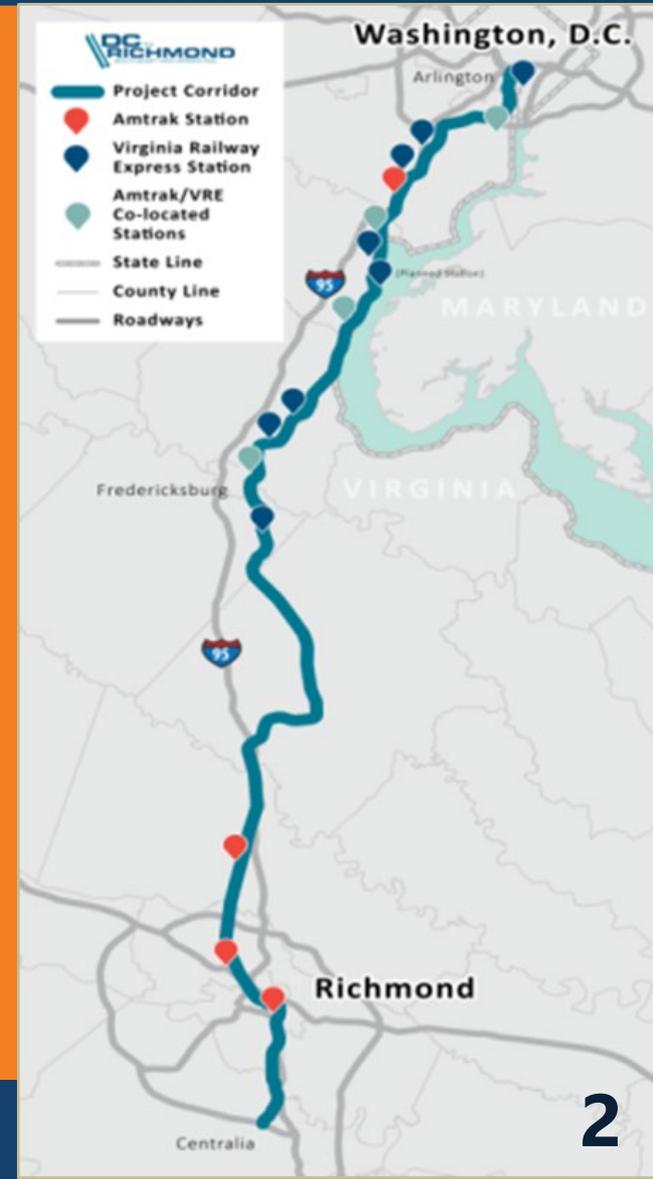




# DC to Richmond Corridor Improvements

# DC2RVA Corridor Overview

- 123-mile corridor
- Follows CSX's rail line
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service



# DC2RVA Improvements

- \$4.8 billion cost in 2025 dollars
- FRA issued Record of Decision September 5, 2019

AREA	RECOMMENDATION	COMPARATIVE COST (millions 2025 \$)*
Northern Virginia	Additional third or fourth track	\$1,653
Arlington	Three options depending on Long Bridge	\$36 to \$47
Fredericksburg	Additional third track through City	\$507
Richmond	Main Street Station and Staples Mill Road Station; Full Service via S-Line	\$1,483
Central Virginia	Additional third track	\$643
Ashland	Two tracks through Ashland (3-2-3)	\$350



# Richmond, Fredericksburg, and Potomac Railroad – RF&P

- General Assembly initiated construction – seeking more efficient transportation from Richmond-Washington
- Built through various charters, the Alexandria to Fredericksburg section was constructed in 1864
  - Key Passenger Stations were built by Railroads in early 1900's
  - 1901 – Richmond Main Street Station
  - 1905 – Alexandria King Street Station
  - 1907 – Washington Union Station
  - 1910 – Fredericksburg Station
  - 1923 – Ashland Station
- The railroad went through a series of various owners, including the Commonwealth of Virginia, which sold it to CSX in 1991.



