

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

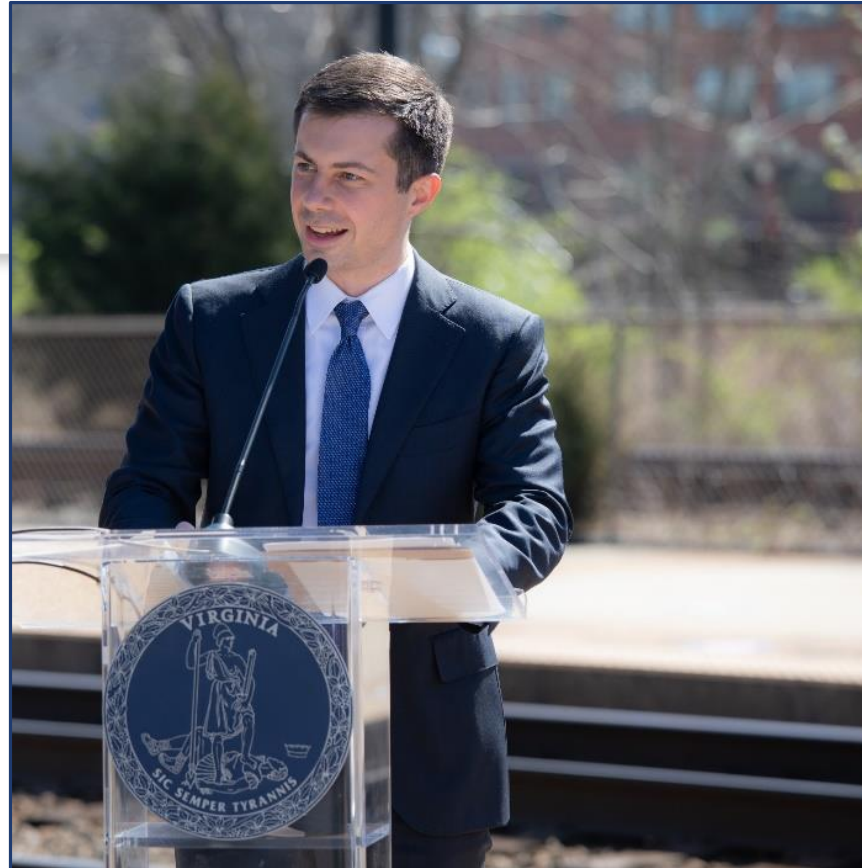
Governor Northam and Secretary Valentine announced \$3.7B landmark rail initiative with CSX, Amtrak, & VRE

