

# TRV Milestone Update

Michael McLaughlin, Chief Operating Officer



May 24, 2021

# FTA Core Capacity Application: Long Bridge and Alexandria Fourth Track

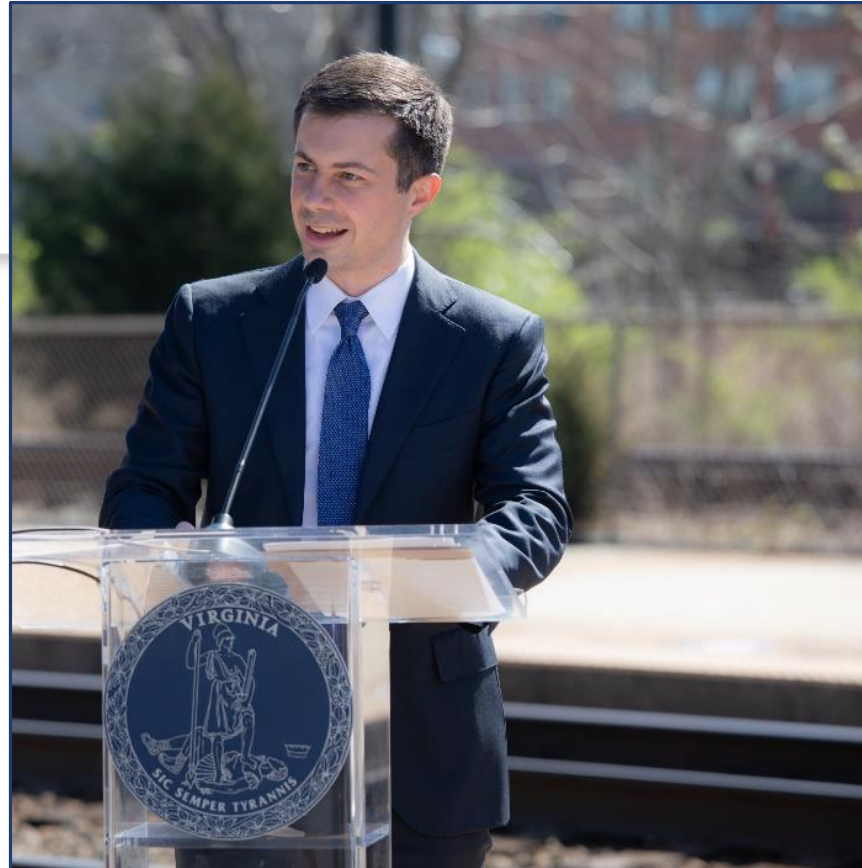


# \$3.7 Billion Agreement with CSX, Amtrak, and VRE

December 19, 2019  
Governor Northam and Secretary Valentine announced \$3.7B landmark rail initiative with CSX, Amtrak, & VRE

March 30, 2021  
Virginia, Amtrak, VRE, CSX & US DOT Secretary Buttigieg announced the signing of the Definitive Agreements.

