

Virginia Passenger Rail Authority

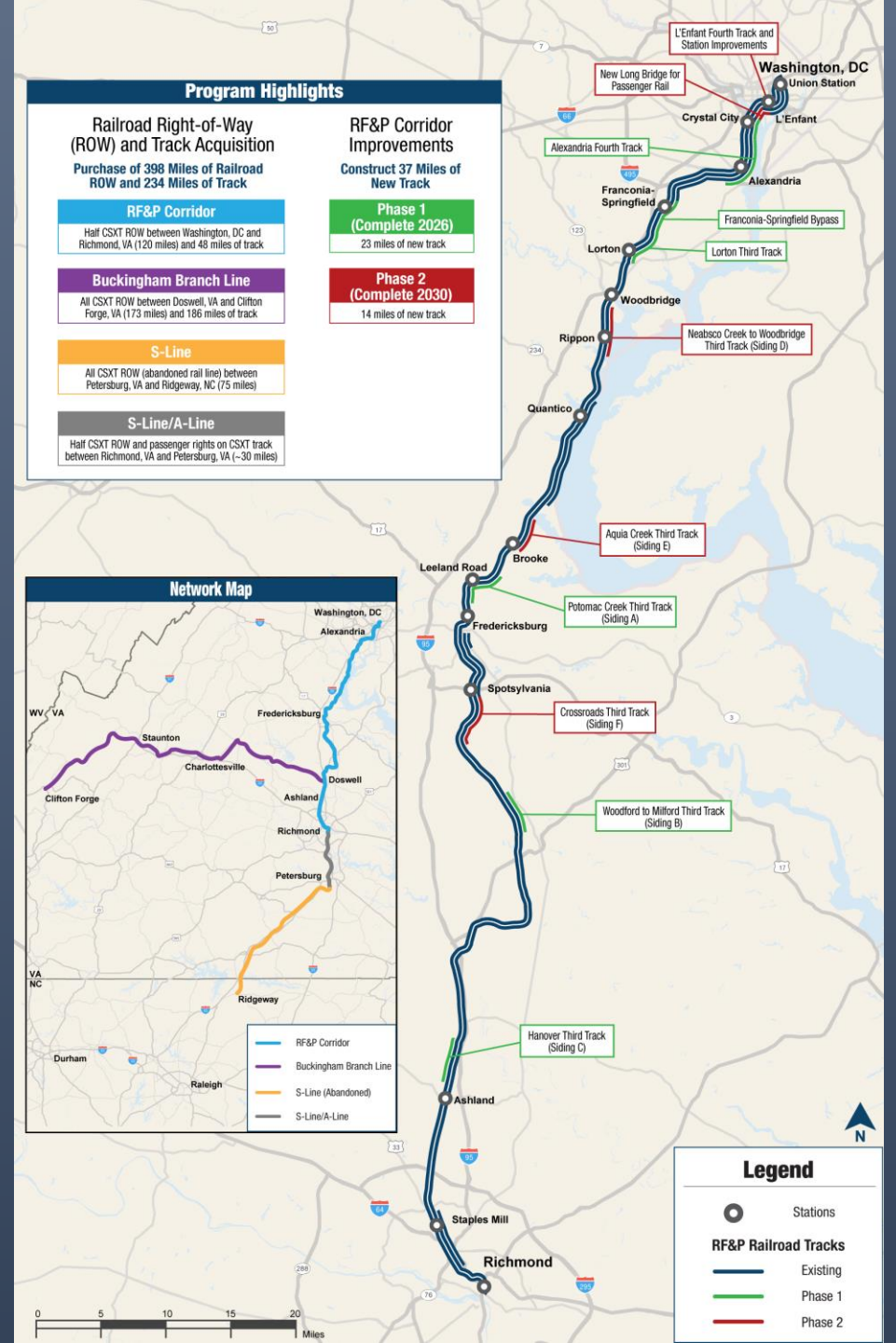
December 14, 2020 Board Meeting

Transforming Rail in Virginia Major Capital Projects

Michael McLaughlin, Chief of Rail – DRPT

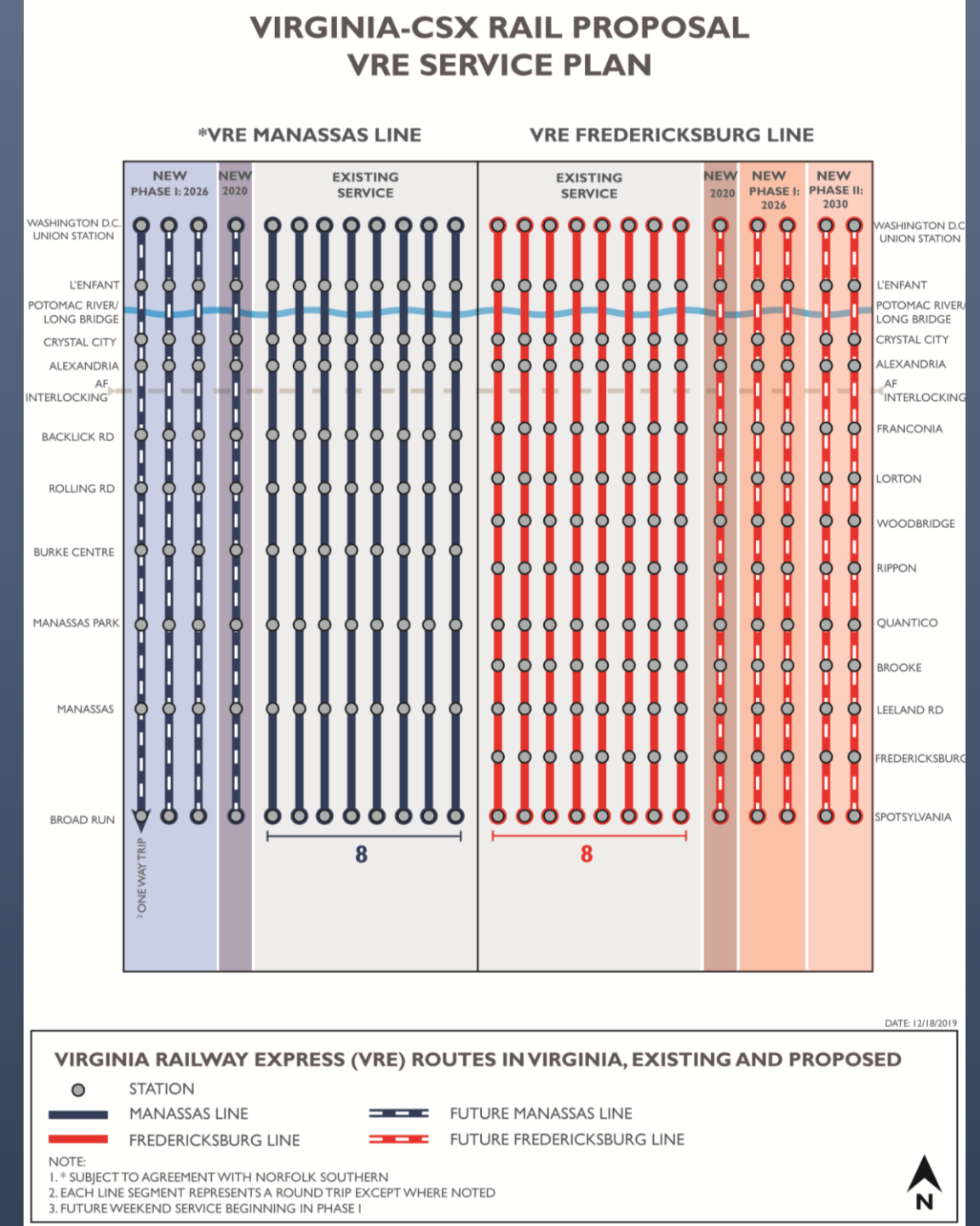
Transforming Rail in Virginia Capital Program