March 30, 2021

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

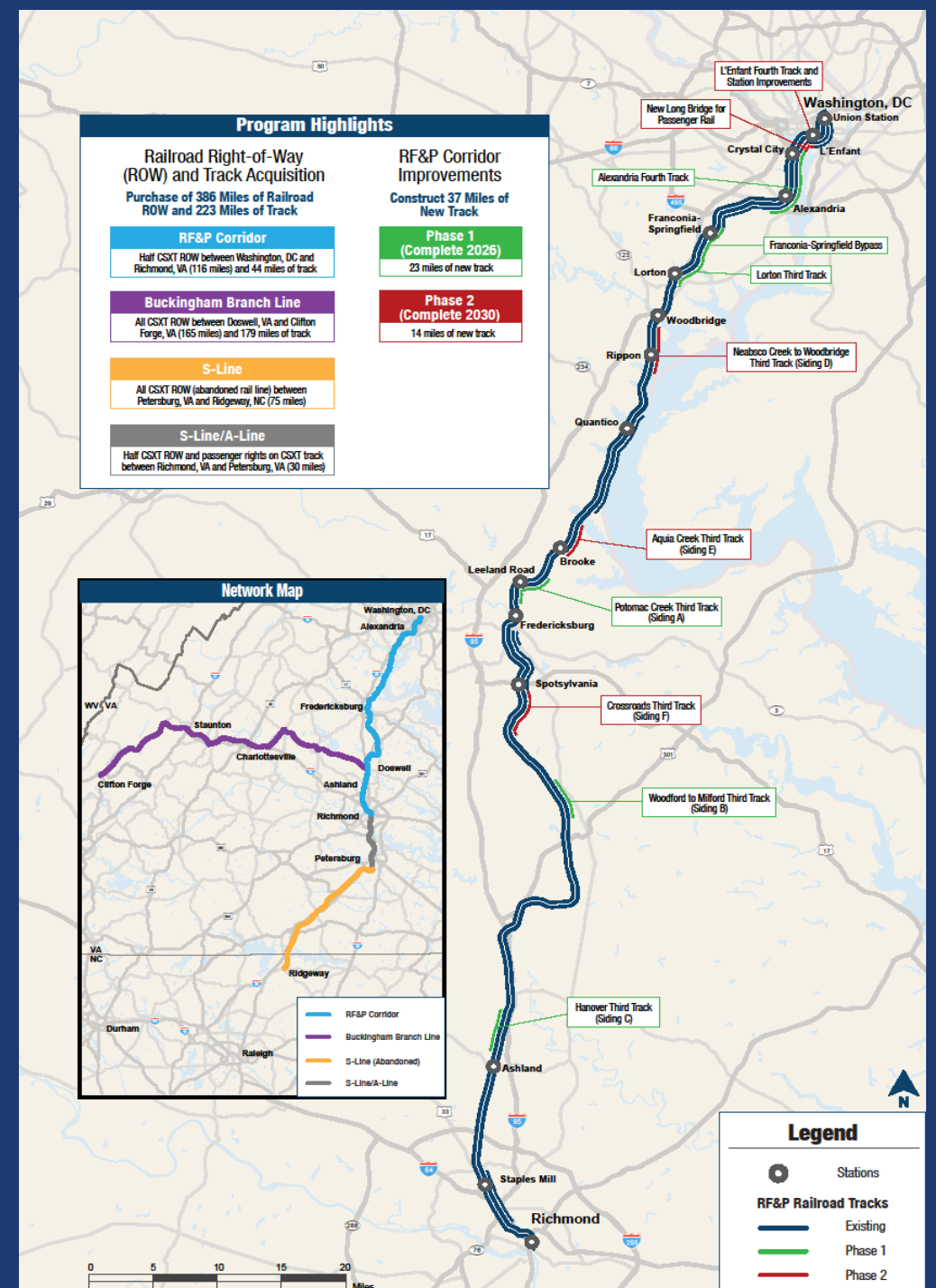
May 5, 2021

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)

