

VPRA Overview

Michael McLaughlin, Chief
Operating Officer



Virginia Passenger Rail Authority

- Created by 2020 General Assembly
- 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*
- Will own all rail assets and right of way
- Will partner with others to operate passenger and commuter rail service
- Governed by a 15-Member Board



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Transforming Rail In Virginia

December 19, 2019

Virginia, CSX, Amtrak, and VRE announce landmark rail initiative, with end goal to separate freight and passenger service

March 30, 2021

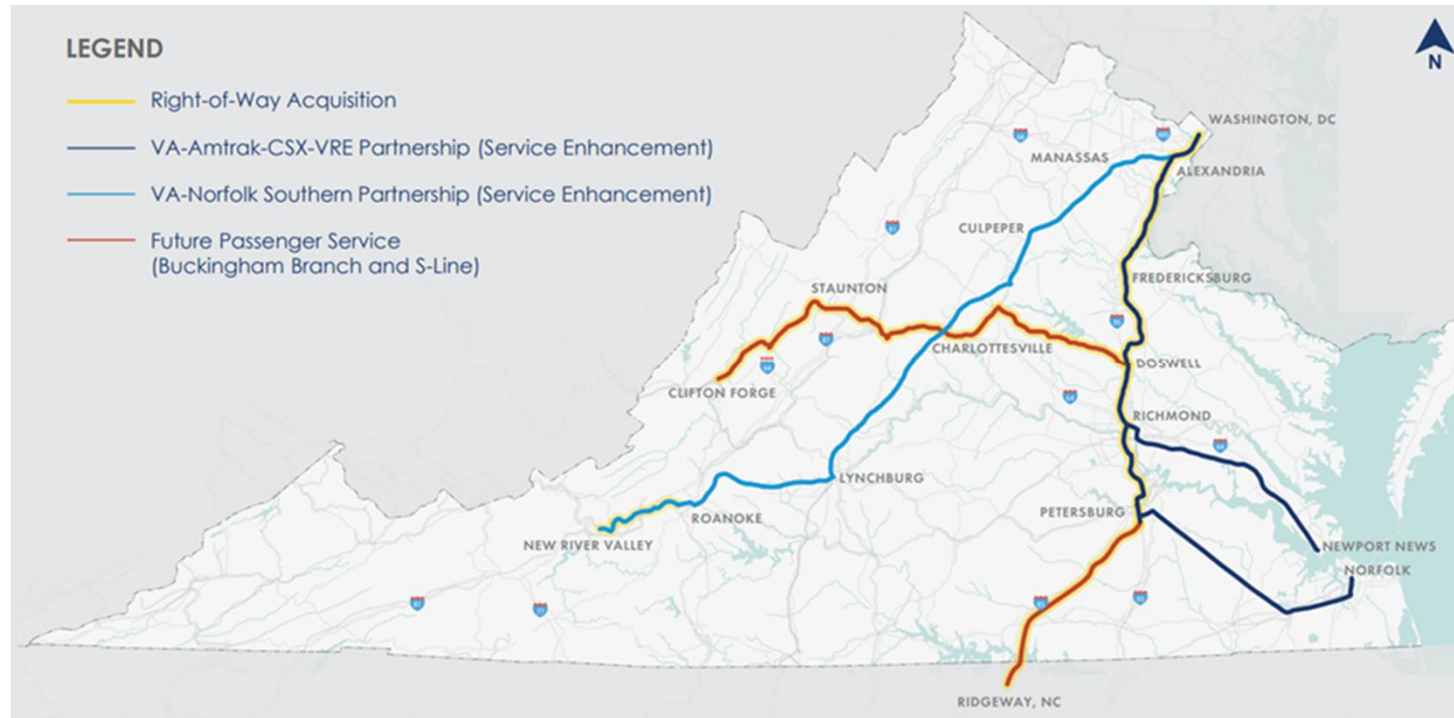
Virginia, Amtrak, VRE, CSX & US DOT Secretary Buttigieg announced the signing of the Definitive Agreements

May 5, 2021

Preliminary Agreement with Norfolk Southern Railway (NSR) to expand to New River Valley announced