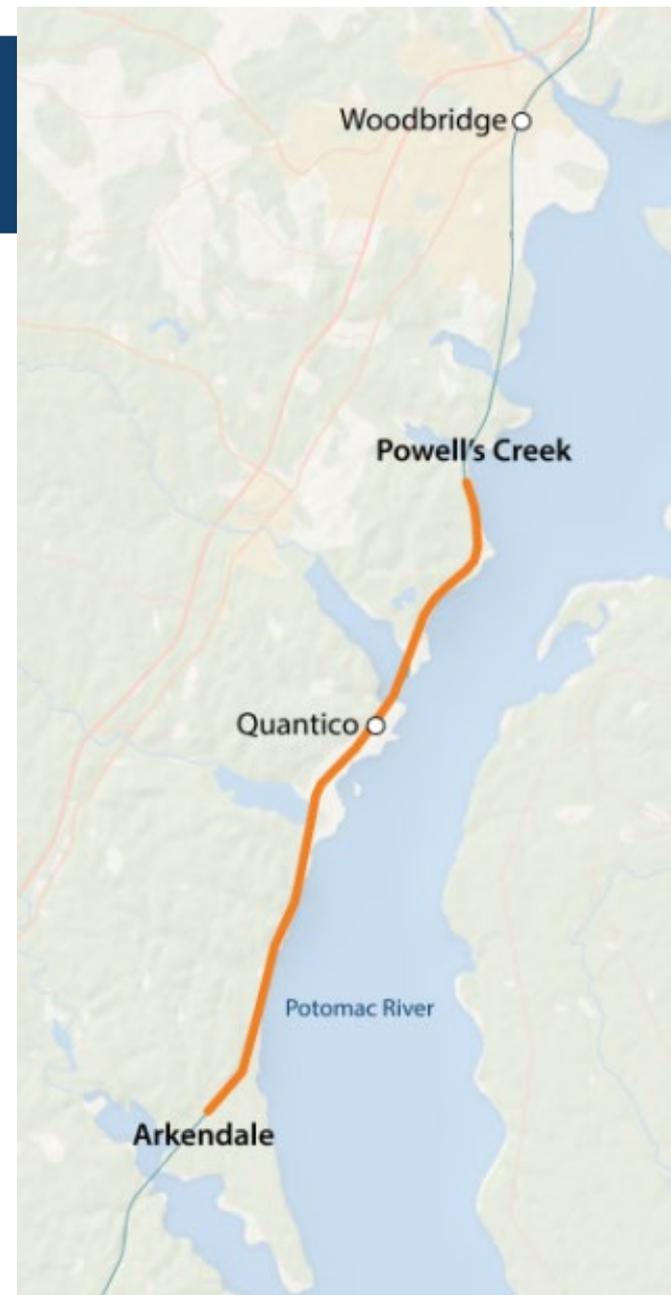
# Current Rail Capacity Projects on the RF&P

- Rail Congestion on the RF&P contributes to delays for Amtrak and VRE
- One solution is to build more track and expand station access
  - **Arkendale 3<sup>rd</sup> Track: \$115M**
  - **Arlington and Alexandria 4<sup>th</sup> Track: \$185M**
  - **Franconia-Occoquan 3<sup>rd</sup> Track: \$220M**
  - **Long Bridge: \$1.9B**
  - **Various VRE Station Projects (i.e. Quantico, Brooke, Leland)**
- CSX cooperation needed to move forward with projects