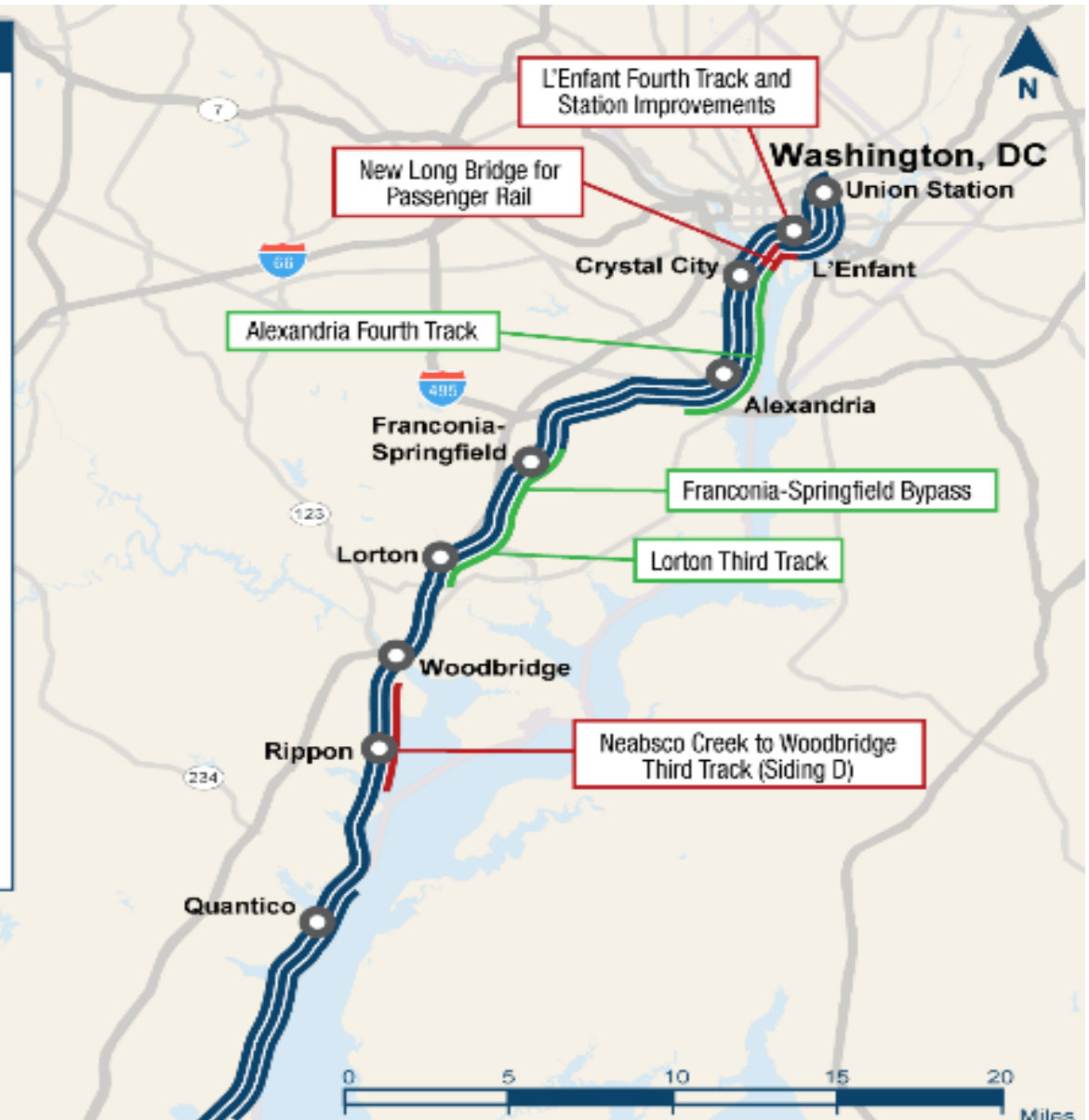
23 miles of new track

Phase 2 (Complete 2030)