- Of the \$3.7 Billion TRV Program, \$3.2 billion is for capital projects.
- The projects will be constructed in phases:
 - Phase 1 to be completed ~ 2026
 - Phase 2 to be completed ~ 2030
- Virginia is close to finalizing the definitive legal agreements with CSX, Amtrak, and VRE on the \$3.7 billion TRV Program.

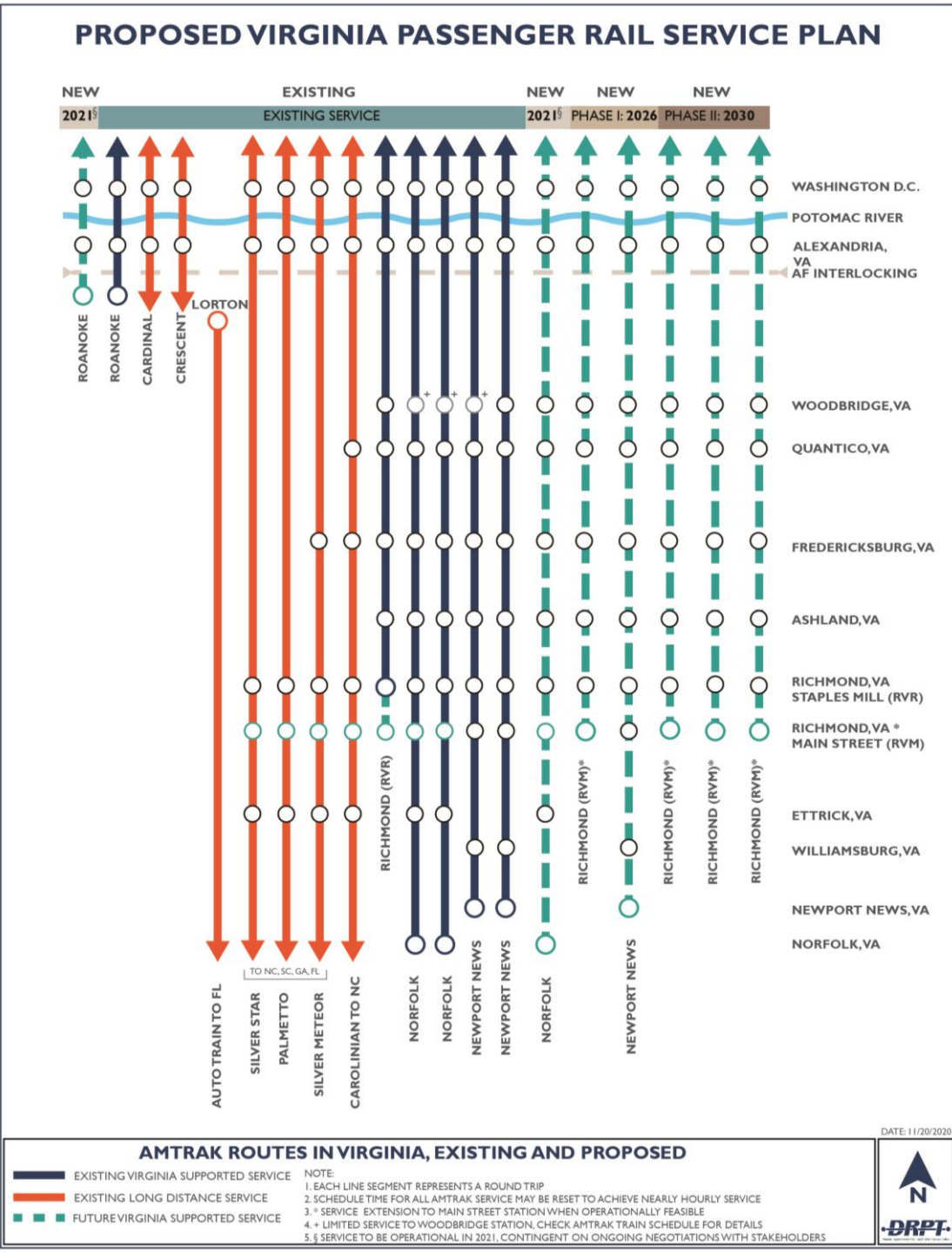


Completion of Phases Correspond with New Passenger Service

- Proposed Future Virginia Railway Express (VRE) Service Plan

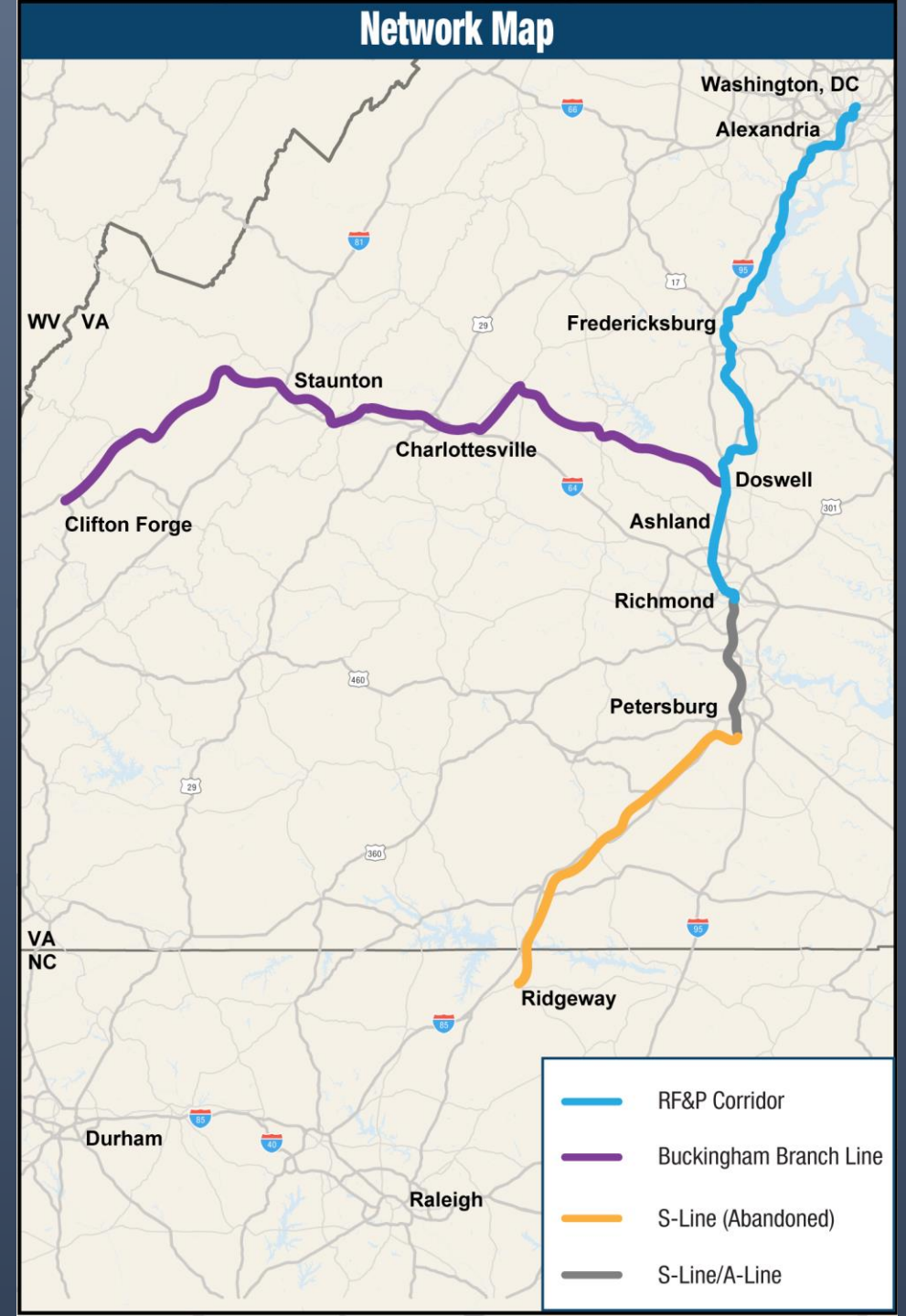
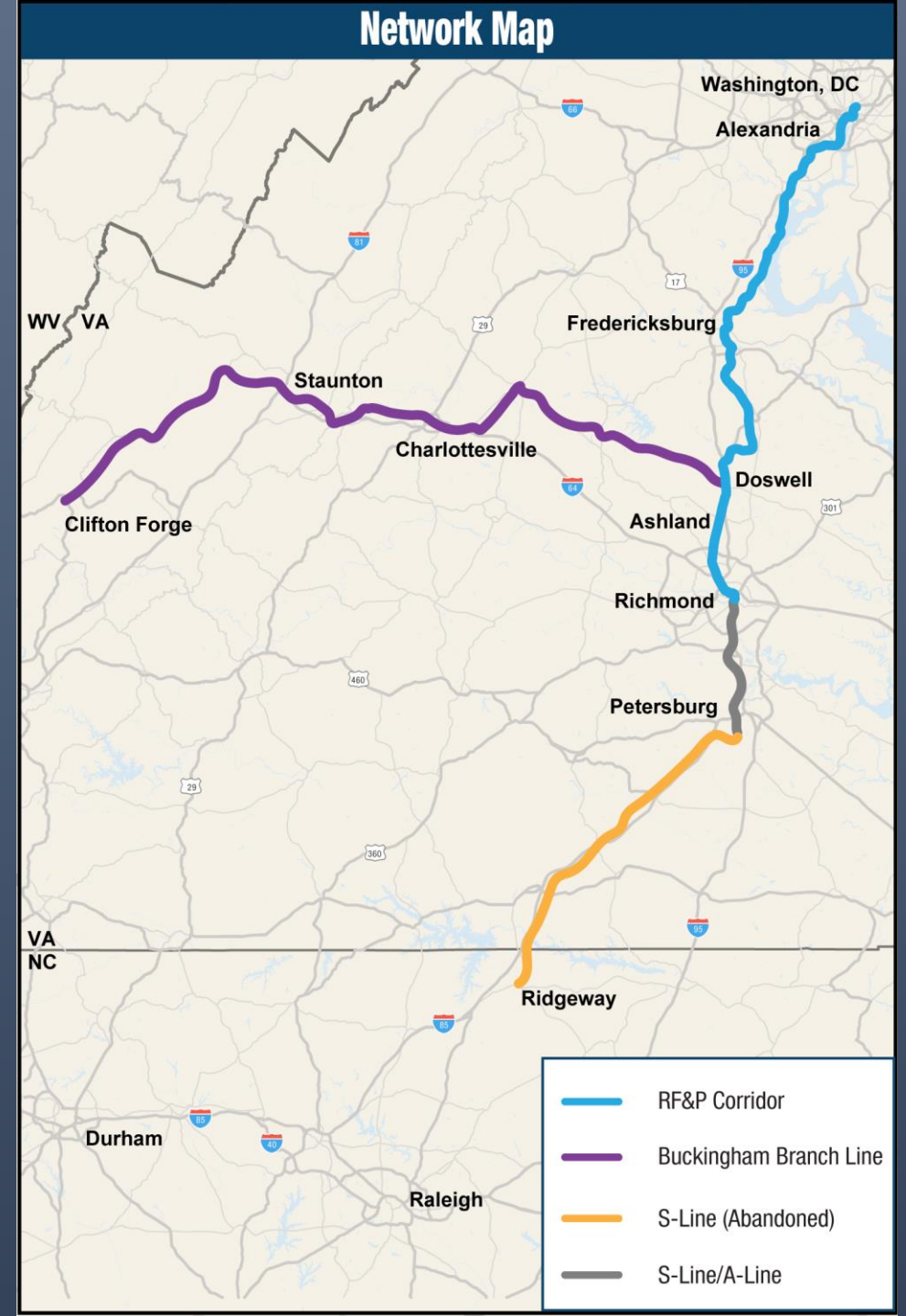