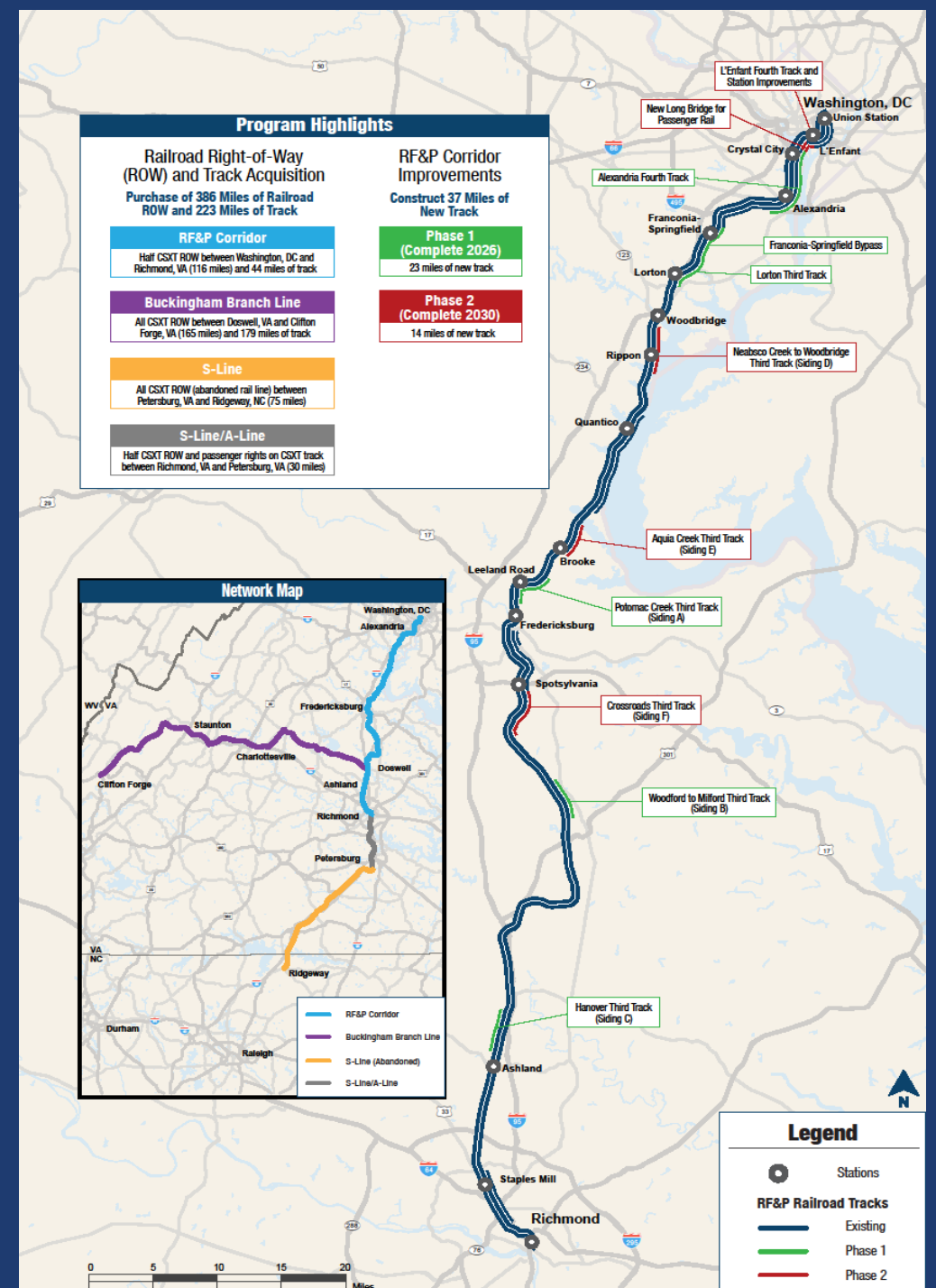
May 5, 2021  
Expansion to New River Valley announced





# CSX-Amtrak-VRE Agreements

- Includes both acquisition and infrastructure projects.
- The acquisition map stretches from the nation's capital to the Allegheny Mountains to North Carolina.
- Virginia is purchasing half of the RF&P right of way
  - Will allow Virginia to construct a dedicated 2-track passenger corridor.
- Full acquisition of the Buckingham Branch from Doswell to Clifton Forge
- Acquisition of CSX property along the abandoned S-Line from Petersburg to NC
- Infrastructure Phases 1 and 2 are concentrated on the RF&P from Washington to Richmond.
  - The completion of each Phase will trigger additional VRE and Amtrak service.