14 miles of new track

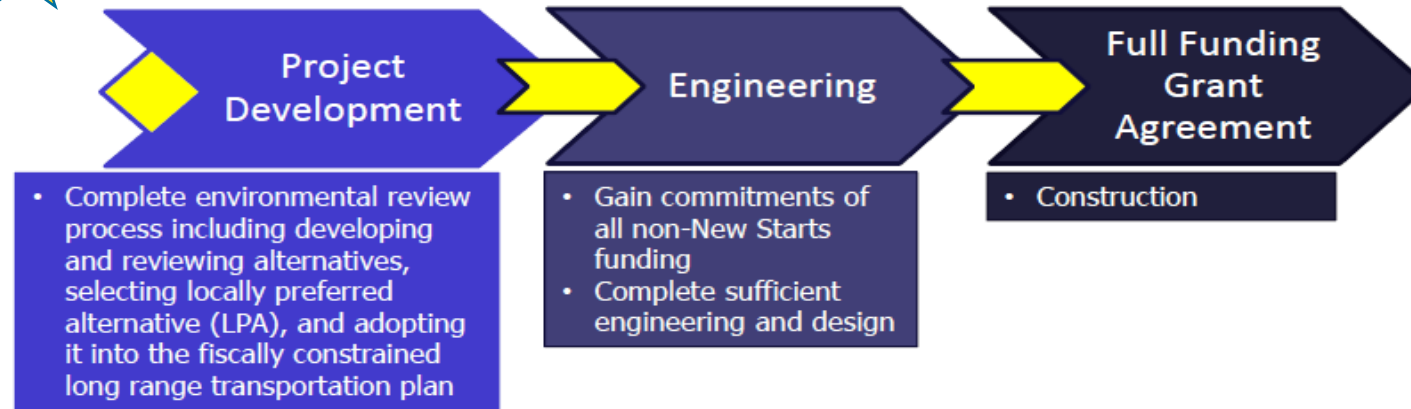
Legend

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

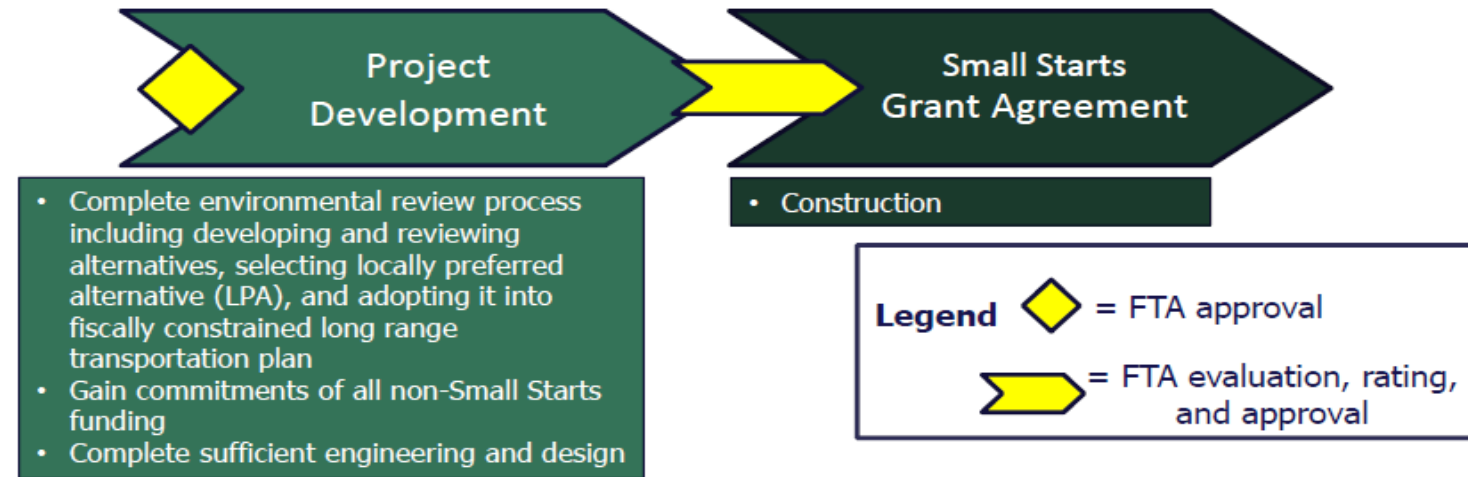


FTA Core Capacity Program

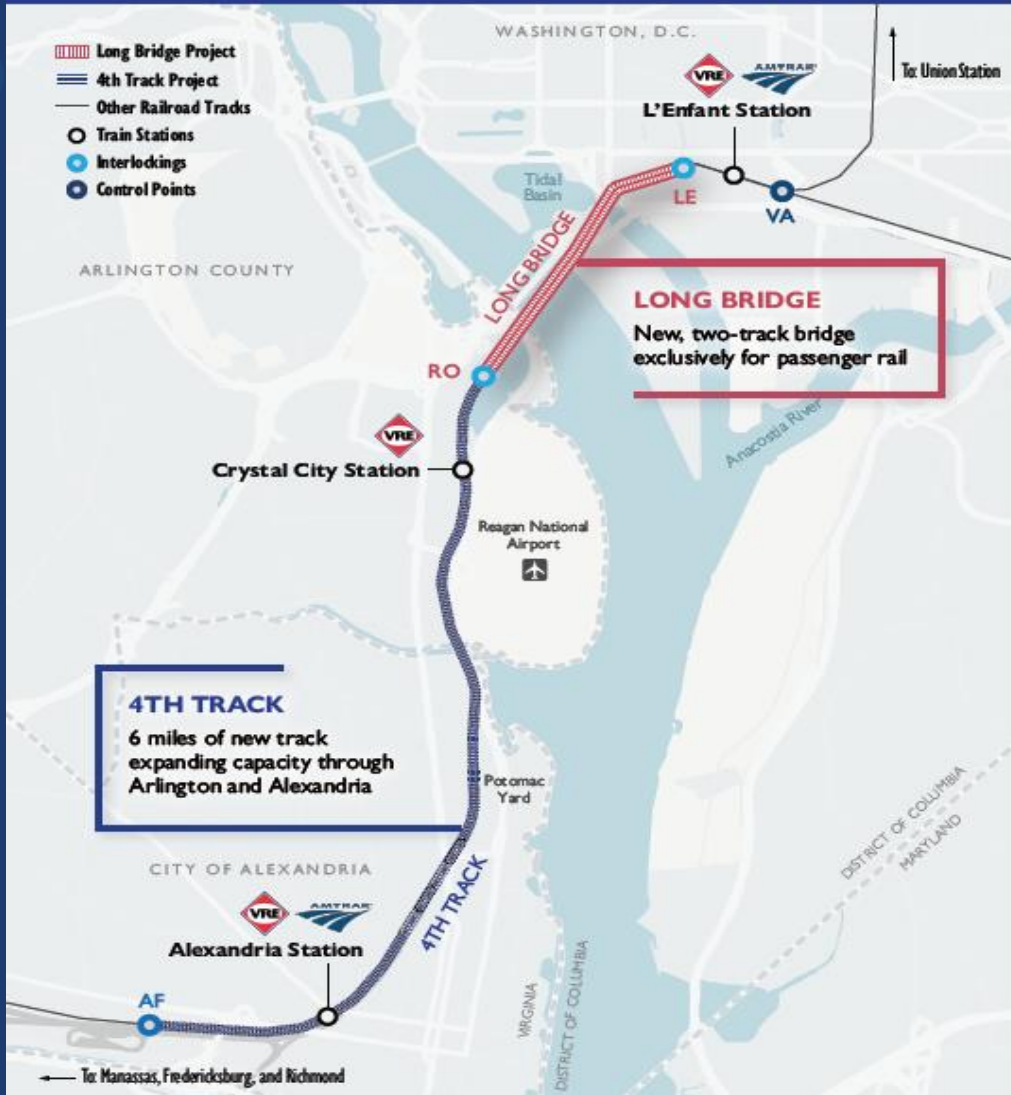
★ New Starts and Core Capacity Process



Small Starts Process