• Proposed Future Amtrak Service Plan



Acquisition

- The acquisition map stretches from the nation's capital to the Allegheny Mountains to North Carolina.
- Phases 1 and 2 are concentrated on the RF&P from Washington to Richmond



Northern Virginia and DC Projects

Program Highlights

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

Purchase of 398 Miles of Railroad ROW and 234 Miles of Track

RF&P Corridor

Half CSXT ROW between Washington, DC and Richmond, VA (120 miles) and 48 miles of track

Buckingham Branch Line

All CSXT ROW between Doswell, VA and Clifton Forge, VA (173 miles) and 186 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)

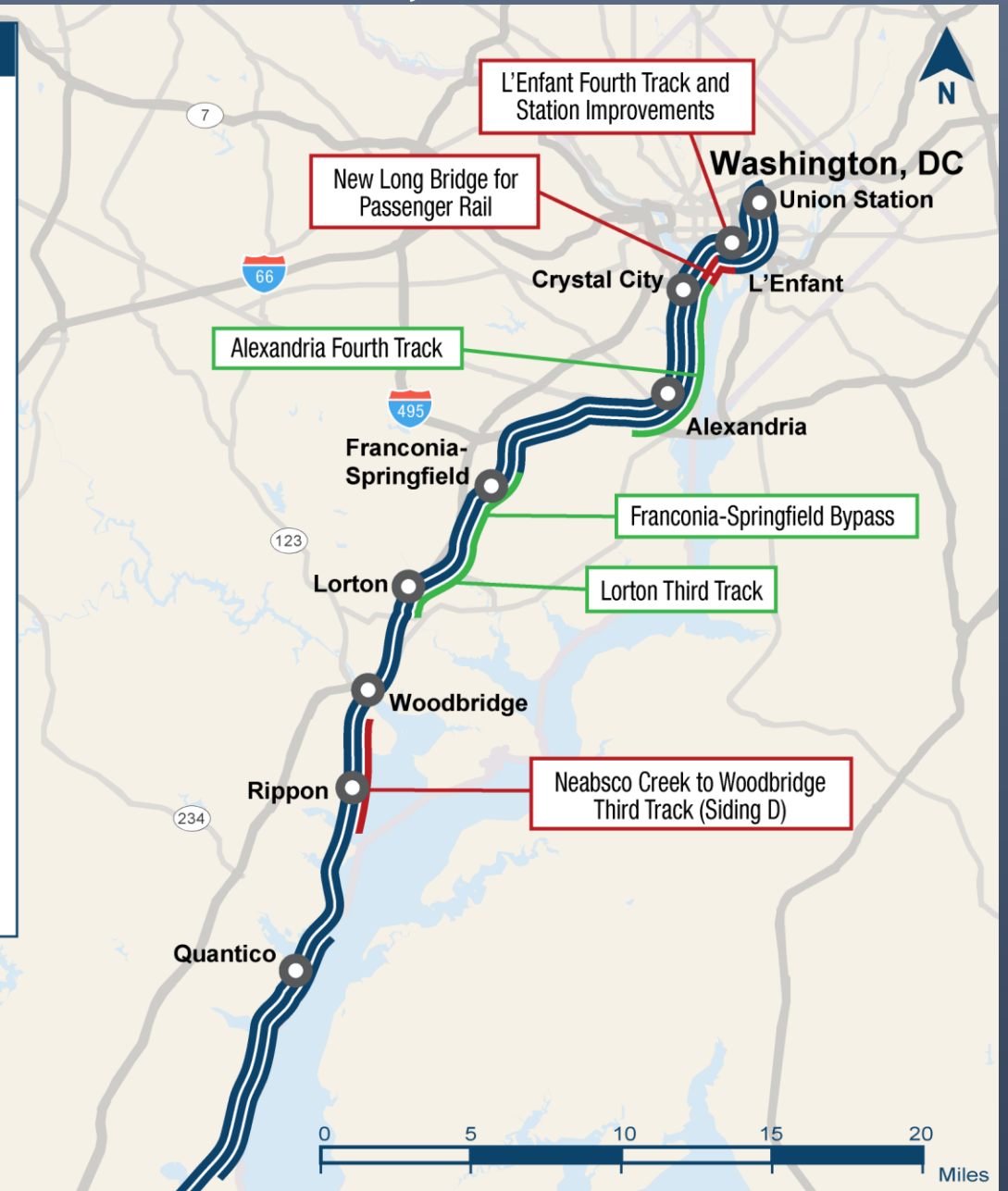
23 miles of new track

Phase 2 (Complete 2030)