January 10, 2022

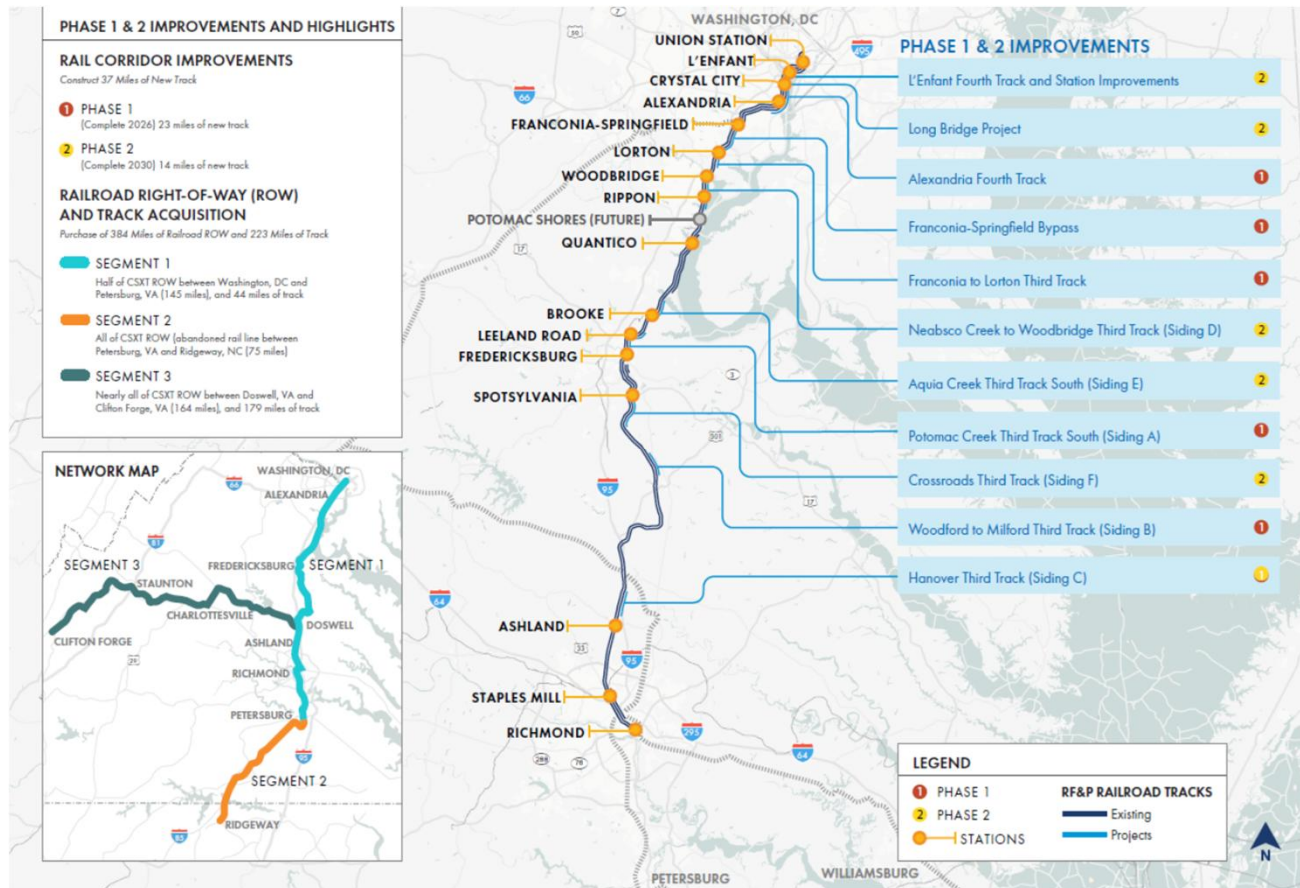
Definitive agreements between VPRA & NSR were finalized on January 10th, with financial close coming in mid-2022 after further regulatory and other due diligence is complete