NORTHERN VIRGINIA CORE CAPACITY PROJECT



FTA Core Capacity

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

4TH TRACK
Estimated Cost: \$185M



LONG BRIDGE
Estimated Cost: \$1.9B

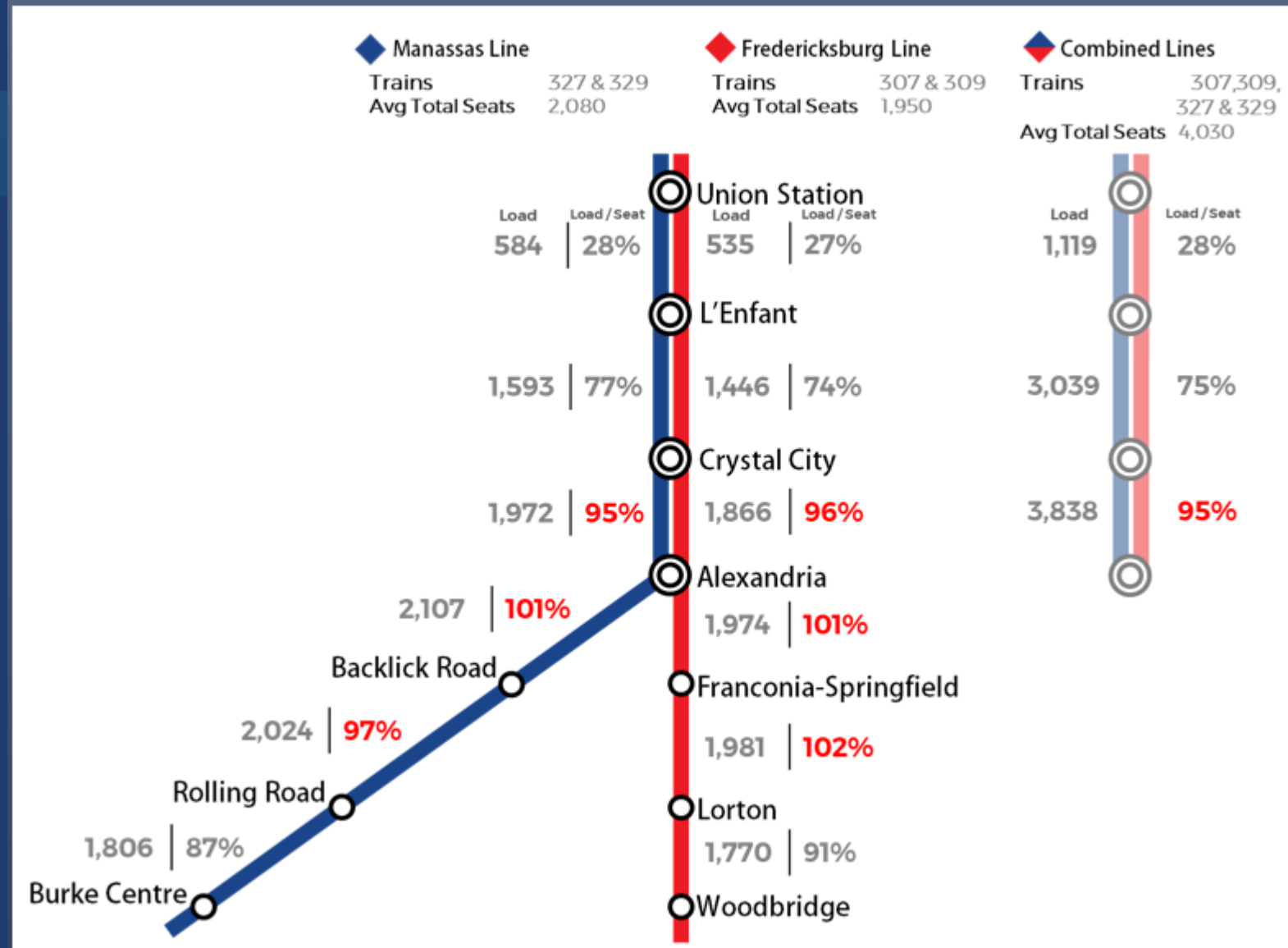


ROLLING STOCK
Estimated Cost: TBD

