



VPRA Projects Overview

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Virginia Passenger Rail Authority

- Independent political subdivision created by 2020 General Assembly – fully governmental
- Given all powers necessary for carrying out its statutory purposes:
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
 - Eminent domain powers
- Owns rail assets and right of way
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board



Recognizing the Need for Rail Investment

- **Virginia's interstate congestion is growing**
 - I-95 from Fairfax County to Fredericksburg is the most congested stretch of highway in the U.S.
- **The cost of widening I-95 is extraordinary**
 - Within ten years, congestion would be worse than today's conditions
- **Bottleneck between Virginia and DC – The Long Bridge**
 - Existing two-track Long Bridge across the Potomac River is shared by CSX, Amtrak, and VRE
 - Long Bridge operates at 98% capacity during peak hours
- **Highway capacity is limited but rail capacity is available due to win-win agreement with freight railroads.**



Transforming Rail in Virginia (TRV) Program

Making generational investments to improve rail transportation

- Develop capital projects and acquire railroad right-of-way
- Deconflict passenger and freight operations
- Deliver high-performance passenger rail



Increase **capacity** to accommodate more passenger and freight rail service



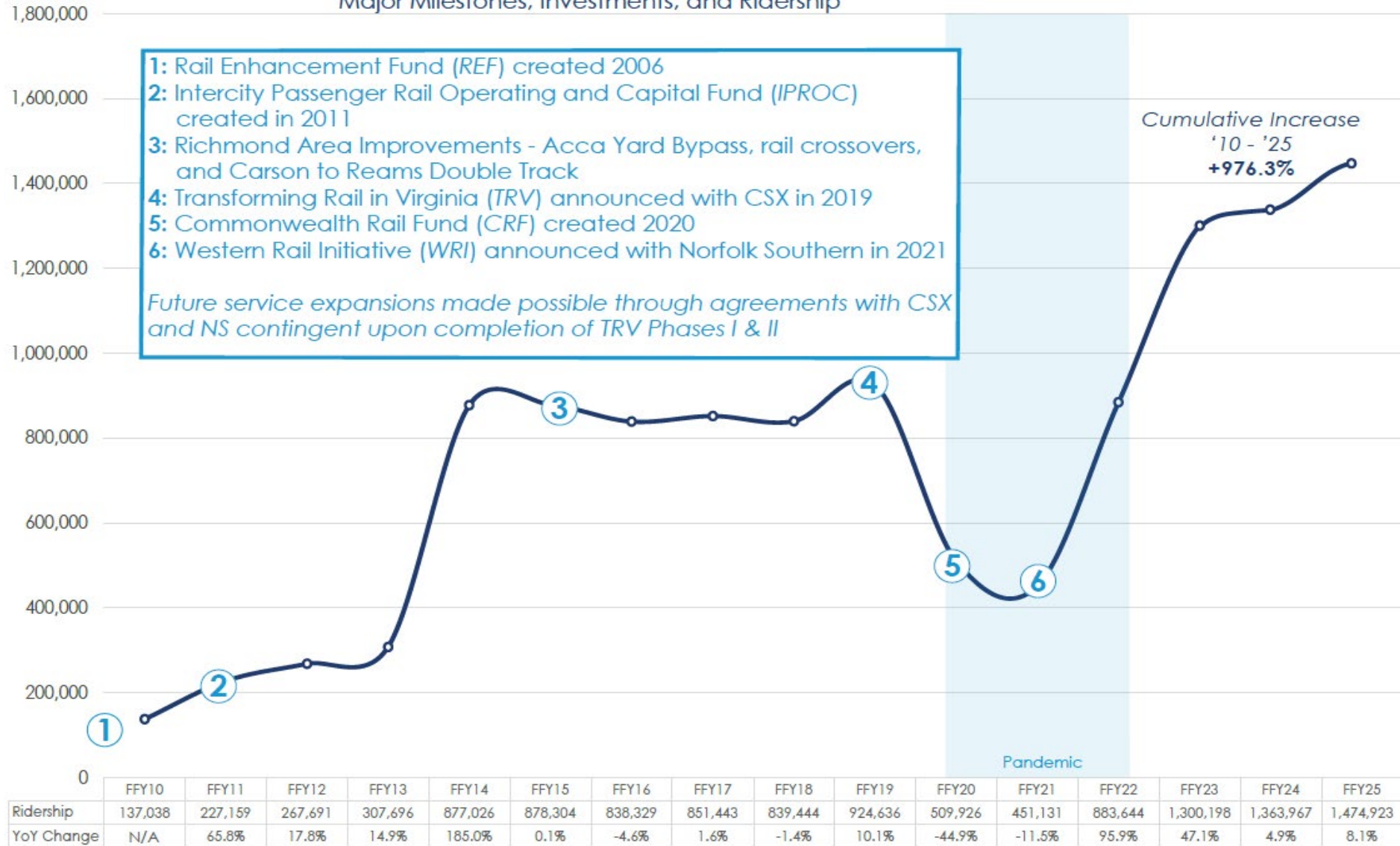
Improve **efficiency** of passenger, commuter, and freight rail services by reducing the bottleneck along the existing corridor