# Northern Virginia and District Projects

## Program Highlights

### Railroad Right-of-Way (ROW) and Track Acquisition

**Purchase of 386 Miles of Railroad ROW and 223 Miles of Track**

#### RF&P Corridor

Half CSXT ROW between Washington, DC and Richmond, VA (116 miles) and 44 miles of track

#### Buckingham Branch Line

All CSXT ROW between Doswell, VA and Clifton Forge, VA (165 miles) and 179 miles of track

#### S-Line

All CSXT ROW (abandoned rail line) between Petersburg, VA and Ridgeway, NC (75 miles)

#### S-Line/A-Line

Half CSXT ROW and passenger rights on CSXT track between Richmond, VA and Petersburg, VA (30 miles)

### RF&P Corridor Improvements

**Construct 37 Miles of New Track**

#### Phase 1 (Complete 2026)

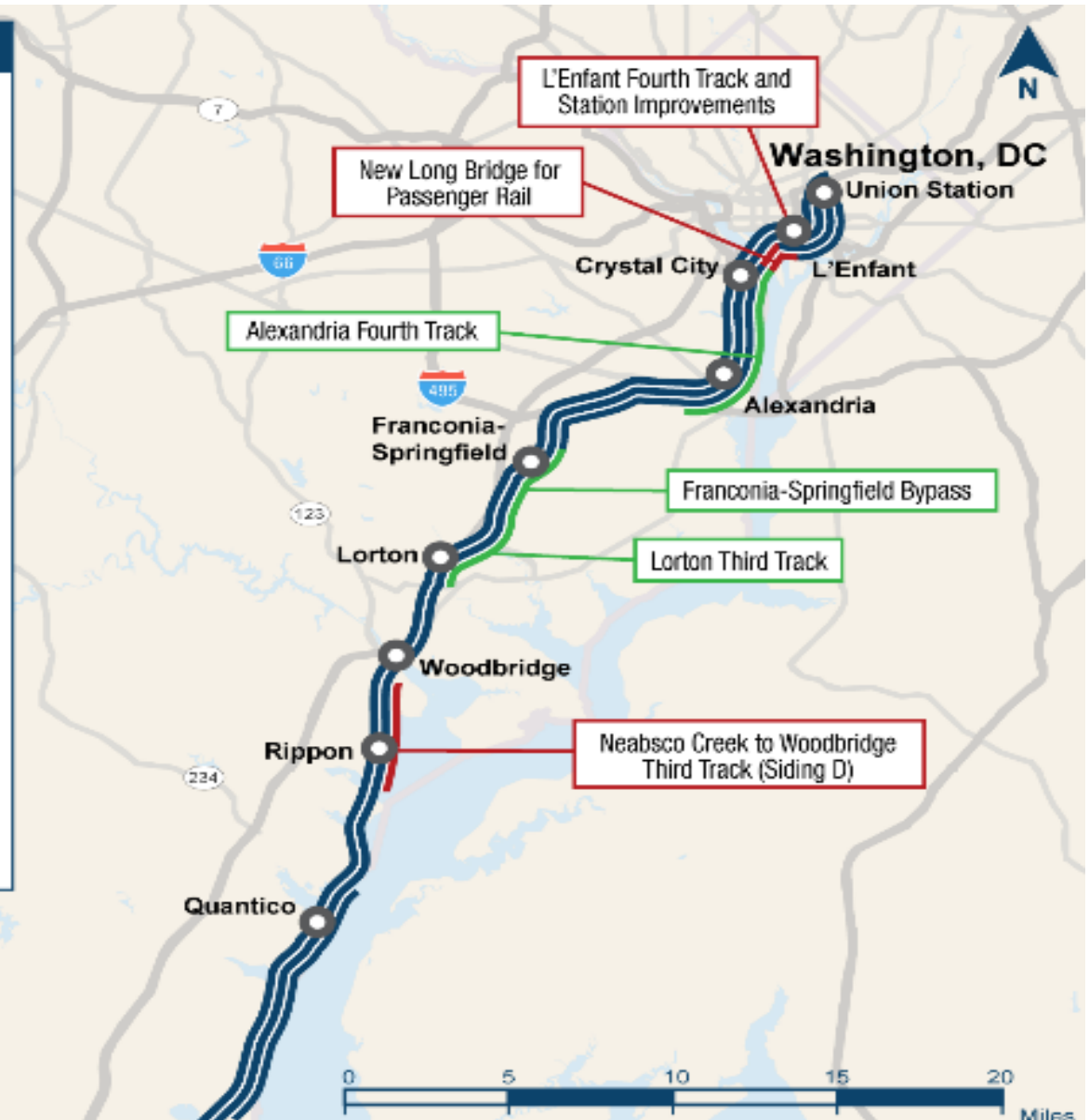
23 miles of new track

#### Phase 2 (Complete 2030)

14 miles of new track

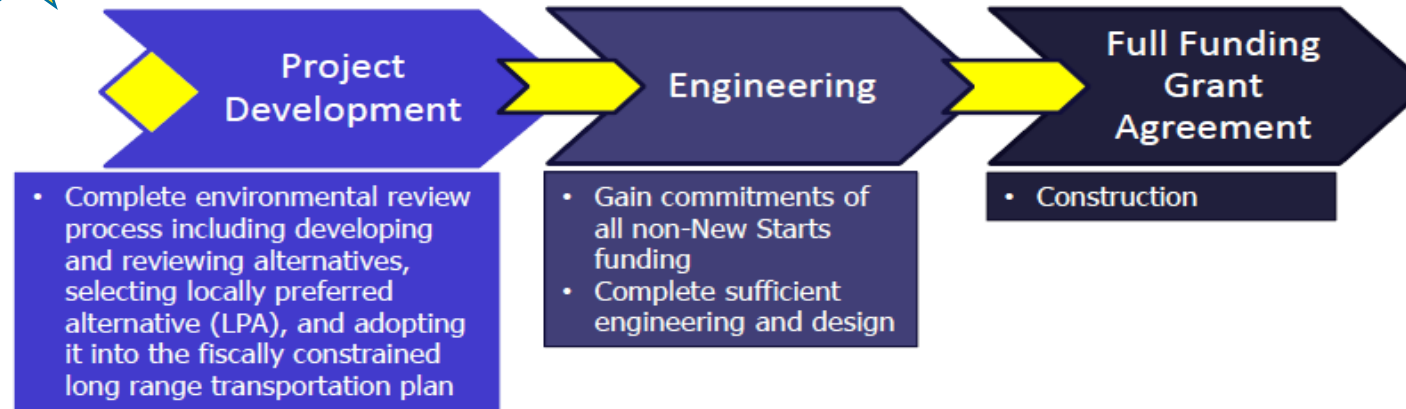
### Legend

- Stations
- RF&P Railroad Tracks
  - Existing
  - Phase 1
  - Phase 2

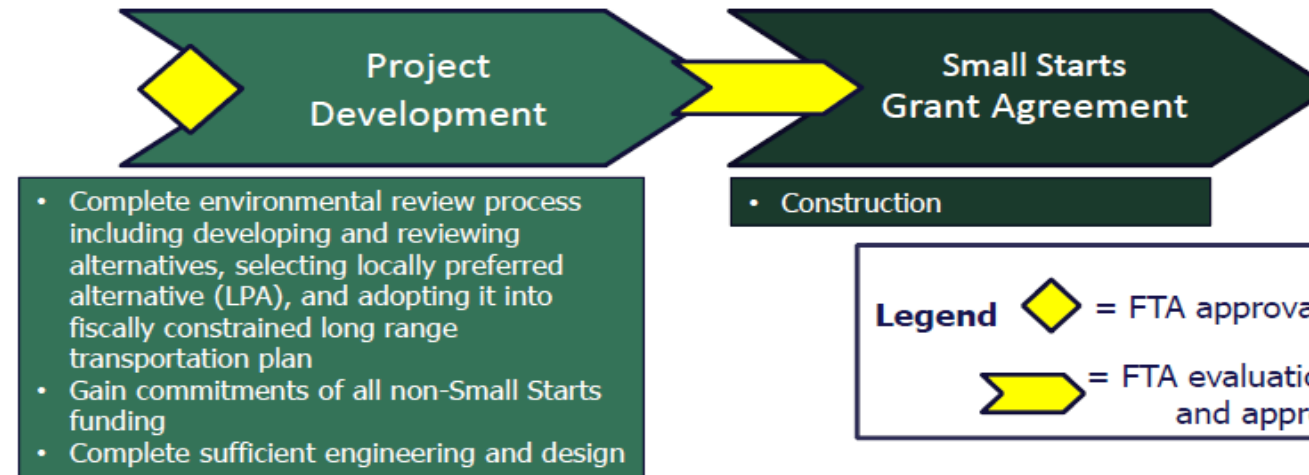




# FTA Core Capacity Program

## ★ New Starts and Core Capacity Process

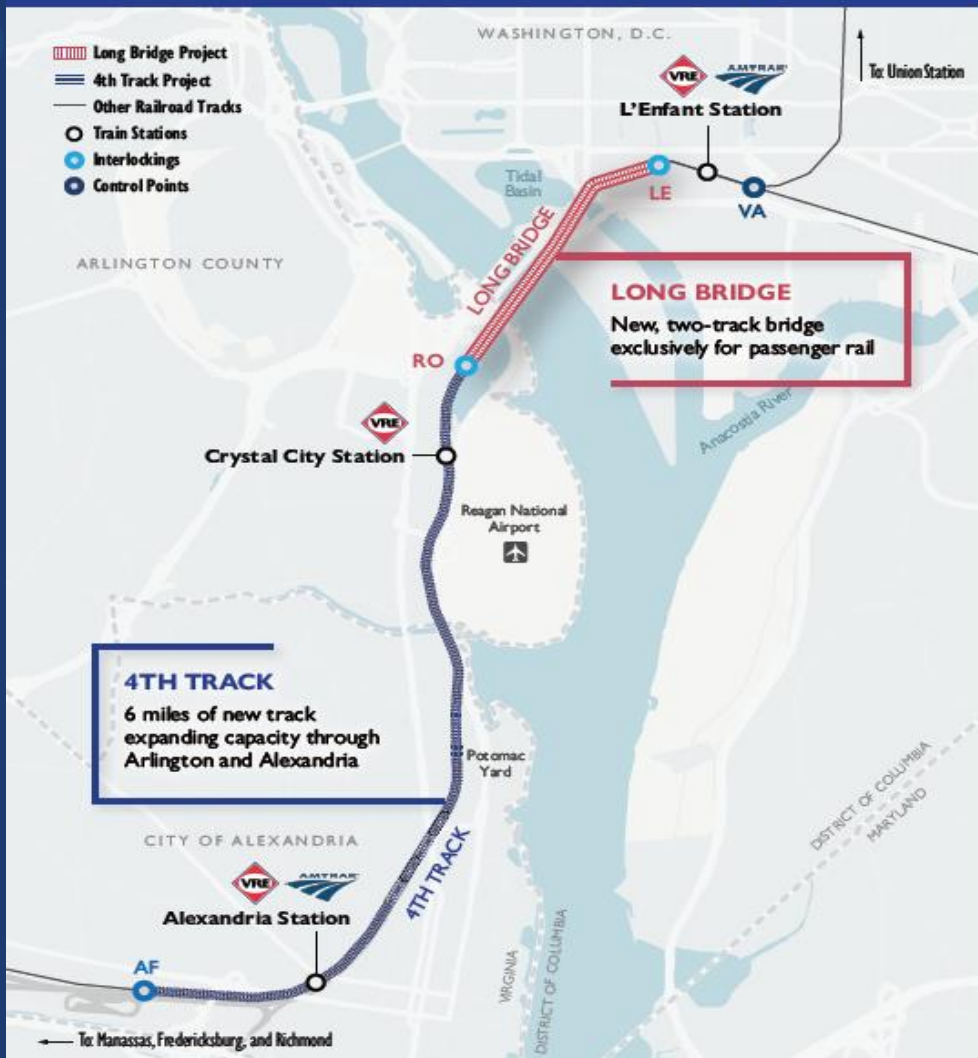


## Small Starts Process



**Legend**  = FTA approval  
 = FTA evaluation, rating, and approval