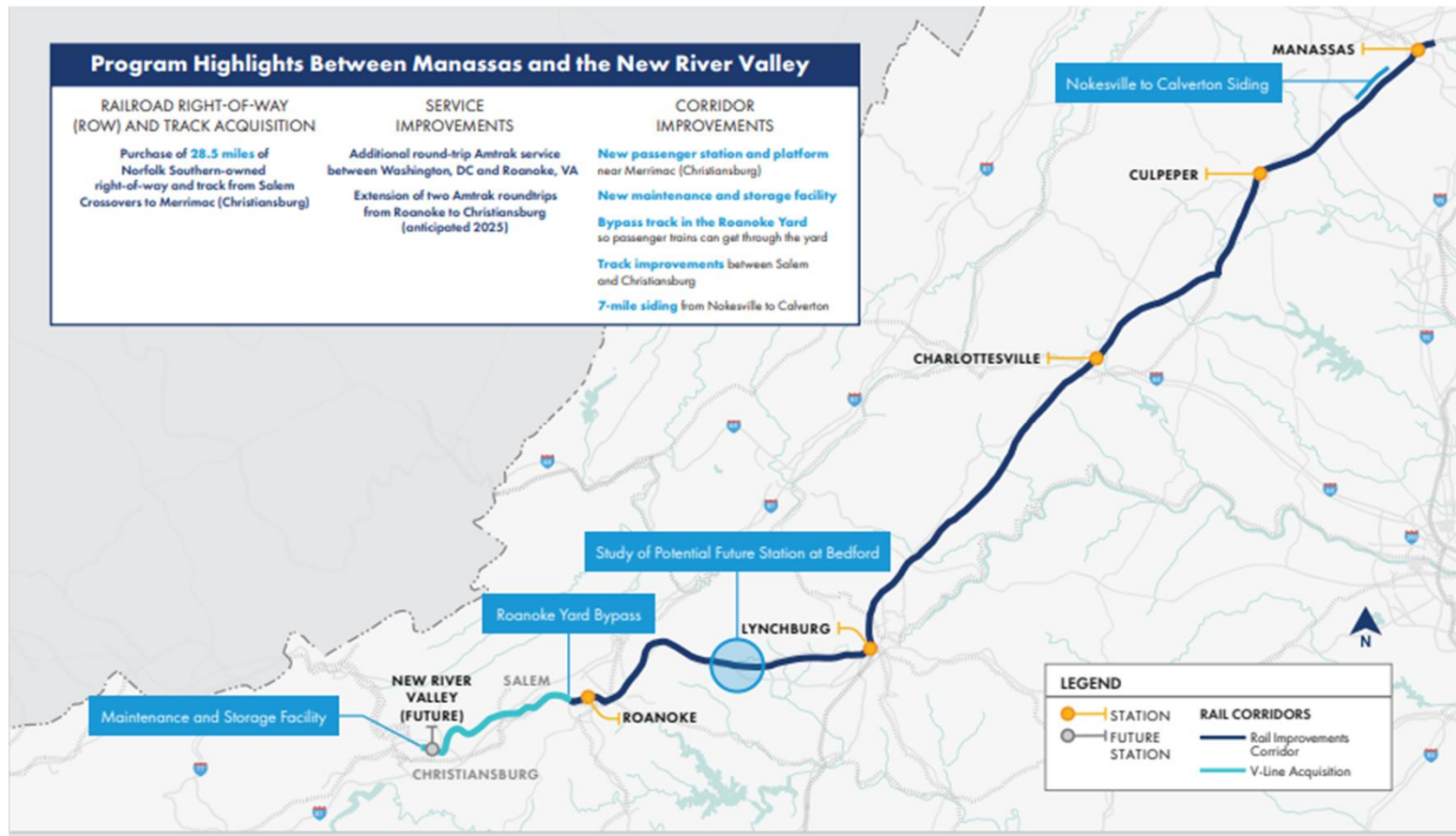
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Washington to Richmond Projects