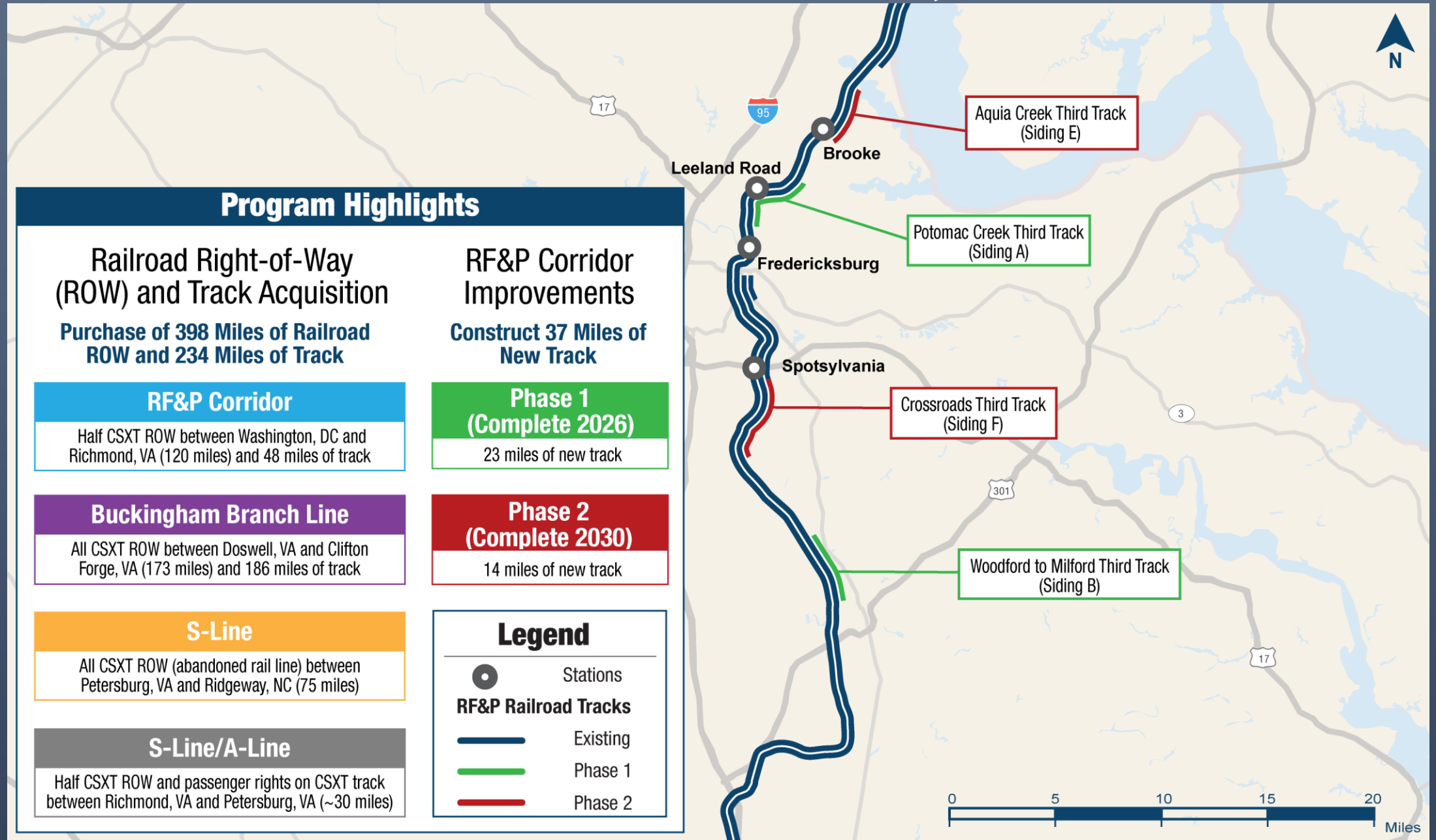
14 miles of new track

Legend

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



Central RF&P Area Projects



Southern RF&P Area Projects

Program Highlights

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

Purchase of 398 Miles of Railroad ROW and 234 Miles of Track

RF&P Corridor

Half CSXT ROW between Washington, DC and Richmond, VA (120 miles) and 48 miles of track

Buckingham Branch Line

All CSXT ROW between Doswell, VA and Clifton Forge, VA (173 miles) and 186 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



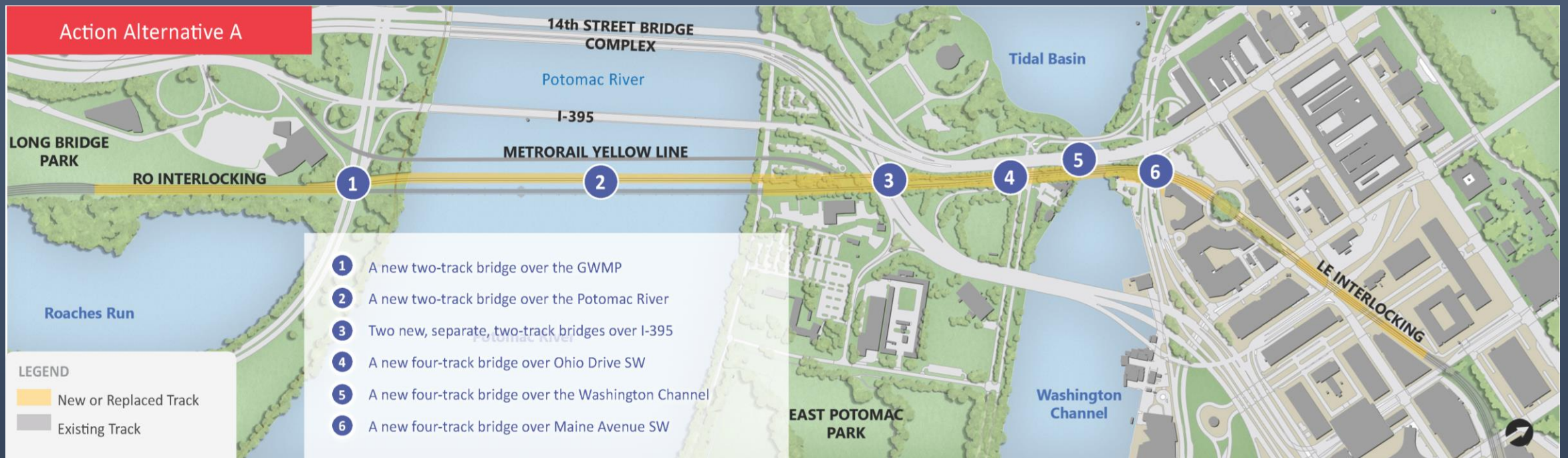
Phase 2



Individual Project Profiles

Long Bridge

- In order to add more freight and passenger rail, 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.



Current Status and Next Steps

- Estimated \$1.9 billion cost
- Project is currently at 15% design –Virginia is close to hiring a contractor to complete 30% Preliminary Engineering.
- In 2021 Virginia will apply to enter the FTA’s “Project Development” phase for its 5309 “Core Capacity” program – this could fund up to 50% of the project’s transit component (~\$800 million).
- During Preliminary Engineering Virginia will determine the procurement method for construction – i.e. Design-Bid-Build or Design-Build or an alternative method.
- Virginia is also working with other stakeholders such as the District of Columbia Department of Transportation (DDOT), Amtrak, and VRE to coordinate various engineering and construction issues.
- PE will take 2 years and Final Design and Construction is estimated to be complete by 2030.