# NORTHERN VIRGINIA CORE CAPACITY PROJECT



## FTA Core Capacity

- VPRA will be applying for a Core Capacity Full Funding Grant Agreement for Long Bridge and 4<sup>th</sup> Track Project.
- Estimated FFGA: ~\$800M

**4TH TRACK**  
Estimated Cost: \$185M



**LONG BRIDGE**  
Estimated Cost: \$1.9B



**ROLLING STOCK**  
Estimated Cost: TBD





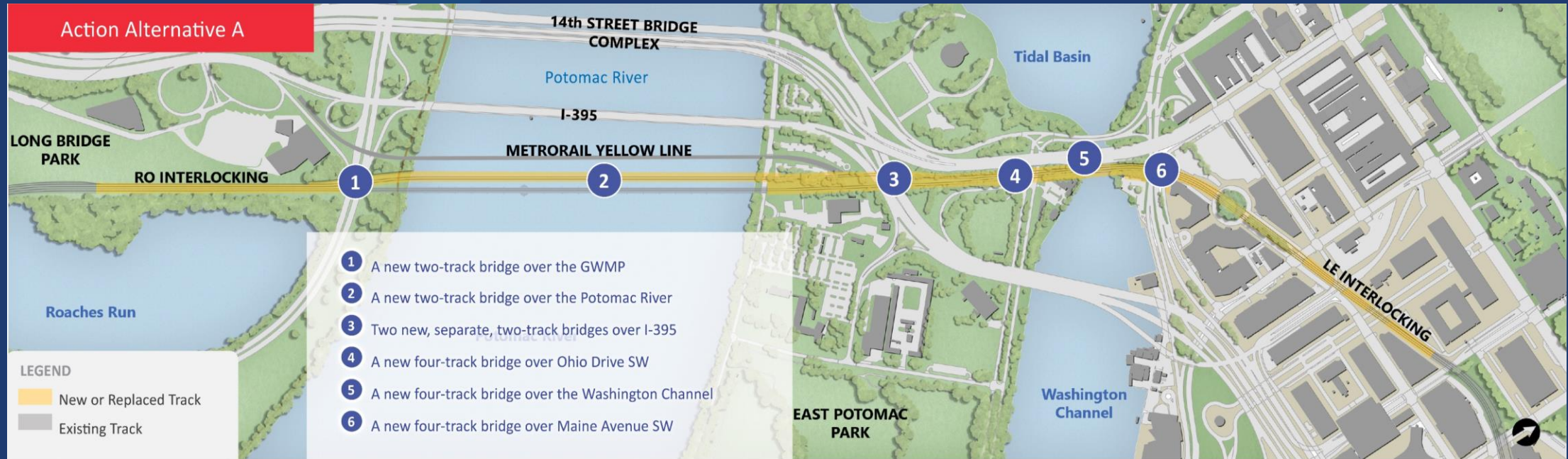
# FTA Core Capacity Eligibility

- The project meets FTA's basic requirements for Core Capacity funding eligibility
- Corridor is at capacity in terms of trains per hour – additional capacity requires capital investment in infrastructure
- Segments with loadings at or above 95% of seats are **highlighted** here.
- Long Bridge and 4<sup>th</sup> Track would enable additional peak hour VRE trains





# Long Bridge



- \$1.9 Billion estimated cost
- 30% Design contract awarded March 2021.
- To increase freight & passenger rail service, the biggest rail bottleneck on the East Coast – Long Bridge – needs to be addressed.
- Long Bridge carries almost 80 trains a day over a 100-year old 2-track bridge.
- The bridge is at 98% capacity during peak hours.
- Environmental clearance started in 2016 and was finalized in September 2020; names Virginia as the lead on design and construction.