Western Rail Agreement with Norfolk Southern

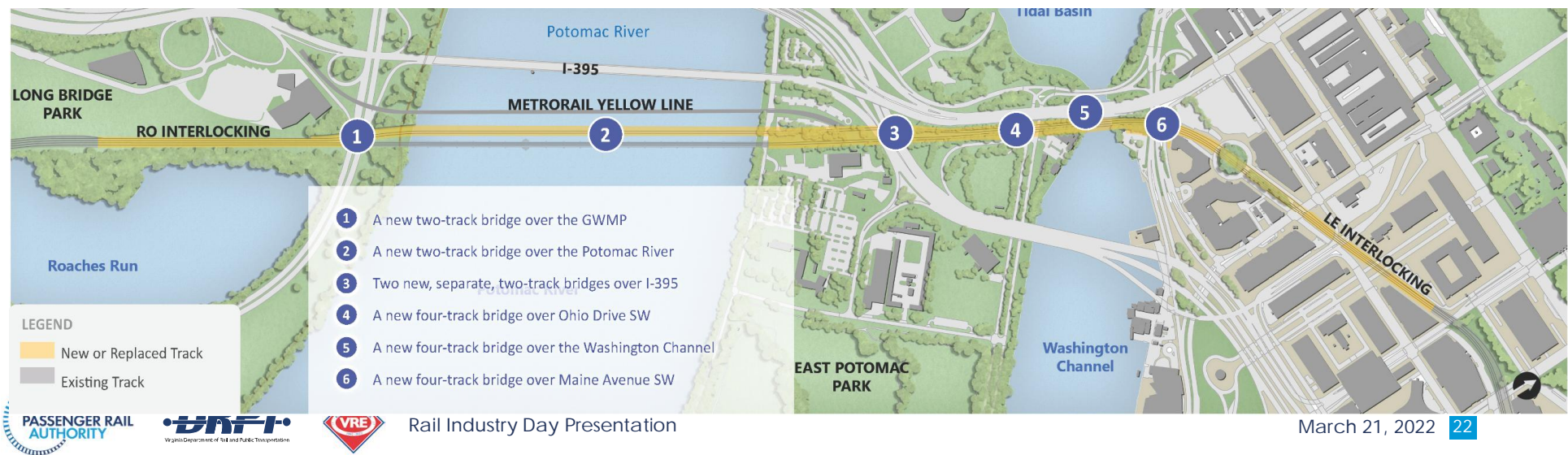


Long Bridge Project

Katherine Youngbluth
VPRA Director of Planning

Long Bridge Project

- In order to add more freight and passenger rail, 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 was finalized in September 2020; VPRA began Preliminary Engineering March 2021



Long Bridge Project

2016-2020 NEPA

FEIS/ROD :
9/3/2020

Preferred Alternative
Selected

Order of magnitude
cost: \$2 billion

Determined
Mitigation
Commitments

2021-2023 Preliminary Engineering

PE Contract
Award: **March 2021**

Advance Design from
15% to 30%

Determine Project Delivery
Method

Land Acquisition
Activities

Begin Environmental
Mitigations

Agreements with Partner
Organizations

2023-2030 Final Design & Construction

Design-Build
OR
Design-Bid-Build

Land Acquisition
Activities

Permitting

Final Design and
Construction



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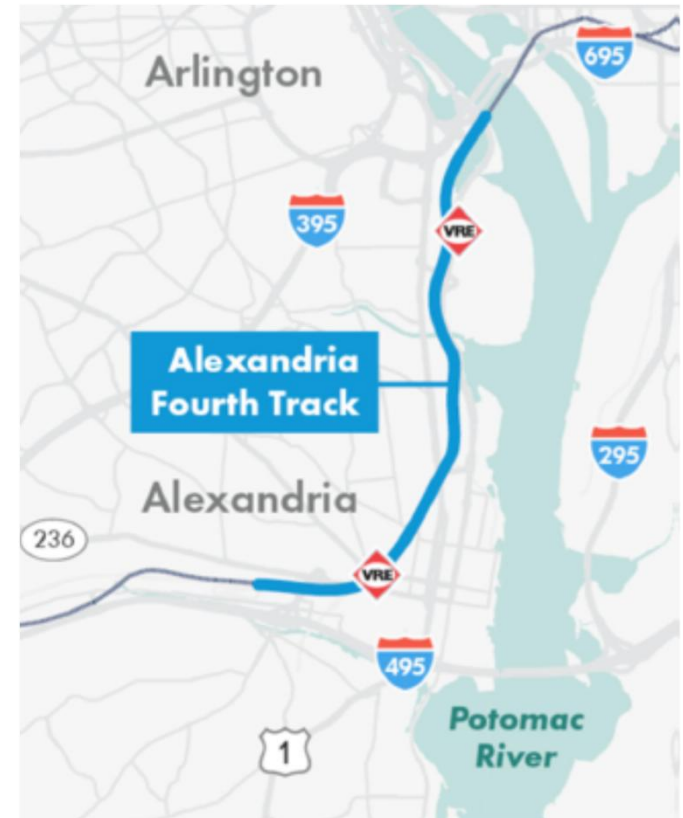
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Alexandria 4th Track (AF to RO) Project