4th Track Project: “AF to RO”

- 3 Fredericksburg line tracks and 2 Manassas line tracks – which carry all of the Commonwealth’s VRE and Amtrak passenger trains in addition to freight traffic – converge into 3 tracks at the AF interlocking in Alexandria.
- The project will design & construct 6 miles of fourth track between the AF (Alexandria) and RO (Rosslyn) Interlockings.
- The new track will be coordinated with the Crystal City Station and Alexandria Station projects performed by VRE.
- Project received a \$45 million FASTLANE grant from US DOT in 2016.
- When complete CSX will convey an existing track on the west to Virginia.



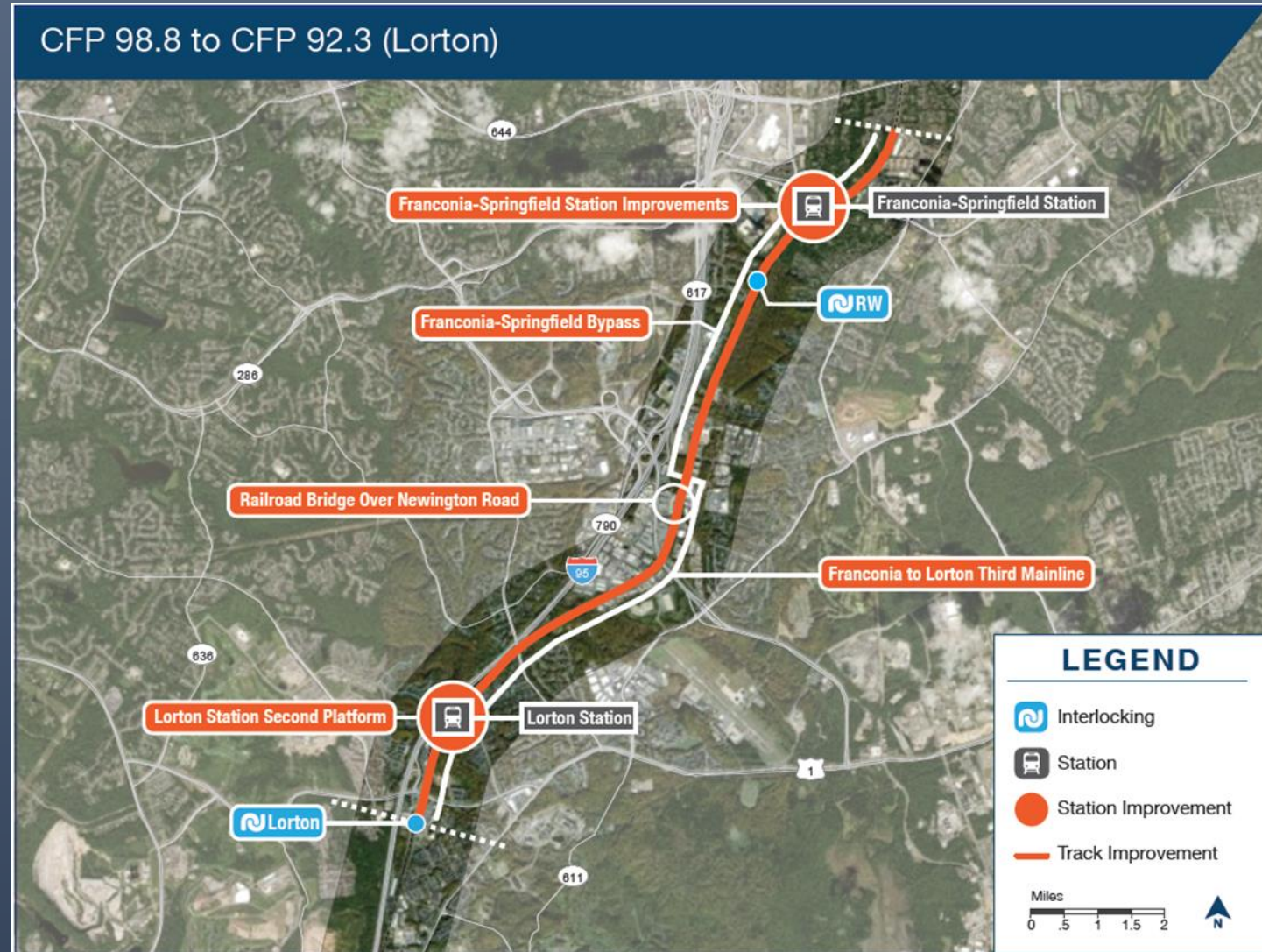
Project Status and Next Steps

- \$161 million estimated project cost.
- DC2RVA Tier II EIS complete in Sept. 2019 - environmental clearance for AF to RO achieved through DC2RVA project.
- PE plans were completed for the full DC2RVA project corridor and DRPT is close to finalizing AF to RO PE Signature Plans.
- Early works PE design plans for a Crash wall at Airport Access Road – will satisfy the grant requirement of construction start w/in 18 months of DOT grant agreement execution.
- CSX will be leading final design and construction as the right of way to build the project is on the east on CSX land.
- When complete CSX will convey an existing track on the west to Virginia.
- Final Design estimated to be complete in 2022 and Construction estimated for 2025 completion



Franconia to Lorton Projects

- Franconia to Lorton 3rd track is a 6+-mile Segment that will extend the 3rd track that is currently from Franconia to Alexandria.
- Franconia Bypass just south of the Franconia Station will allow passenger trains to crossover to serve VRE Stations on the west north of Franconia and on the east south of Franconia.