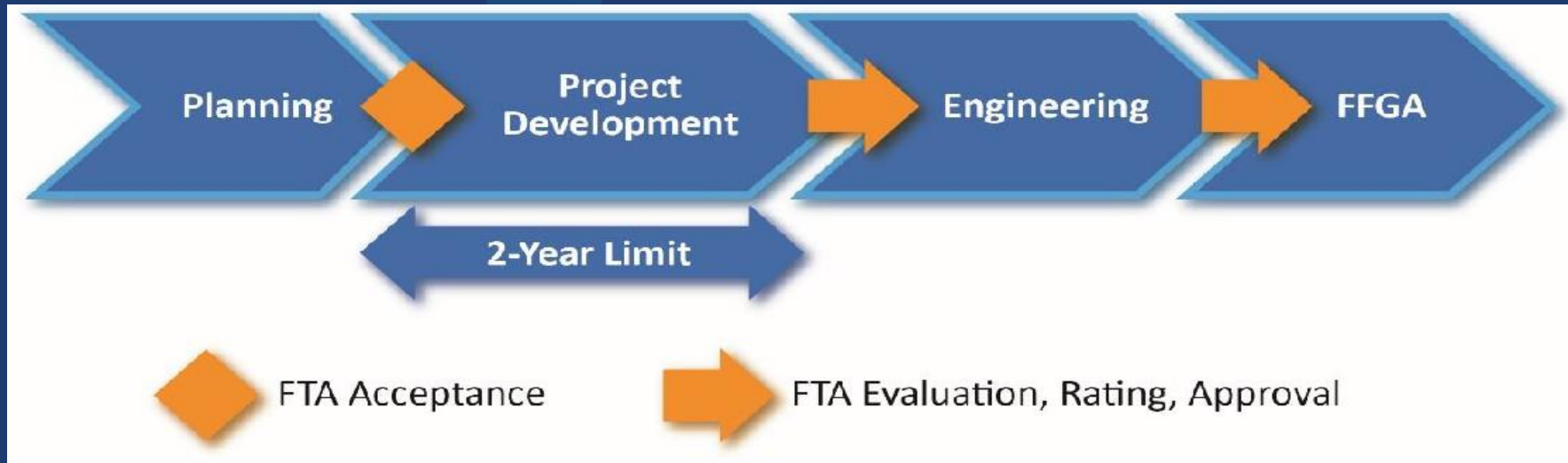
# Alexandria Fourth Track

- Project Scope: Final Design & Construction for 6 miles of fourth track
- Project Location: AF (Alexandria) to RO (Rosslyn) Interlocking; south of Long Bridge.
- Project Cost: \$185 million
- Project Timeline: Final Design Complete: 2022; Construction Complete: 2026
- Bottleneck: Freight and passenger rail: 3 Fredericksburg line trains and 2 Manassas line trains VRE and Amtrak passenger trains, and CSXT freight trains converge at AF Interlocking.
- Adjacent Projects: New track will be coordinated with the VRE Crystal City Station and Alexandria Station projects.