Improve **reliability** of passenger, commuter, and freight rail services

Virginia's Passenger Rail Growth

Major Milestones, Investments, and Ridership



1st Lynchburg Roundtrip '09

1st Richmond Roundtrip '10

1st Norfolk Roundtrip '12

Virginia acquires two Newport News and additional Richmond Roundtrip '13

Lynchburg to Roanoke Extension '17

Richmond to Norfolk Extension '19

VPRA Founded '20

RVA Staples Mill to RVA Main Street Extension '21

Additional Roanoke & Norfolk Roundtrip '22

Manassas Line Purchase '24



Virginia Passenger Rail Network 2026

➤ State-Supported Amtrak Service:

Six daily roundtrips

- Roanoke: 2
- Newport News: 2
- Norfolk: 2

Two additional bus roundtrips serve Hampton Roads

➤ Six Amtrak Long-Distance Roundtrips

➤ One NC State-Supported Roundtrip

➤ Two Virginia Railway Express (VRE) Commuter Routes:

16 daily roundtrips

- Manassas: 8
- Fredericksburg: 8

Service changes went into effect on January 12, 2026

- Daily rail roundtrips reduced from eight to six
- Added two bus roundtrips connecting Hampton Roads directly to Washington, DC
- These service changes enable work windows to construct the Long Bridge Project



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)

Host Railroads

- CSX - CSX Transportation
- NS - Norfolk Southern
- BBRR - Buckingham Branch
- Passenger Station

Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- Thruway Bus

Washington – Fredericksburg Projects

Program Highlights

RF&P Corridor

Half CSX ROW between Washington, DC and Richmond, VA (145mi) & 44 mi of track

Phase 1

22.9 mi of new track

RF&P Corridor Improvements

Phase 2

7.7 mi of new track

Legend



Passenger Stations



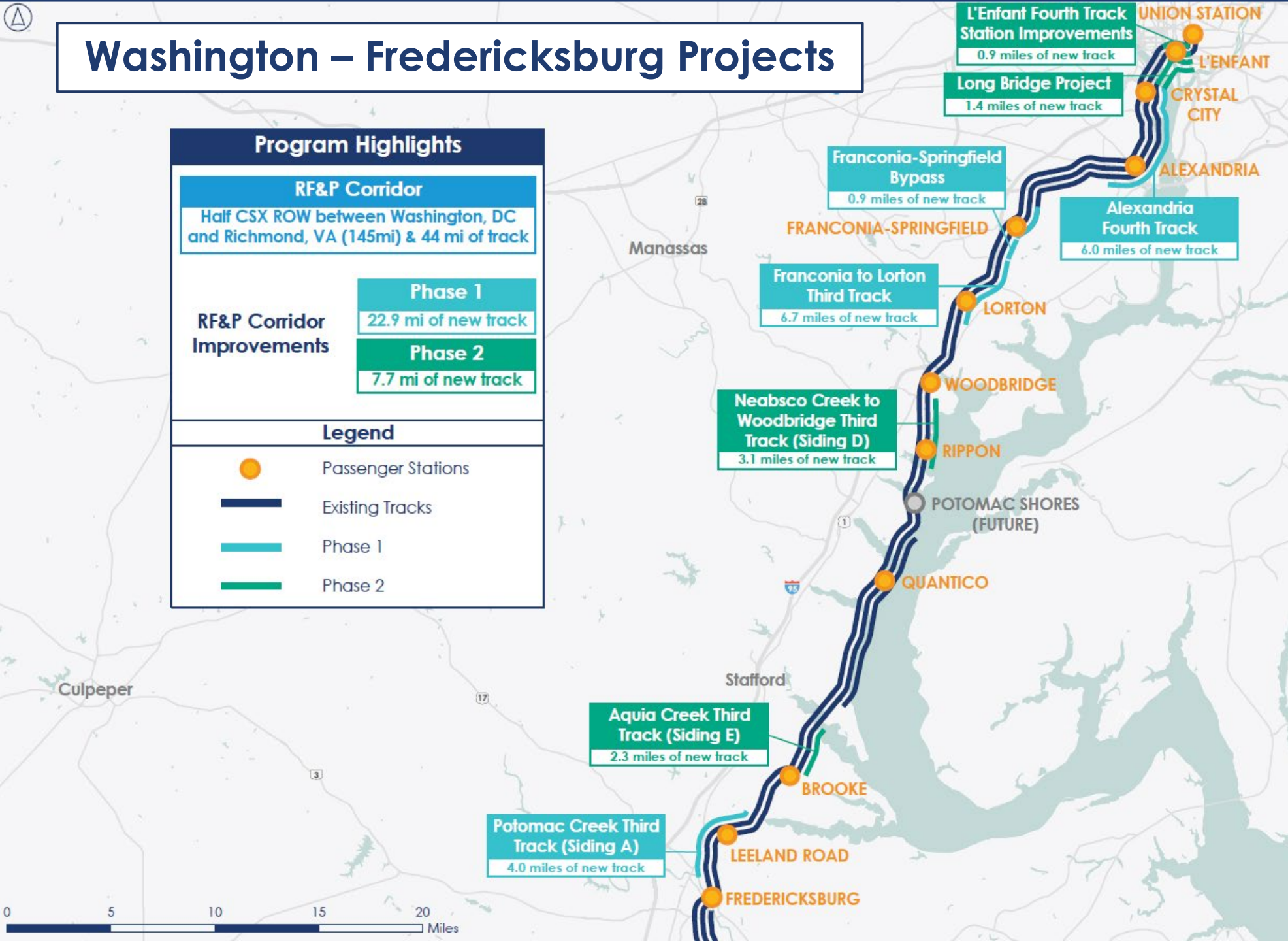
Existing Tracks



Phase 1

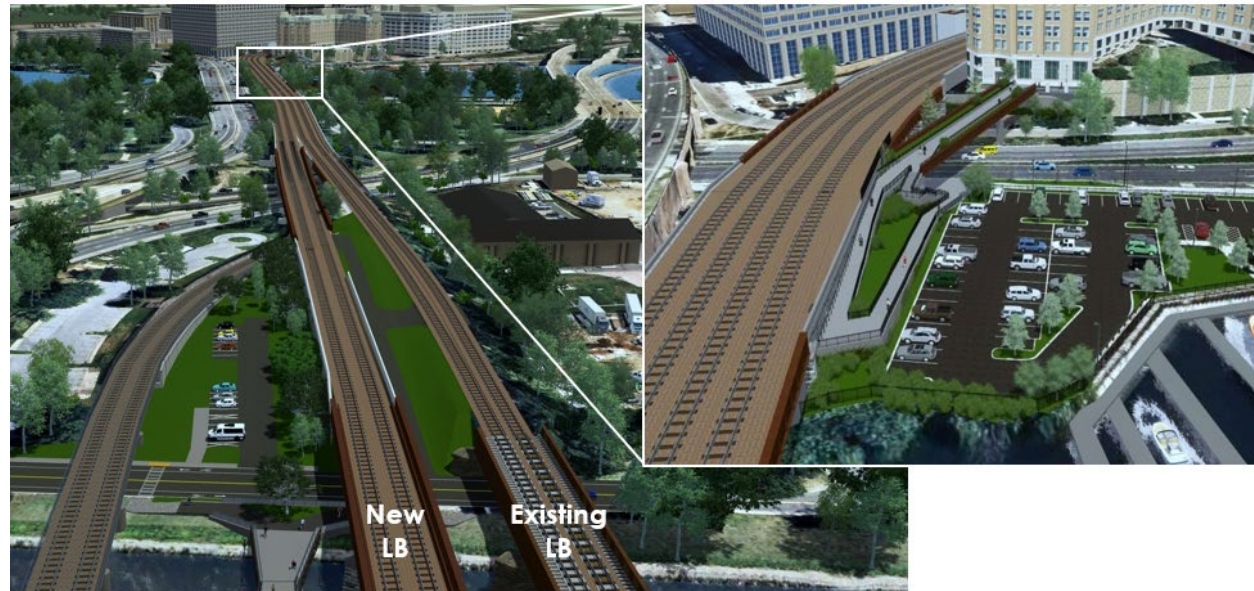


Phase 2



Long Bridge Project

- VPRA is constructing a new rail bridge across the Potomac River to increase passenger rail capacity between Virginia and the Northeast Corridor.
- Total project cost: \$2.66B
- Completion Year: 2030
- Being constructed in two packages:
 - North Package: Five new bridges in D.C.
 - South Package: Rail bridge across Potomac
- Service changes went into effect in January 2026 to enable daytime construction windows for the project.



Long Bridge Project Construction Updates



North Package crews
are preparing to
build a trestle over
Washington Channel

Select tree clearing
has been completed



South Package crews are
inspecting the riverbed and
existing rail bridge foundations



Utility relocations
are progressing

Other TRV Projects

- Partnering with CSX to construct sections of additional track for increased fluidity
 - Alexandria Fourth Track
 - Franconia to Lorton Third Track
 - Three-mile Sidings between Richmond and Northern Virginia
- Franconia-Springfield Bypass
 - Reduce conflicts between freight & passenger trains

The completion of TRV Projects will unlock additional service for Amtrak Virginia and Virginia Railway Express.



Additional Construction Updates



Prefabricated track turnout panels have been delivered for Alexandria Fourth Track.