Todd Hopkins
VPRA Engineering Project Manager

Alexandria 4th Track Project: “AF to RO”

- Design & construct 6 miles of fourth track between the AF (Alexandria) and RO (Rosslyn) Interlockings
- 3 Fredericksburg line tracks and 2 Manassas line tracks converge into 3 tracks at the AF interlocking in Alexandria
- To be coordinated with the Crystal City Station and Alexandria Station projects performed by VRE
- Project received a \$45M FASTLANE grant from USDOT in 2016
- When complete CSX will convey an existing track on the west to Virginia
- One of the first project segments to be advanced as part of DC2RVA and the Transforming Rail in Virginia Program



AF to RO Project Status and Next Steps

- DC2RVA Tier II EIS complete in Sept. 2019 – environmental clearance achieved for segment
- PE plans were completed during the DC2RVA project
- Project is fully funded; project budget is \$210M (year of expenditure dollars)
- Early works project – Crashwall at Airport Access Road – completed November 2021
- CSX leading final design and construction; final design NTP issued November 2021
- Final Design estimated to be complete by mid-2023 and construction is estimated for mid-2026 completion



Franconia- Springfield Bypass Project

Franconia-Springfield Bypass Project

- Description: located just south of the Franconia-Springfield Station, design and construct a single track on a bypass bridge with accommodations for a future second track
- Purpose: the project will allow passenger trains to crossover to serve VRE stations on the west north of Franconia and on the east south of Franconia
- Benefit: reduce conflicts between passenger trains and freight trains



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Franconia Bypass Status & Next Steps

- Concept level design completed
- Environmental clearance completed: Categorical Exclusion
- Project budget - \$241M (year of expenditure)
- Mixture of funding sources
- VPRA-led preliminary engineering (PE) procurement in progress
- Coordination with Franconia third track project
- Design to begin in mid-2022
- Construction anticipated to begin in 2024 with completion in 2026