Project Status and Next Steps

3rd Track

- \$162 million cost
- PE complete
- Environmental Clearance in-progress: Categorical Exclusion
- Final Design will begin in 2021 and construction will begin in 2023 with completion in 2025

Bypass

- \$340 million cost
- Concept Level design
- Environmental Clearance in-progress: Categorical Exclusion
- Design to begin in 2021 and construction will begin in 2023 with completion in 2026

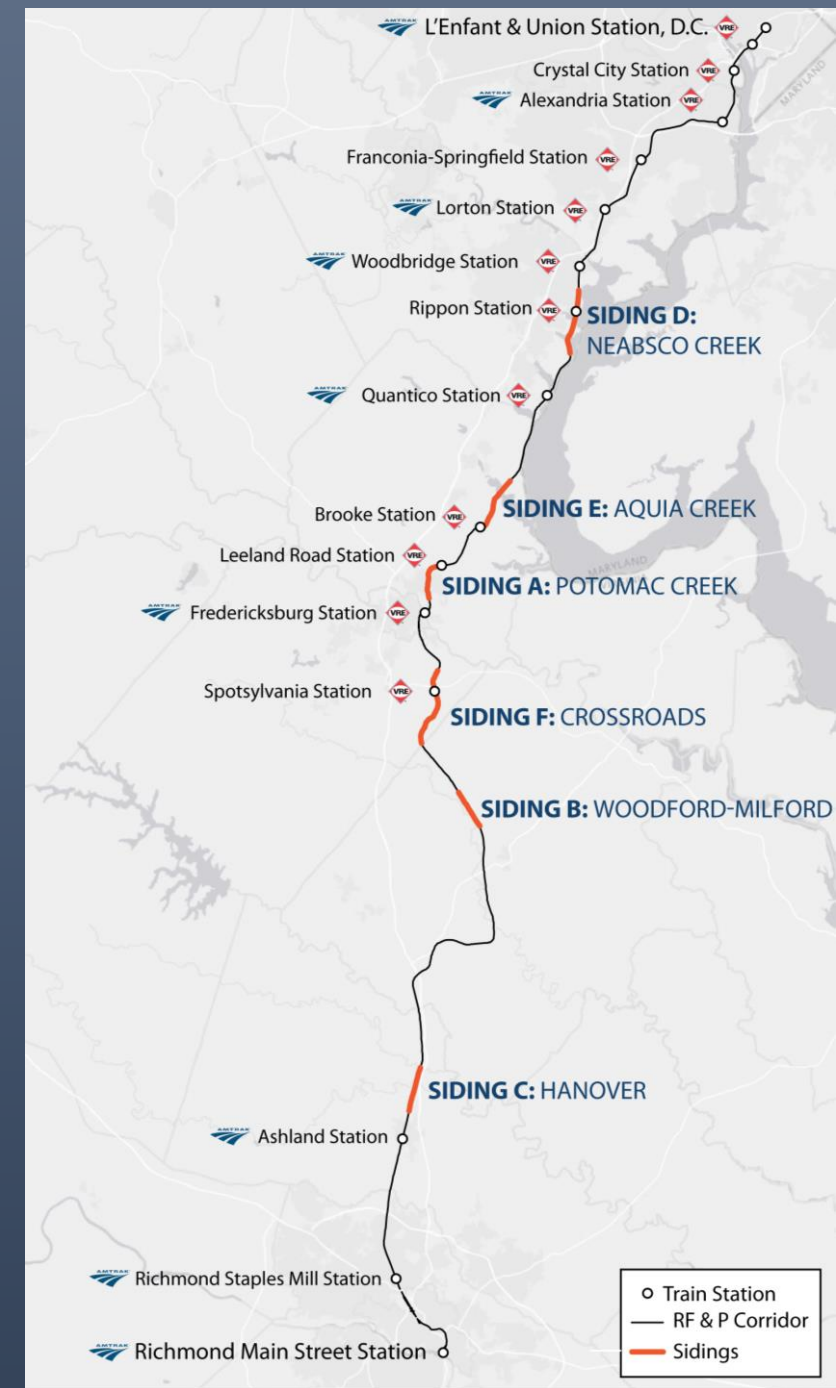


DC to Richmond Sidings

- The Phase 1 and 2 sidings are located from Woodbridge to Hanover County are approximately 3-4 miles in length and will allow for strategically placed 3rd tracks that will allow freight and passenger trains to utilize the sidings to fluidly move from Washington, DC to Richmond.

6 sidings:

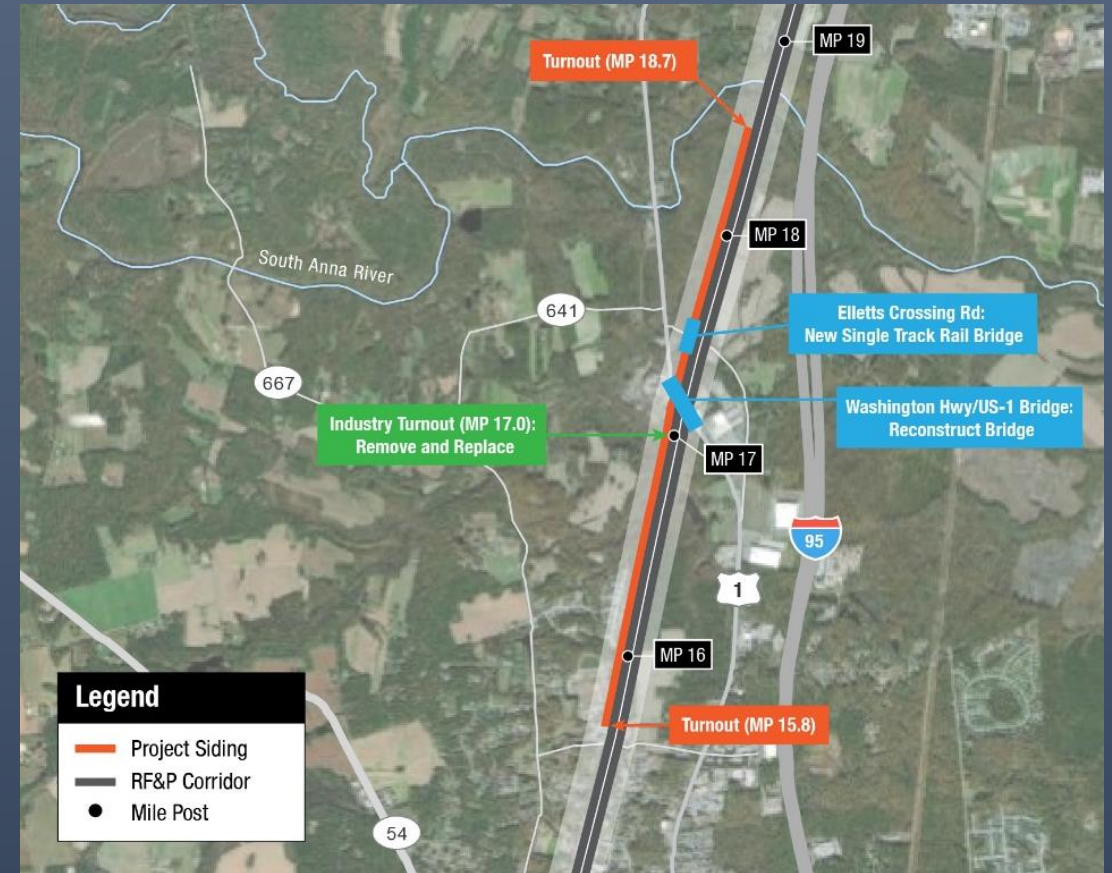
- Siding A: Potomac Creek near Leeland Station
- Siding B: Woodford Milford in Caroline County
- Siding C: Hanover Siding north of Ashland
- Siding D: Neabsco Creek south of Rippon
- Siding E: Aquia Creek north of Brook Station
- Siding F: Crossroads south of Spotsylvania
- 4 of these sidings, when combined with other 3rd tracks on the ground or in development, will be the start of a dedicated 3rd track passenger corridor (to be completed in Phases 3 and 4) from Alexandria to Spotsylvania, which is the end of the VRE Territory.



