

February 1, 2022

# Transforming Rail In Virginia Capital Projects: Major Milestones



# FY 23 VPRA Budget: Capital Projects

Estimate Level  
 1: Rough order of  
 Magnitude  
 2: Conceptual Design  
 3: 30% Design  
 4: 60% Design  
 5: Final Design  
 6: Construction  
 7: Explicit Costs

Project Description	Estimate Level	Total Project Budget	Expenses June 30, 2021	Amended FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total FY22 - FY28
<b>I-95 Corridor</b>											
New Long Bridge for Passenger Rail	2	\$2,039.3	\$4.6	\$24.3	\$31.1	\$18.5	\$36.8	\$157.4	\$557.6	\$550.9	\$1,376.6
Alexandria 4th Track	3	210.4	0.2	10.4	42.6	45.9	63.4	47.9	-	-	210.2
Franconia to Lorton 3rd Mainline	3	208.5	0.1	6.1	10.9	59.5	103.1	28.8	-	-	208.4
Franconia-Springfield Bypass	2	241.4	0.2	4.0	10.2	12.3	79.6	86.4	48.7	-	241.2
Richmond to DC Sidings - Phase 1	2	233.1	0.1	0.9	12.8	24.6	124.3	70.4	-	-	233.0
Richmond to DC Sidings - Phase 2	2	236.4	0.3	0.3	0.3	0.3	0.3	8.8	16.0	106.4	132.4
TRV Right of Way Acquisition	7	525.0	200.0	200.0	125.0	-	-	-	-	-	325.0
TRV Right of Way Transaction Costs	7	38.0	10.4	12.0	10.6	5.0	-	-	-	-	27.6
Newington Bridge	2	36.2	-	0.1	3.0	14.5	17.9	0.7	-	-	36.2
Route 1 Bridge	2	57.4	-	0.1	3.6	13.8	30.9	9.0	-	-	57.4
L'Enfant 4th Track	1	22.4	0.1	0.7	1.1	1.1	1.5	6.0	6.0	5.9	22.3
Richmond Layover Facility	1	35.6	-	0.1	3.0	14.3	17.6	0.6	-	-	35.6
Lorton to Route 1	1	20.8	-	0.6	1.1	5.9	10.2	3.0	-	-	20.8
Other TRV Infrastructure	1	1.9	-	0.5	1.4	-	-	-	-	-	1.9
<b>Western Rail Corridor</b>											
Salem Right of Way Acquisition	7	38.0	-	38.0	-	-	-	-	-	-	38.0
New River Valley Platform & Track Improvements	1	74.2	-	1.0	9.8	14.2	25.4	23.8	-	-	74.2
V-Line Tunnels	1	47.9	-	-	15.5	16.0	16.4	-	-	-	47.9
Capital Improvements - Bridges	1	14.3	-	-	1.7	1.6	1.7	1.7	1.8	1.9	10.4
Capital Improvements - Other	1	22.5	-	-	3.2	6.5	2.3	2.1	2.2	2.0	18.3
Salem Right of Way Transaction Costs	7	13.0	0.4	12.6	-	-	-	-	-	-	12.6
<b>Other</b>											
Purchase of St. Julian's Yard: Amtrak Service Facility	7	1.9	-	1.9	-	-	-	-	-	-	1.9
<b>Total Capital Projects</b>		<b>\$4,118.2</b>	<b>\$216.4</b>	<b>\$313.6</b>	<b>\$286.9</b>	<b>\$254.0</b>	<b>\$531.4</b>	<b>\$446.6</b>	<b>\$632.3</b>	<b>\$667.1</b>	<b>\$3,131.9</b>



# Washington to Richmond Projects

## PHASE 1 & 2 IMPROVEMENTS AND HIGHLIGHTS

### RAIL CORRIDOR IMPROVEMENTS

Construct 37 Miles of New Track

- 1 PHASE 1  
(Complete 2026) 23 miles of new track
- 2 PHASE 2  
(Complete 2030) 14 miles of new track

### RAILROAD RIGHT-OF-WAY (ROW) AND TRACK ACQUISITION

Purchase of 384 Miles of Railroad ROW and 223 Miles of Track

- SEGMENT 1  
Half of CSXT ROW between Washington, DC and Petersburg, VA (145 miles), and 44 miles of track
- SEGMENT 2  
All of CSXT ROW (abandoned rail line between Petersburg, VA and Ridgeway, NC (75 miles)
- SEGMENT 3  
Nearly all of CSXT ROW between Doswell, VA and Clifton Forge, VA (164 miles), and 179 miles of track