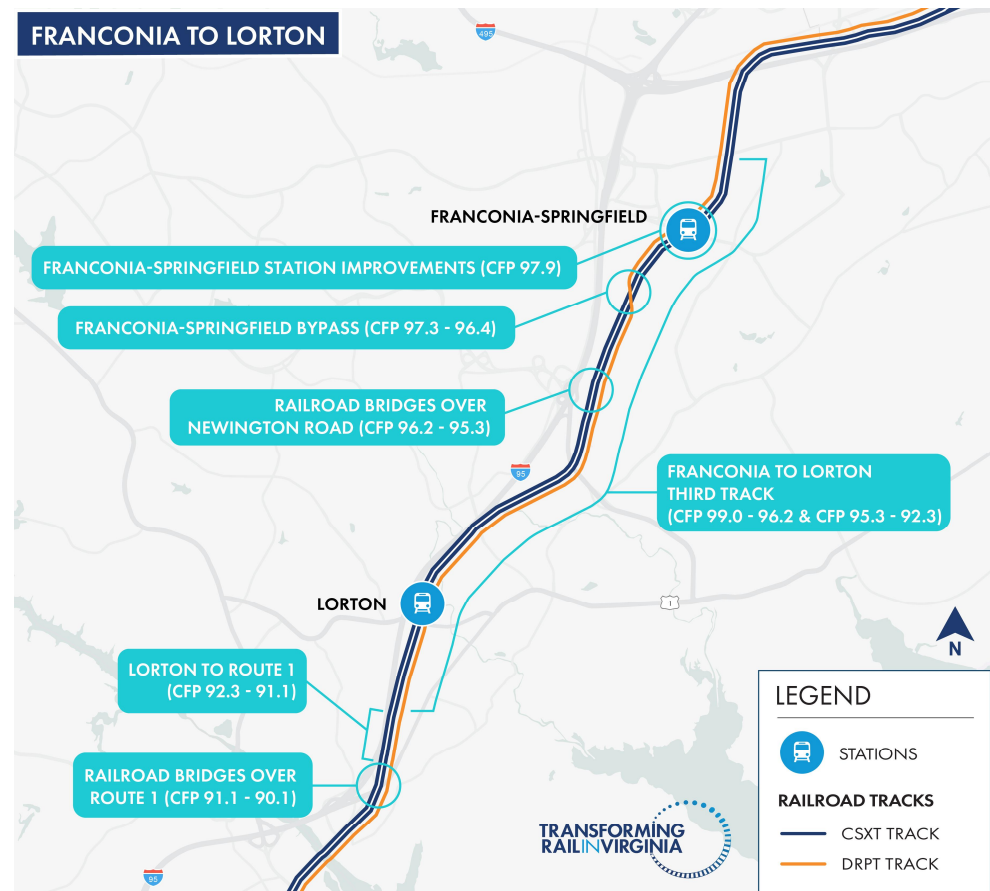


Franconia to Lorton Third Mainline Project

Fyiad Constantine
VPRA Engineering Manager

Franconia to Lorton Third Mainline Project

- Project Description: CSX-led project
- Approximately 7 miles of third mainline
 - *Franconia to Lorton* (all-in budget \$208M)
 - *Lorton to Route 1* (all-in budget of \$21M)
- Replacement of undergrade railroad bridges
 - *Newington Rd. and Route 1* (with an all-in budget of \$36M and \$57M respectively)
- CSXT NTP for design by end of Q1 2022
- Construction estimated to be complete 2026
- Benefit: Improve capacity and reduce conflicts between passenger trains and freight trains



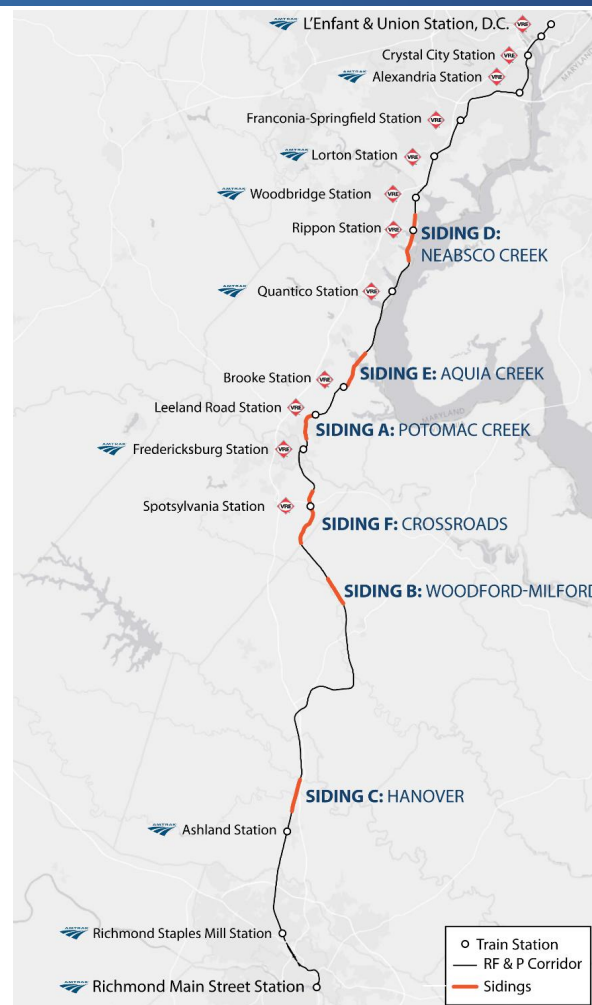
Phase 1 & Phase 2 Siding Projects

Phase 1 & Phase 2 Siding Projects

- Description: Phase 1 and 2 siding locations - from Woodbridge to Hanover County
- Phase 1 – Sidings A, B, & C
 - Design: 2022 – 2025
 - Construction: 2024 – 2026
- Phase 2 – Sidings D, E, & F
 - Design: 2025 – 2027
 - Construction: 2027 – 2030
- Approx. ~ \$470 Million all-in Budget (YOE Dollars).
 - Approximately 3-4 miles in length
 - Sidings D, E, A, & F connects existing 3rd Track corridor to create an almost continuous 3rd Track from Alexandria to Spotsylvania
 - Enhances capacity and fluidity for passenger and freight trains from Washington, DC to Richmond