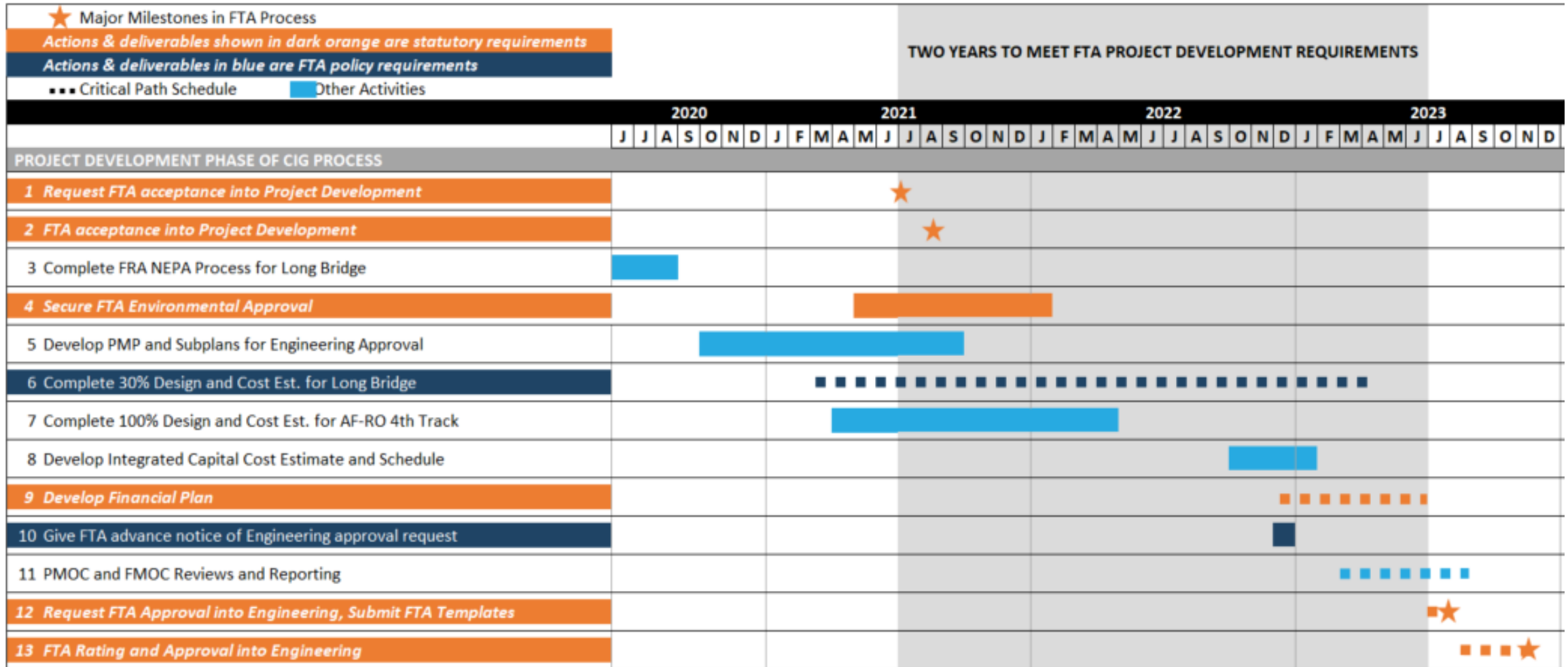


# Core Capacity: Project Development & Approval



- Full-Funding Grant Agreement (FFGA) commits FTA funding, subject to appropriations by Congress
- Prior to FFGA, project sponsors request to formally enter Project Development (PD) and spend their own funds "at risk" and have to complete Preliminary Engineering within two-years of entry into PD
- Projects that successfully complete the process are generally recommended for funding
- Pre-award authority is made available to allow certain costs incurred prior to the FFGA to count toward local share

# Core Capacity Project Schedule





# Next Steps

- Finalize Alexandria 4<sup>th</sup> Track 30% Design Plans
- CSX commences 4<sup>th</sup> Track Final Design, includes track design agreement with VPRA
- Continue Preliminary Engineering for Long Bridge
- Apply to enter FTA's Core Capacity Project Development Phase
- 2 year window to exit project development
  - Requirements:
    - Environmental Clearance (complete with FRA, but FTA will take action to bless FRA findings) (Notes: CE for 4<sup>th</sup> track, and will adopt Long Bridge ROD)
    - 30% Design (Complete for 4<sup>th</sup> track, not for Long Bridge)
    - Refining of cost estimates based on increase in level of design
    - Risk assessment

# Questions?

**Michael McLaughlin**

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Virginia Passenger Rail Authority