### NETWORK MAP



## PHASE 1 & 2 IMPROVEMENTS

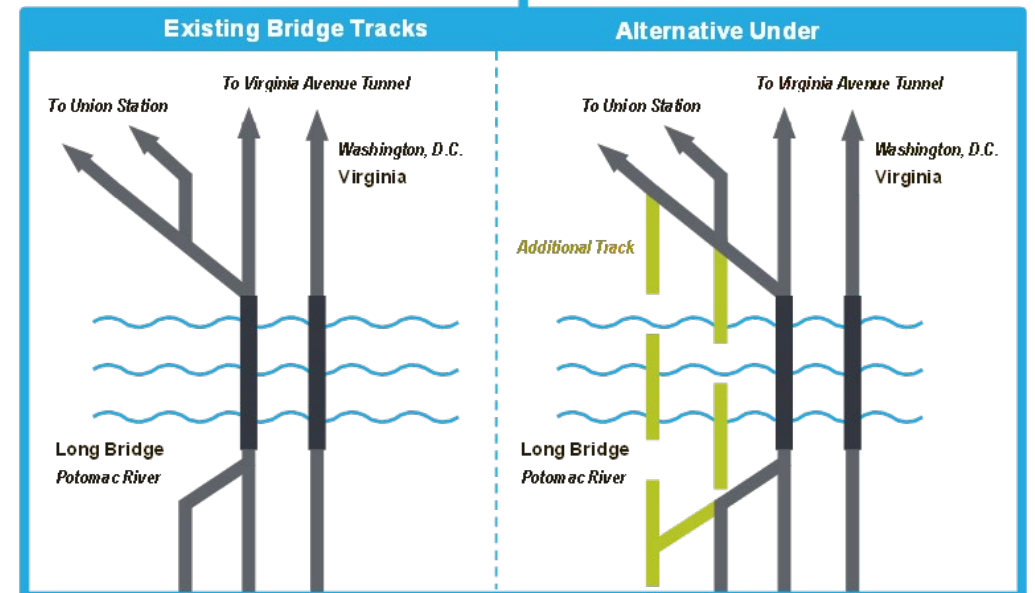
- L'Enfant Fourth Track and Station Improvements 2
- Long Bridge Project 2
- Alexandria Fourth Track 1
- Franconia-Springfield Bypass 1
- Franconia to Lorton Third Track 1
- Neabsco Creek to Woodbridge Third Track (Siding D) 2
- Aquia Creek Third Track South (Siding E) 2
- Potomac Creek Third Track South (Siding A) 1
- Crossroads Third Track (Siding F) 2
- Woodford to Milford Third Track (Siding B) 1
- Hanover Third Track (Siding C) 1

### LEGEND

- 1 PHASE 1
- 2 PHASE 2
- STATIONS
- RF&P RAILROAD TRACKS
  - Existing
  - Projects

# Long Bridge

- Long Bridge is 2-track bottleneck located between 3 tracks in DC and VA
- \$2 Billion construction of a new 2-track bridge and associated 4<sup>th</sup> track projects will create an 8-mile 4-track corridor, with two tracks dedicated to passenger trains.
- VPRA-led project
- Preliminary engineering expected to last through 2024 with final design and construction through 2030





# Long Bridge

- Project will construct 1.8 miles of track and numerous rail bridges and retaining walls
- As part of 30% design, the project team is currently reviewing 15% design
- Key piece of VPRA's FTA Capital Investment Grant (CIG) submittal – formally accepted in Nov, 2021
- The FRA issued the Environmental Decision in 2020, but FTA will need to adopt as part of CIG process
- CSXT-VPRA Project Authorization Notice being drafted and expected to be complete in the next month