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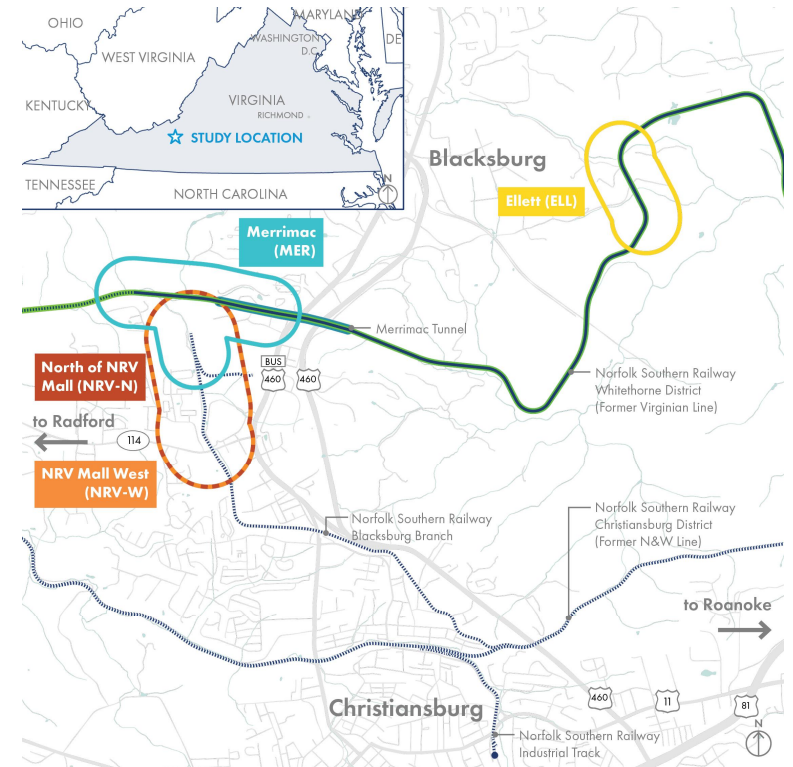
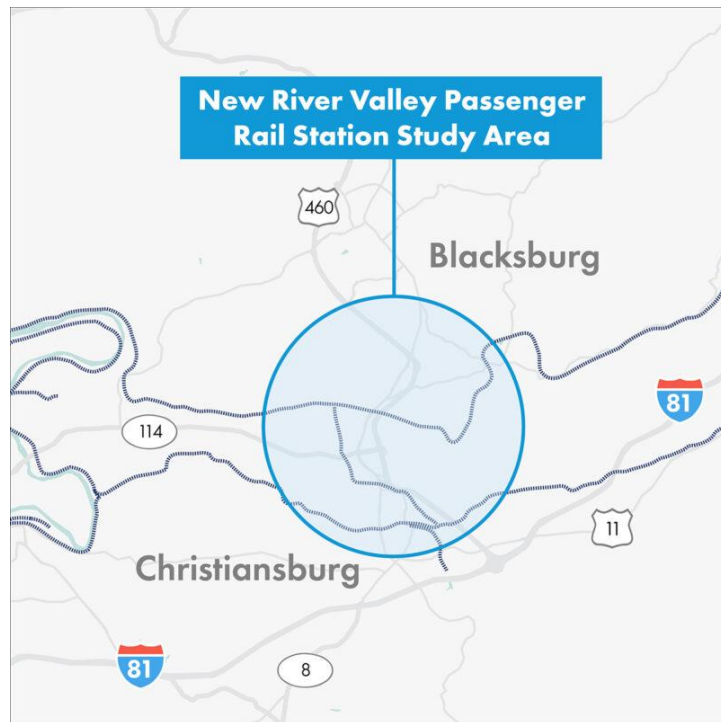