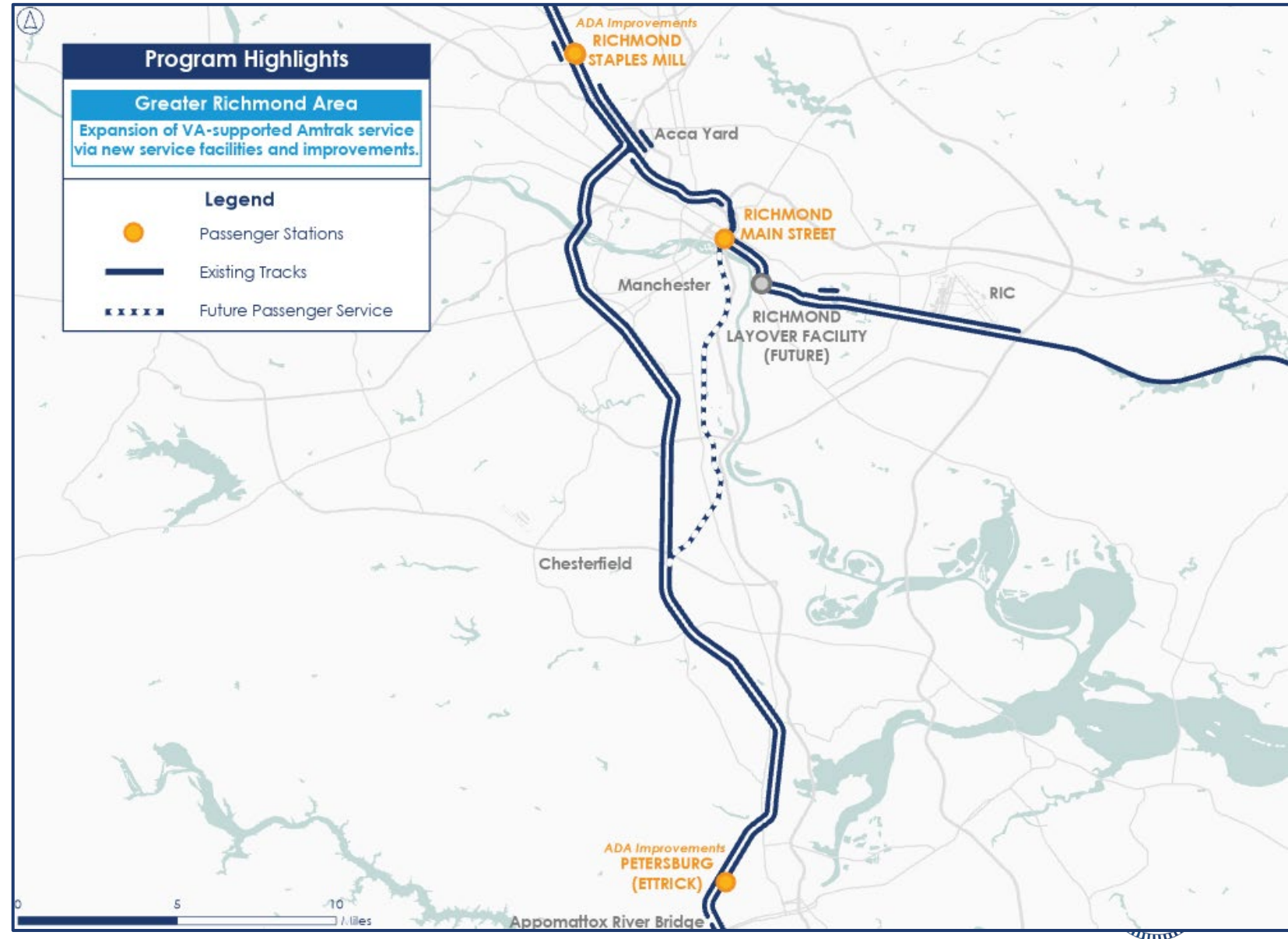
This project will extend the four-track corridor south of the new Long Bridge to Alexandria, increasing capacity and fluidity.



For the Franconia-Springfield Bypass, track crossings and erosion & sediment control measures have been installed. Retaining wall construction is upcoming.