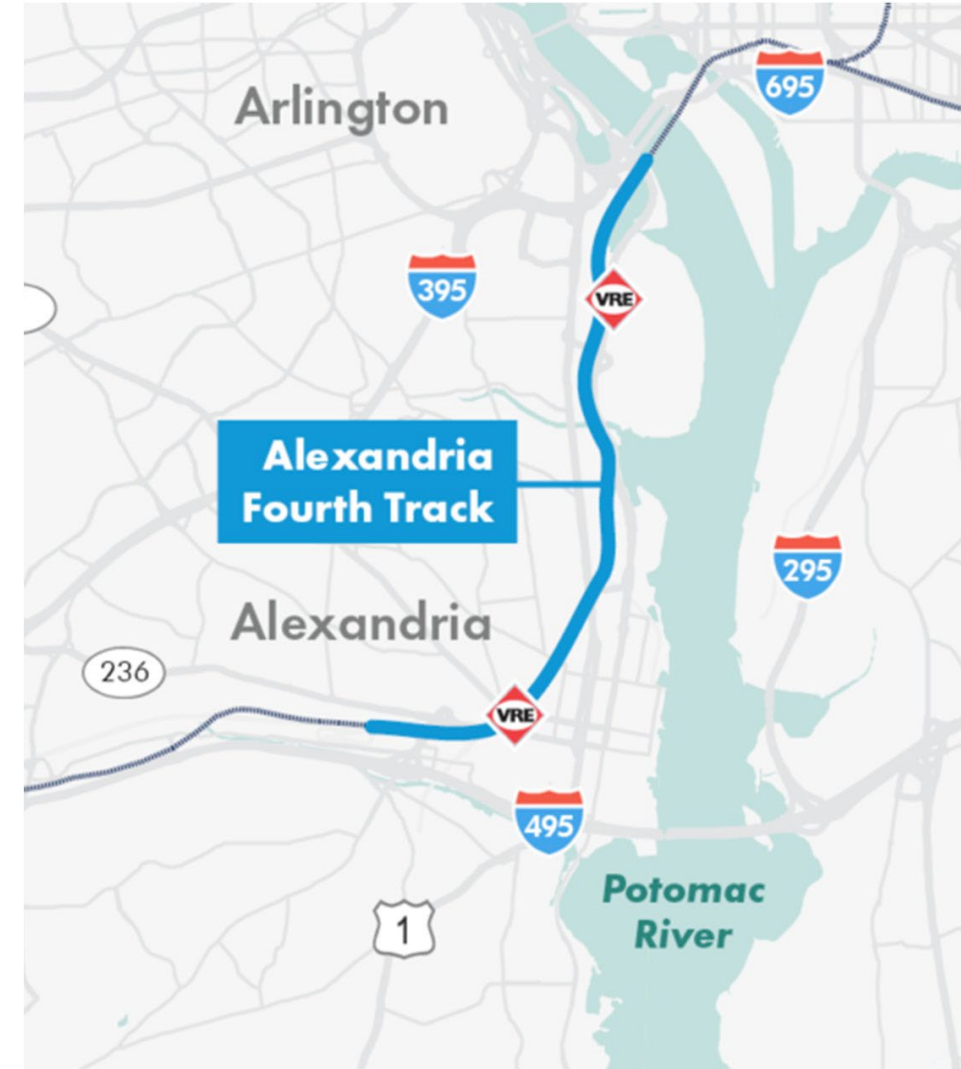
## **Bridge Focus Areas** – RO Interlocking to LE Interlocking

