport News and Norfolk, a detailed Tier II Environmental Impact Statement is usually required. That can take time to complete and is estimated to cost \$30 million.

The report typically develops site-specific rail routes and alternatives and conducts a detailed evaluation of environmental impacts on the entire corridor.

NOW....

State rail leaders do not think a Tier II statement needs to be done at this point, so it isn't a priority.

Instead, options can be taken that are less of a heavy lift. For instance, the state could assess conditions and identify individual infrastructure improvements/operational improvements that could deliver the most impact for reliability and capacity, and advance those through the design and environmental process as funding is available.

Advice to RVA757 Connects

Support focused improvements for reliability and capacity, and right-size the environmental effort in coordination with the Commonwealth and Federal Railroad Administration (FRA).

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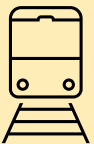
Document Purpose and Planning Process



Situation Review: 10 Facts About Passenger Rail Service



Input for RVA757 Connects from Rail Experts and Insiders



RVA757 Connects' Action Framework

RVA757 Connects' Rail Support Plan Guiding Tenets

- 1) Transforming rail in the I-64 Innovation Corridor is a long-term 20-year-proposition. Our success will be measured in decades.
- 2) Virginia has three active rail advocates: Virginia Passenger Rail Authority, Virginia Department of Rail and Public Transportation, and Virginians for High Speed Rail. RVA757 Connects will support the work of these informed advocates.
- 3) Our work may include helping advance rail improvements in Northern Virginia (Long Bridge) to open up possibilities to build more robust service in Richmond and Hampton Roads.

RVA757 Connects' Rail Plan Actions

- 1) Invite the leadership of the Virginia Passenger Rail Authority (DJ Stadtler, Executive Director) and the Virginia Department of Rail and Public Transportation (Jennifer B. DeBruhl, Director) to periodically update the RVA757 Connects' Board/MIC meetings.
- 2) Write letters of support when needed for rail improvement projects elsewhere in Virginia. One immediate support letter of support is for the VDRPT / VPRA federal grant request for the Franconia-Springfield Bypass project.
- 3) Keep RVA757 Connects' stakeholders apprised of the Transforming Rail in Virginia initiative and the VDRPT 2022 State Rail Plan – how it impacts the I-64 Innovation Corridor.
 - Feature on Innovation Spotlight
 - Provide updates at Board/MIC meetings
- 4) Especially follow and support the evolution of the RVA-Raleigh S-Line and the Commonwealth Corridor vision as long-term I-64 Corridor-building opportunities (1. Hampton Roads to Charlottesville and 2. a megaregion triangle RVA-757-Raleigh).
- 5) Charge the Rail Committee to identify items (such as stations, service levels, travel times, and reliability) to be included in the next statewide rail plan in five years. (A lot of the competitive federal rail grants require that projects be included in the state's rail plan or similar documents.)



Onward!