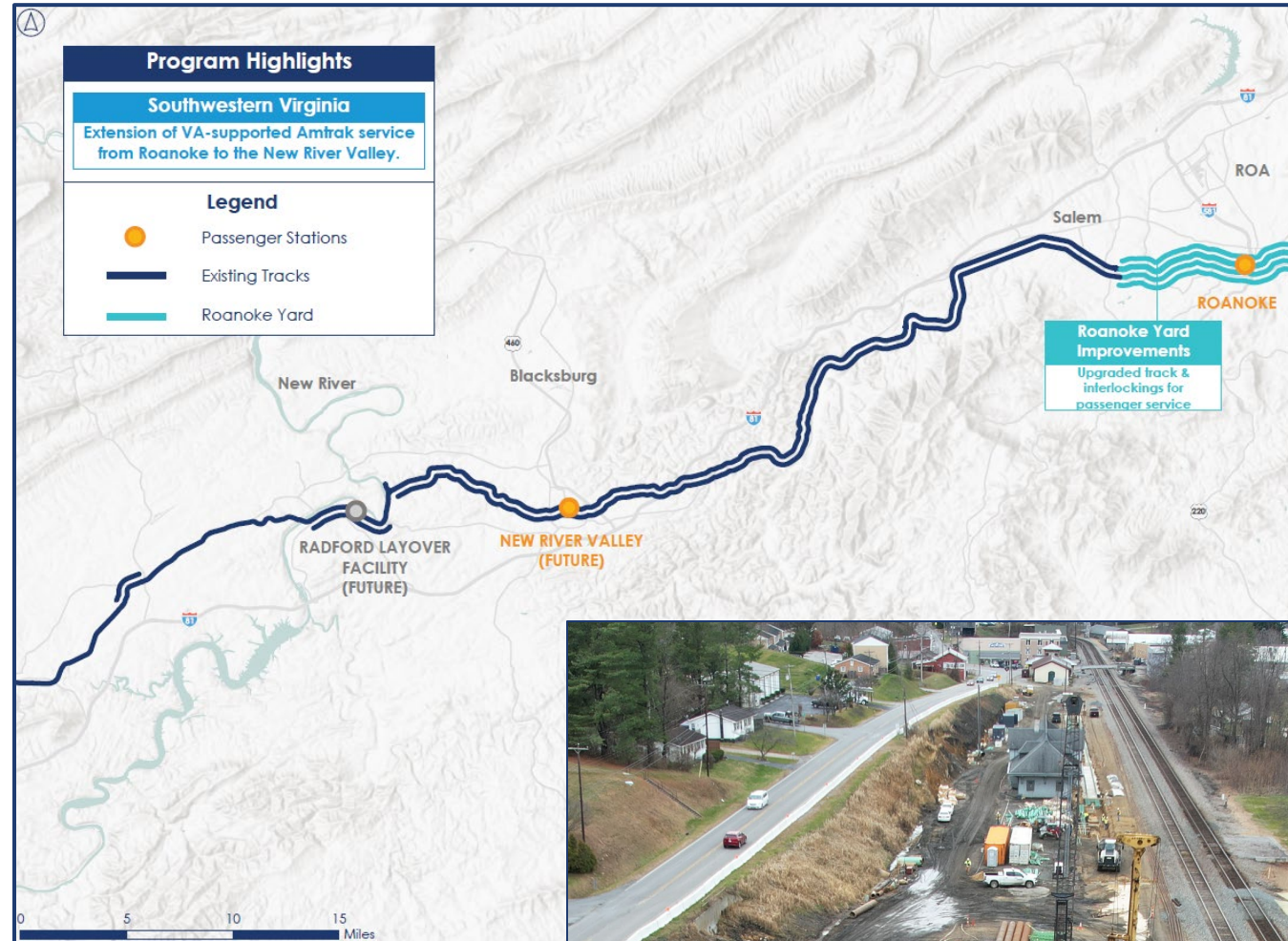
Richmond Area Improvements

- Virginia acquired the right to extend trains originating and terminating at Staples Mill to Main Street – first extension **September 27, 2021**
- Richmond Layover Facility – to be constructed at Fulton Yard to support future increased service to Richmond
- Staples Mill Station – ADA and SoGR Improvements
- Petersburg/Ettrick Station – ADA Improvements, Platform and Canopy reconstruction



Western Rail Projects

- New River Valley (NRV) Passenger Rail Project
- Radford Layover Facility
- Roanoke Yard Improvements
- Based on 2022 and 2024 Agreements with NS
 - **2022:** Purchase of V-Line and add 2nd roundtrip to Roanoke
 - **2024:** Sell back V-Line, purchase Manassas Line, operate on NS Main Line, ~\$100M savings for VPRA



Great progress was made at the NRV station site in 2025. VPRA expects the start of service in 2027.



THANK YOU

Questions?