1. RO interlocking to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings

4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to LE

# Alexandria 4th Track

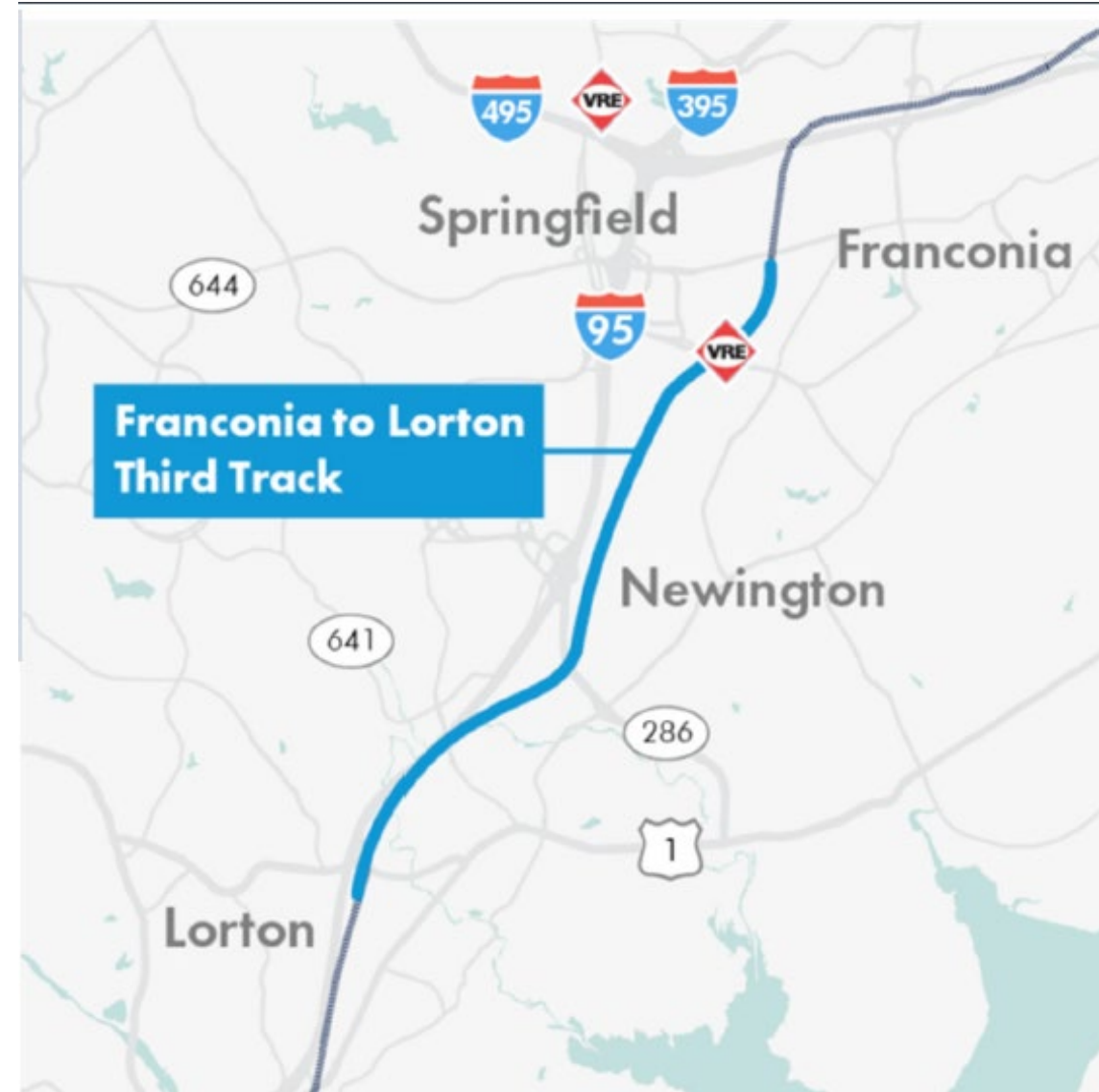
- \$210 Million Project constructs 6 miles of track
- CSX-led project
- Currently at 30% design, and VPRA issued a notice to proceed to CSX for Final Design in November
- Construction estimated to be complete: 2026
- An Early Works Crash Wall completed 11/2021
  - Completion was important to meeting a US DOT Grant Obligation deadline in 11/2021
  - Project completed with VDOT Assistance
  - A crash wall is located near National Airport adjacent to track 1