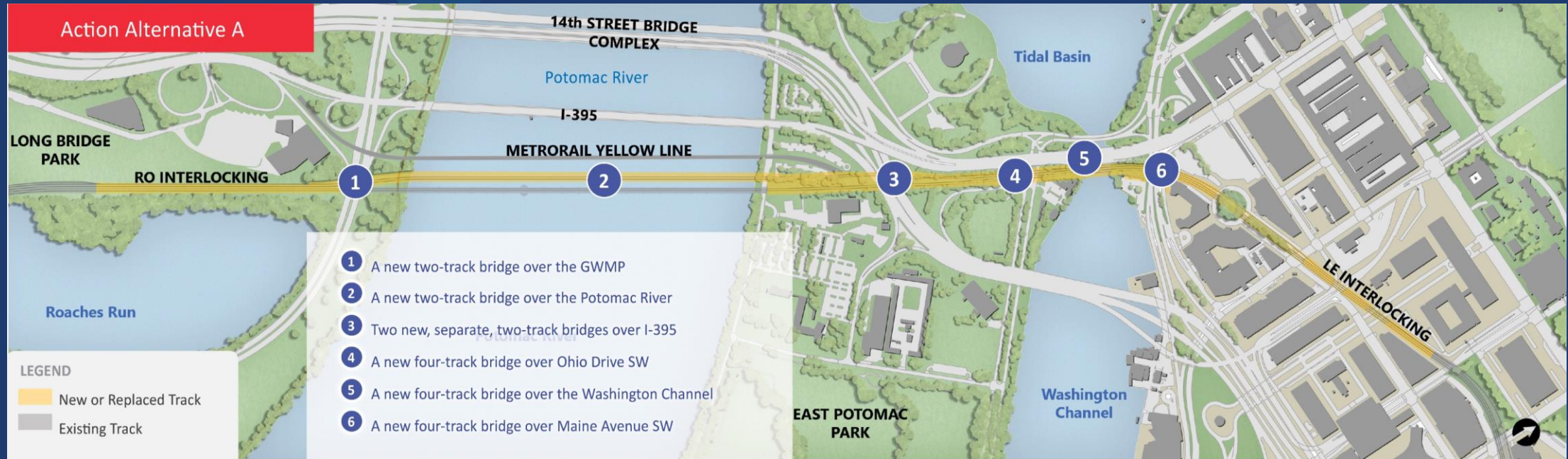


FTA Core Capacity Eligibility

- 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 4th Track would enable additional peak hour VRE trains



Long Bridge



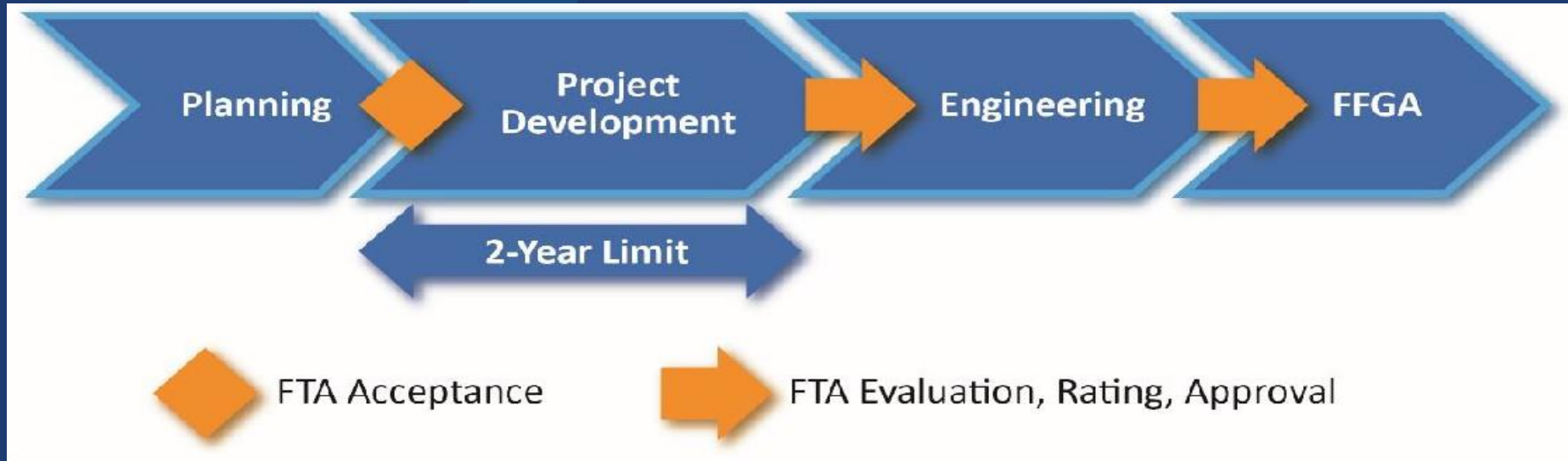
- \$1.9 Billion estimated cost
- 30% Design contract awarded March 2021.
- To increase freight & passenger rail service, the biggest rail bottleneck on the East Coast – Long Bridge – needs to be addressed.
- Long Bridge carries almost 80 trains a day over a 100-year old 2-track bridge.
- The bridge is 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.