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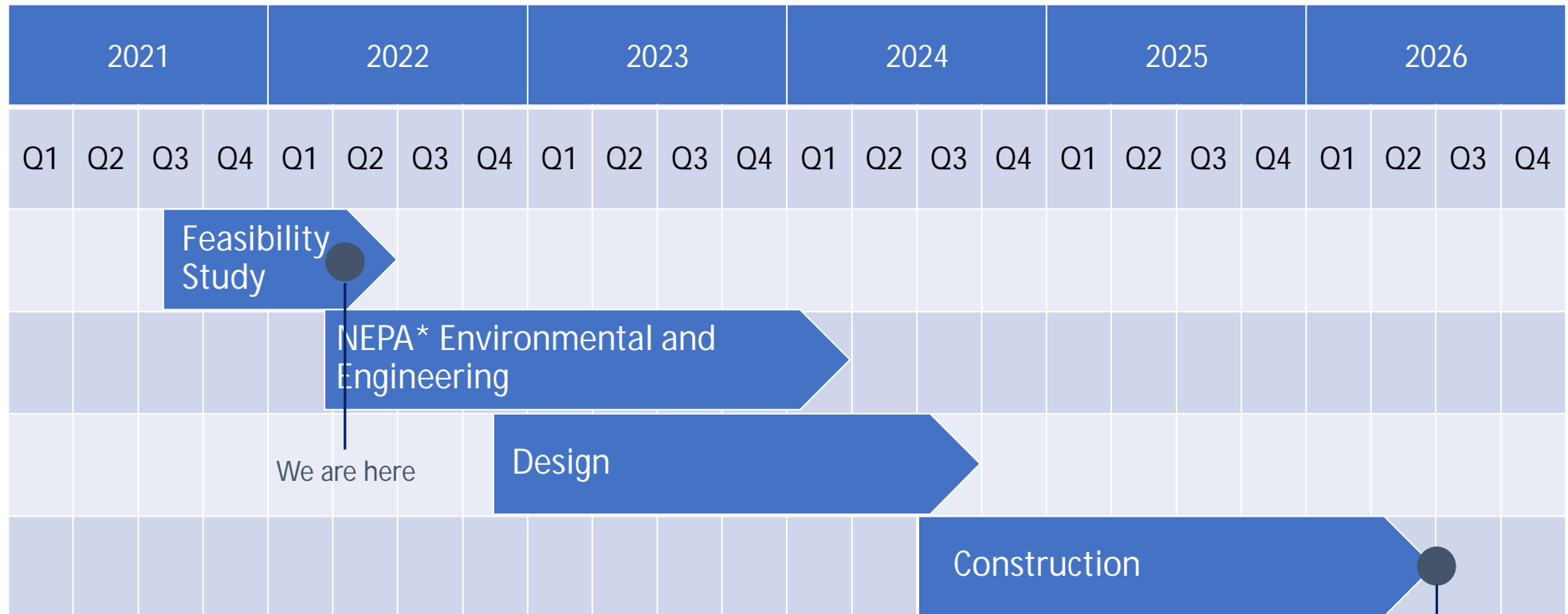
New River Valley Passenger Station

Katherine Youngbluth
VPRA Director of Planning

New River Valley Passenger Station



New River Valley Passenger Station



We are here

* National Environmental Policy Act (NEPA)

Please note that this is an estimated timeline.

Station Opening



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Richmond to Raleigh Corridor

Jason Orthner
NCDOT Rail Division Director

Southeast Corridor Development

Richmond to Raleigh - the “Missing Link”

- 1992 FRA designated the Southeast Corridor
- 2002 Charlotte to DC Tier I Record of Decision
- 2017 Raleigh to Richmond Tier II Record of Decision

- Positions for significant federal funding for design, ROW, and construction
- 110 mph max speed corridor; over one hour reduction in travel time between NC and VA

2020 NCDOT wins CRISI grant for purchase of S-Line

2021 NCDOT & VPRA apply for \$57.9M in federal PE funding FY 21 CRISI and SOGR grant programs



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Richmond-Raleigh Activities

Partnership between NCDOT and VPRA

- Corridor acquisition underway
- Service development underway
- Corridor photogrammetry / survey underway
- Grant application for 30% engineering submitted
 - 162 miles of railroad engineering & survey
 - 80 miles of roadway engineering & survey
- Broad community engagement ongoing
- Planning for future grants and matching funds
- Spring/Summer 2022 – project industry day



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