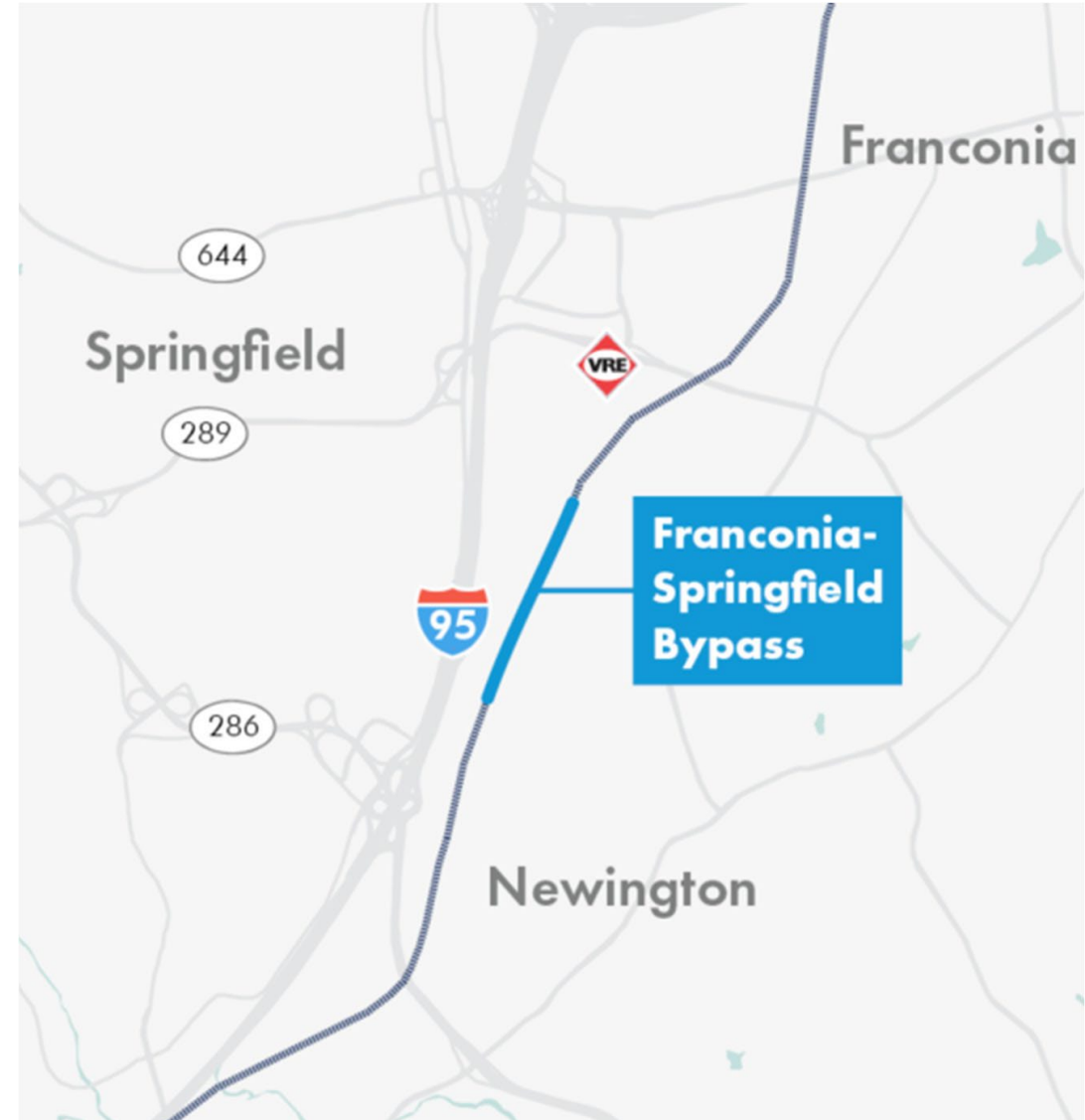
# Franconia to Lorton 3rd Track

- \$208 Million Project will construct 7 miles of track
- CSX-led project
- There are two bridge replacement projects planned for construction as part of the project: Newington and Route 1 (with costs of \$36M and \$57M)
- CSXT-VPRA Project Authorization Notice finalized early January includes 30% design for 3rd track and Newington & Route 1 Bridges
- Construction estimated to be complete 2026



# Franconia-Springfield Bypass

- \$241 Million project will:
  - Construct elevated rail tracks to move passenger trains over freight tracks, eliminating passenger-freight conflicts
  - Bypass will improve access for VRE passenger train platforms, current trains cross tracks to access platforms
- VPRA-led project
- \$23 Million Northern Virginia Transportation Authority (NVTA) Grant in 2020 (For Construction)
- The Project Authorization Notice with CSX is being negotiated with CSX, and it will take design to 30%
- Construction estimated to be complete 2026