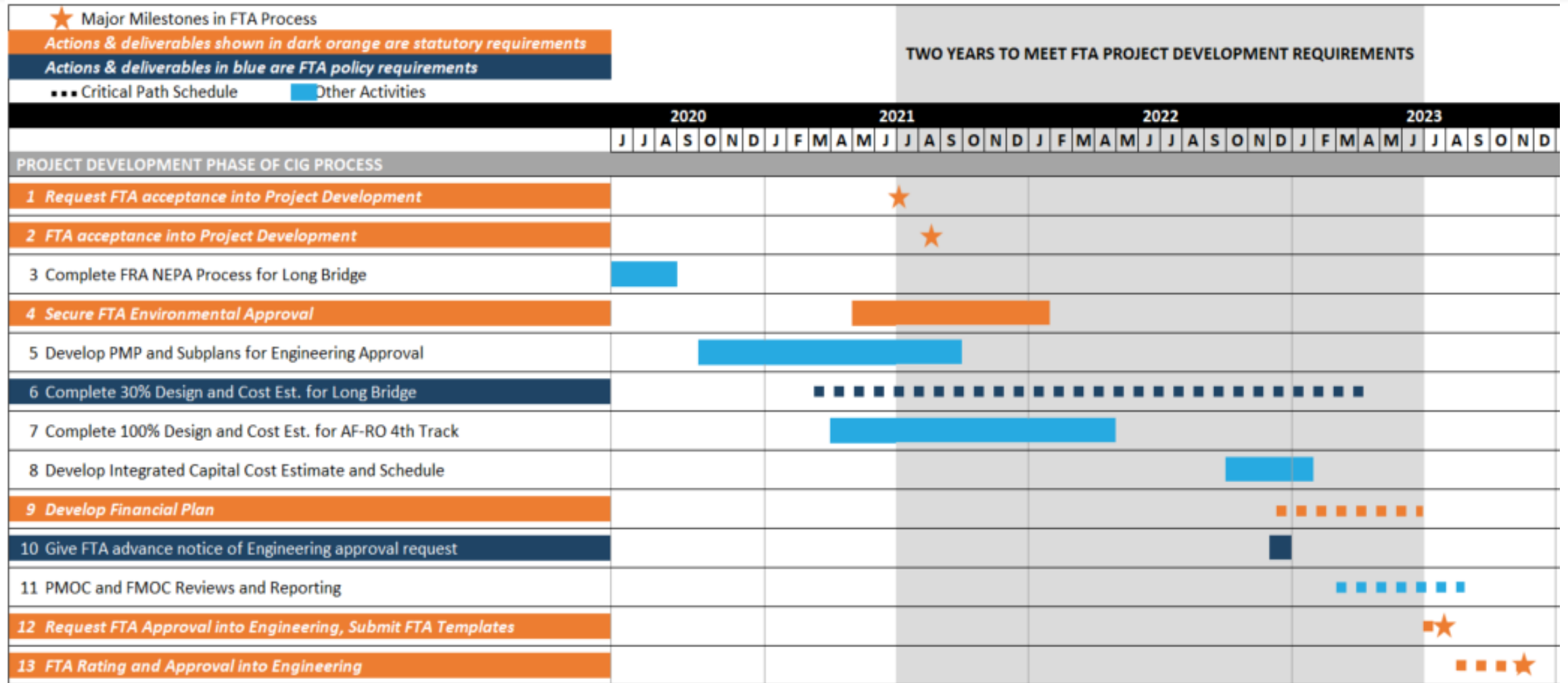


Core Capacity: Project Development & Approval



- 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 4th Track 30% Design Plans
- CSX commences 4th 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 4th track, and will adopt Long Bridge ROD)
 - 30% Design (Complete for 4th track, not for Long Bridge)
 - Refining of cost estimates based on increase in level of design
 - Risk assessment

Questions?

Michael McLaughlin

Chief Operating Officer

Virginia Passenger Rail Authority