Project Status and Next Steps

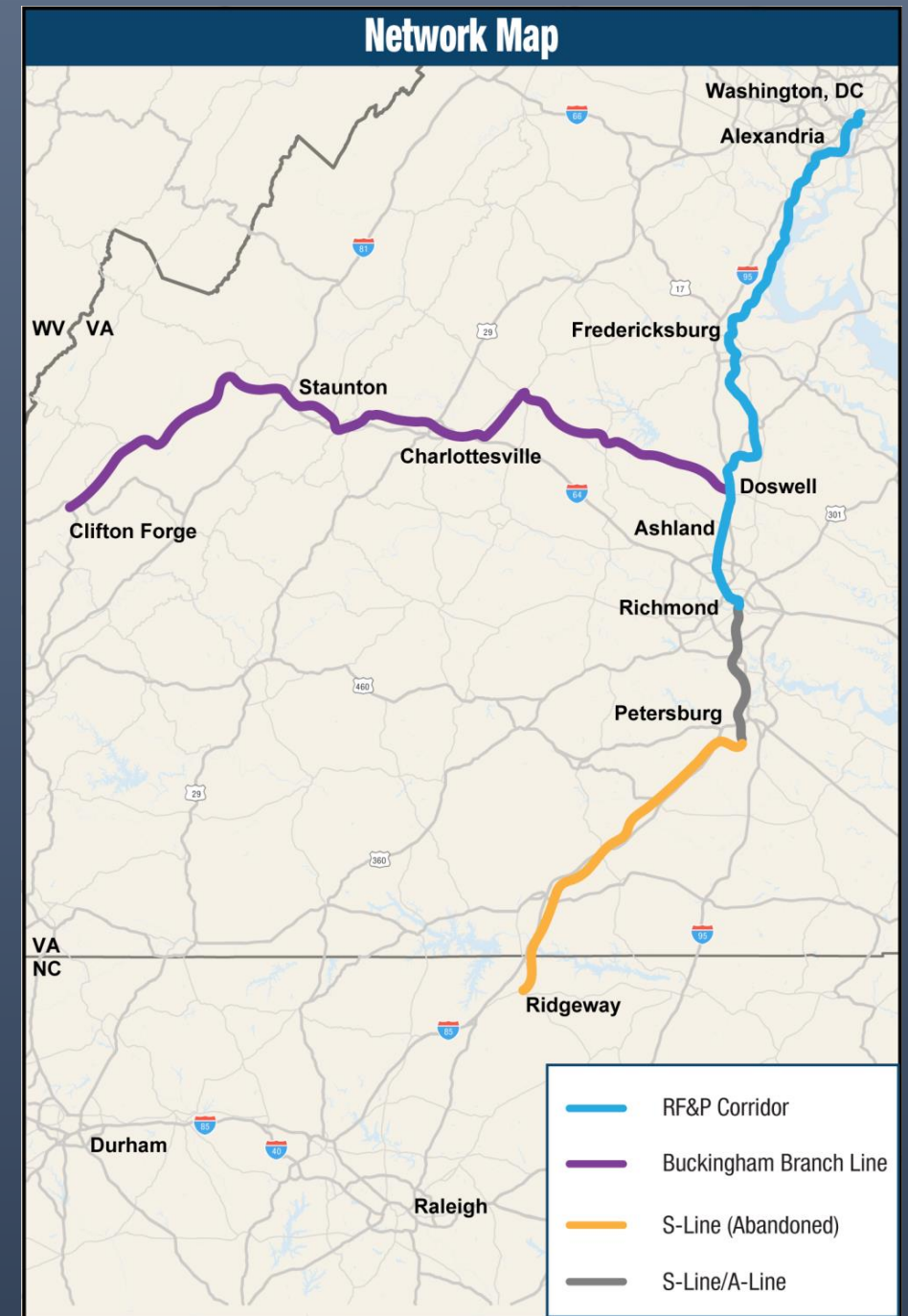
- Estimated cost of \$472 Million.
- All sidings were cleared environmentally by DC2RVA, as was 30% design for most of the sidings.
- Of the 3 sidings that are part of “Phase 1”, final design procurement will begin in 2021.
- The other 3 sidings in “Phase 2” will begin final design in 2026.
- Construction Dates: 2022-2025 for Phase 1 sidings; 2027-2030 for Phase 2 sidings

Siding C: Hanover County



Future Phases

- As identified in the CSX agreement there are future phases that would complete a 3rd track from DC to Spotsylvania.
- The CSX agreement also identifies the goal of Virginia building a 4 track corridor from Washington to Richmond in the future, with 2 tracks dedicated to passenger rail.
- 4 tracks would allow for skip stop service and reverse-flow VRE trains
- Additional projects are in planning for:
 - Main Street Station in Richmond - to allow all Amtrak trains to serve Main Street
 - The Commonwealth Corridor utilizing the Buckingham Branch
 - The S-Line from Petersburg to North Carolina
 - Roanoke to Christiansburg



Questions?

Michael McLaughlin

michael.mclaughlin@drpt.virginia.gov

www.drpt.Virginia.gov

www.drpt.virginia.gov/rail/transforming-rail-in-virginia/