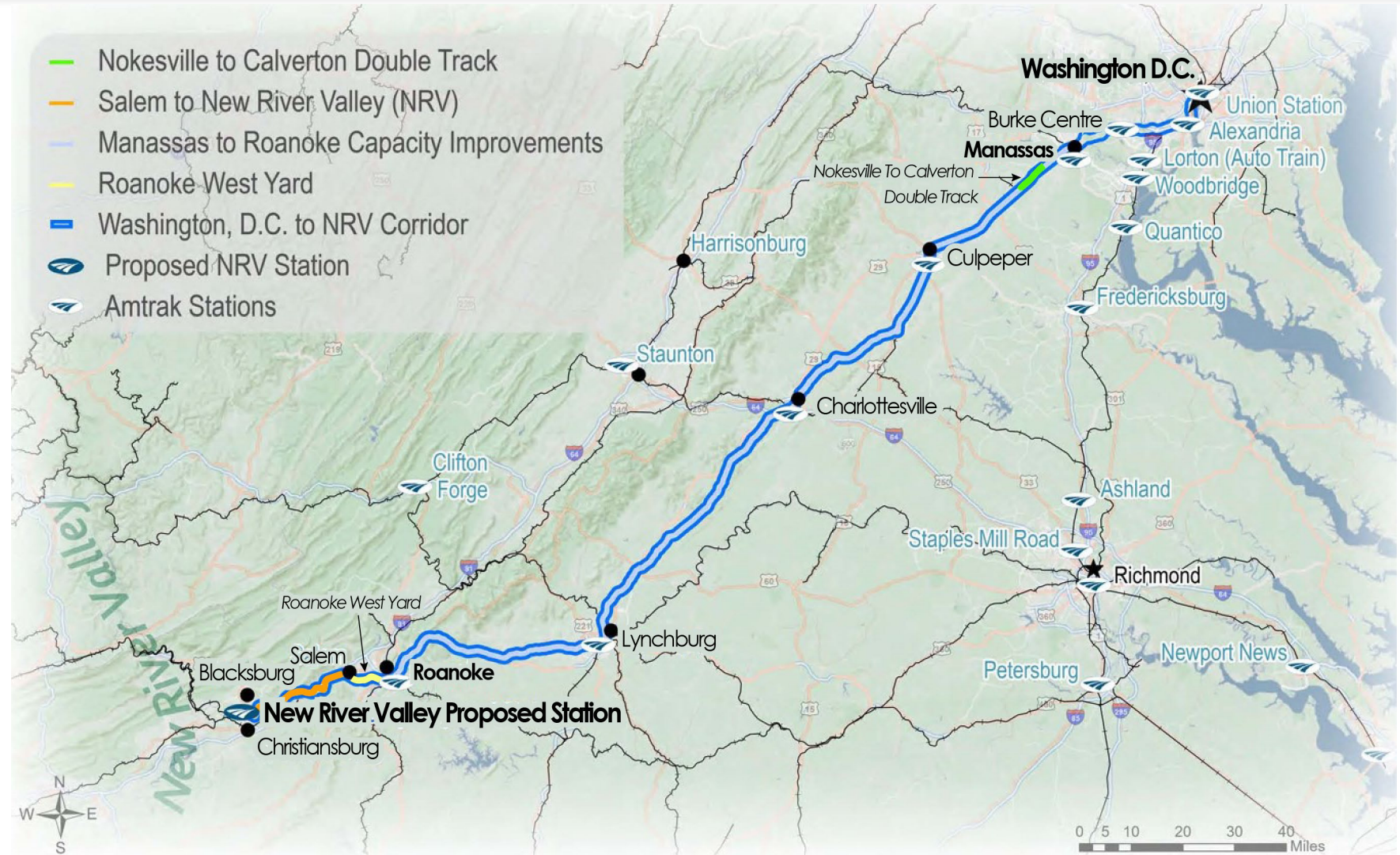




# Norfolk Southern Projects

## Three Major Projects

- Nokesville to Calverton
- Roanoke Yard
- Salem to New River Valley Track & Passenger Rail Station





# Nokesville to Calverton Double Track

- \$50 Million Project will construct over 7 miles of double track for a continuous 22 miles of double track south of Manassas
- Norfolk Southern-led project
- VPRA issued a Letter of No Prejudice in June of 2021 to authorize Norfolk Southern to initiate design at their own expense until the Comprehensive Rail Agreement is final in mid-2022
- Construction estimated to be complete by 2026

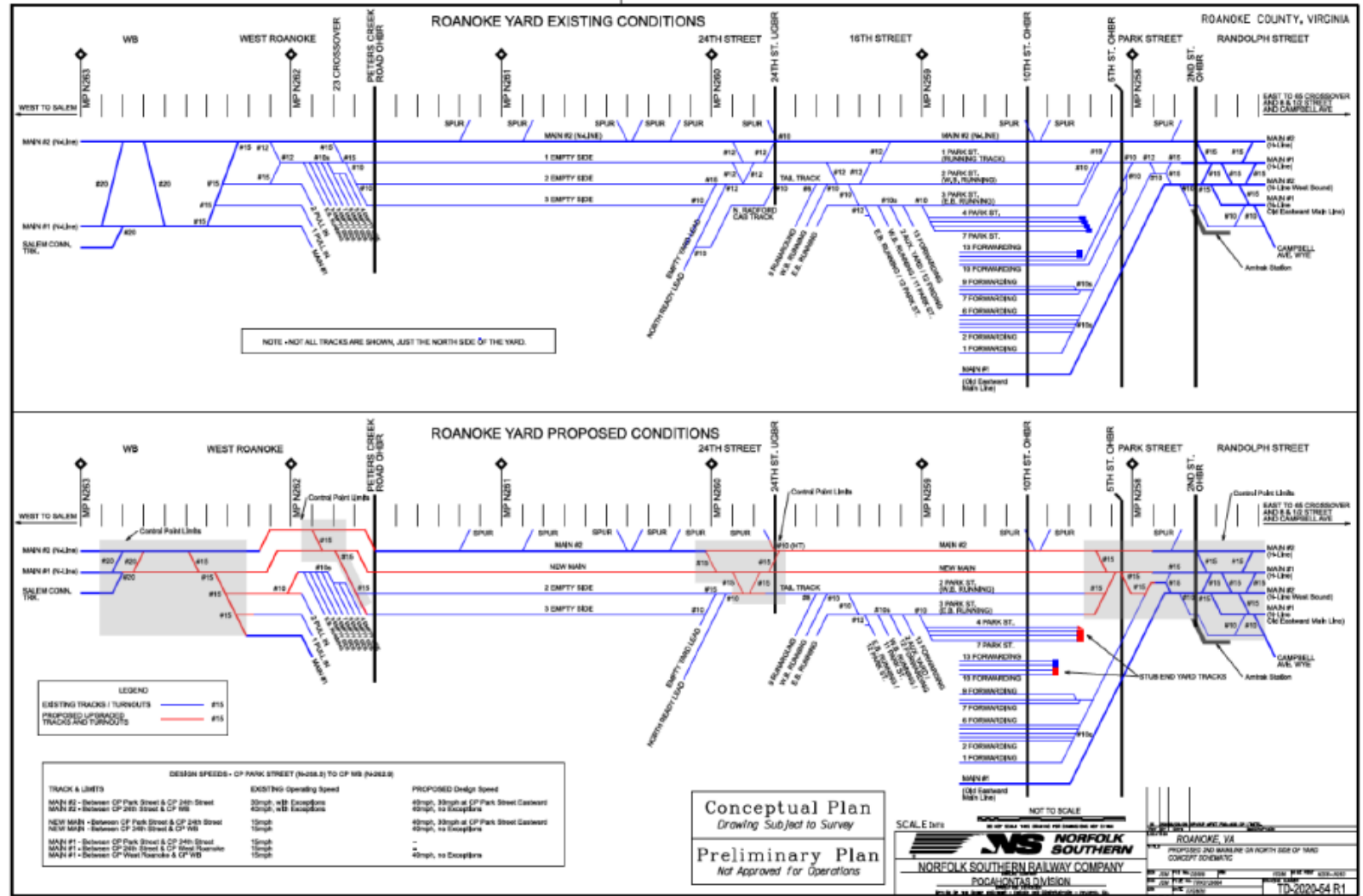




# Roanoke Yard

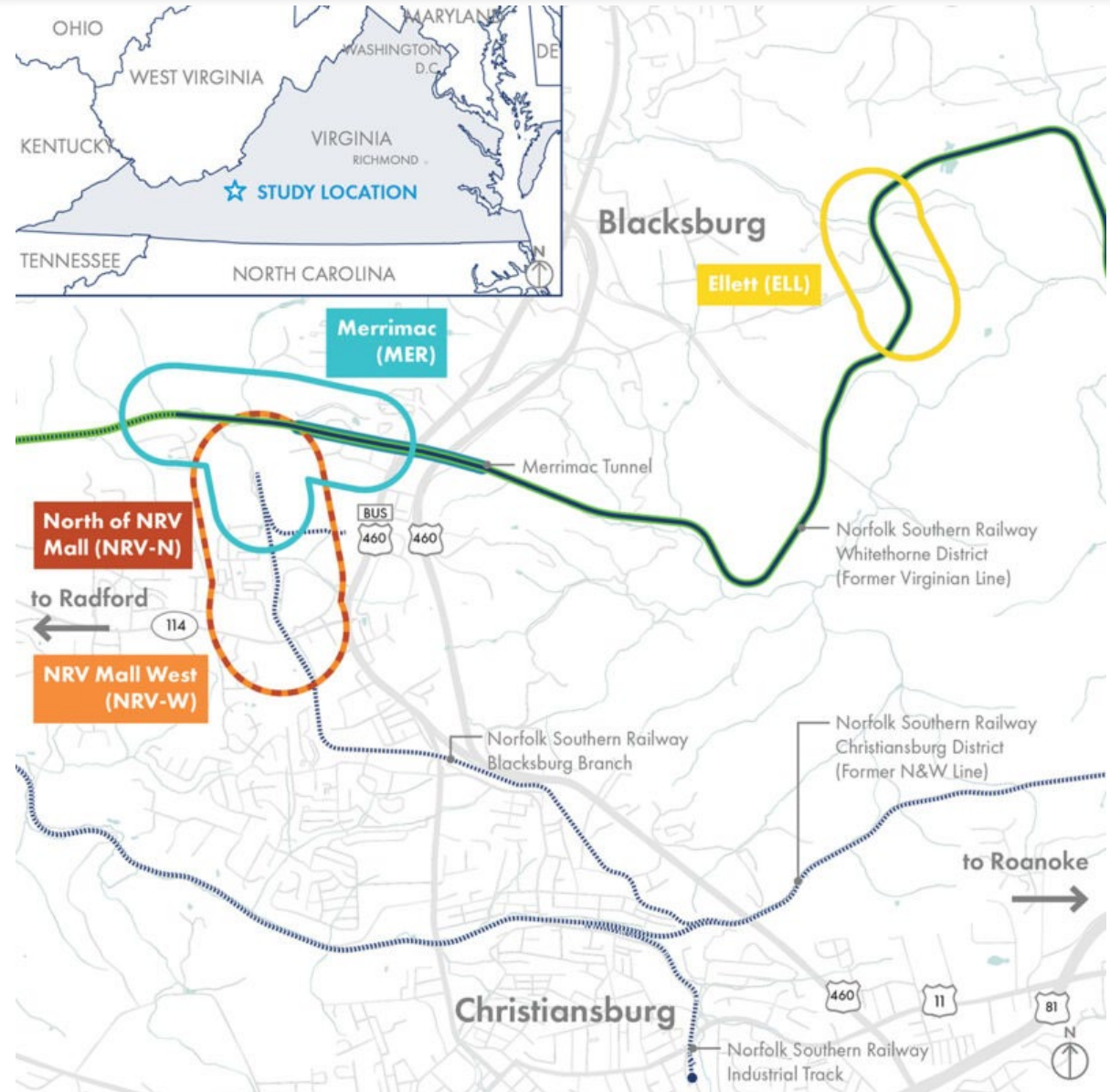
- \$36.5 Million project will improve track in the Roanoke Yard west of the Amtrak Station to ease the flow of passenger trains to the New River Valley
- Norfolk Southern-led project
- Also included in the June Letter of No Prejudice submitted to NS
- Construction estimated to be complete 2026

## General Conceptual Plans (Not Final Construction Plans)



# New River Valley Passenger Station

- Project will construct track, signals, platform, and station in the New River Valley.
- \$74 Million estimated cost at Feasibility Study stage, final cost TBD
- VPRA-led project
- New River Valley Passenger Rail Station Authority will partner with VPRA on the Station and intermodal connections
- Survey ongoing to gather public input on potential locations
- Over 2500 comments to date, with mall options favored among the public
- Public Meeting: late February
- Construction estimated by 2026





# Questions?

**Michael McLaughlin**  
**Chief Operating Officer**