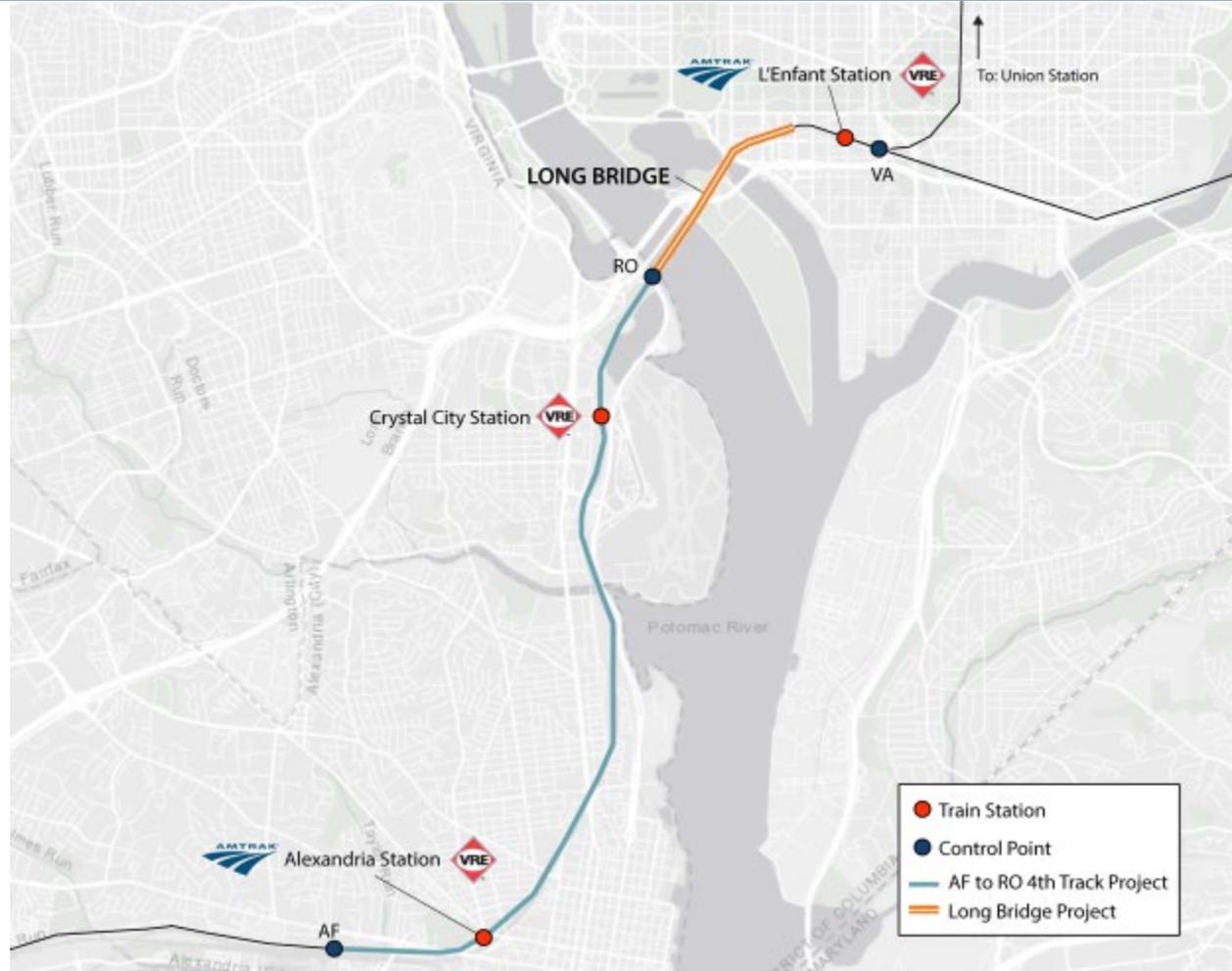
# Arkendale 3<sup>rd</sup> Track

- 9.2 Miles of 3<sup>rd</sup> Track
- Part of an initiative to construct a 3<sup>rd</sup> track between Fredericksburg and Washington DC.
- Budget: \$115M
  - \$75M Federal ARRA Funds
  - \$40M State Funds
- Includes Quantico Station Improvements
- Partnership with CSX, FRA, VRE, Amtrak
- Project 75% complete; completion 2022

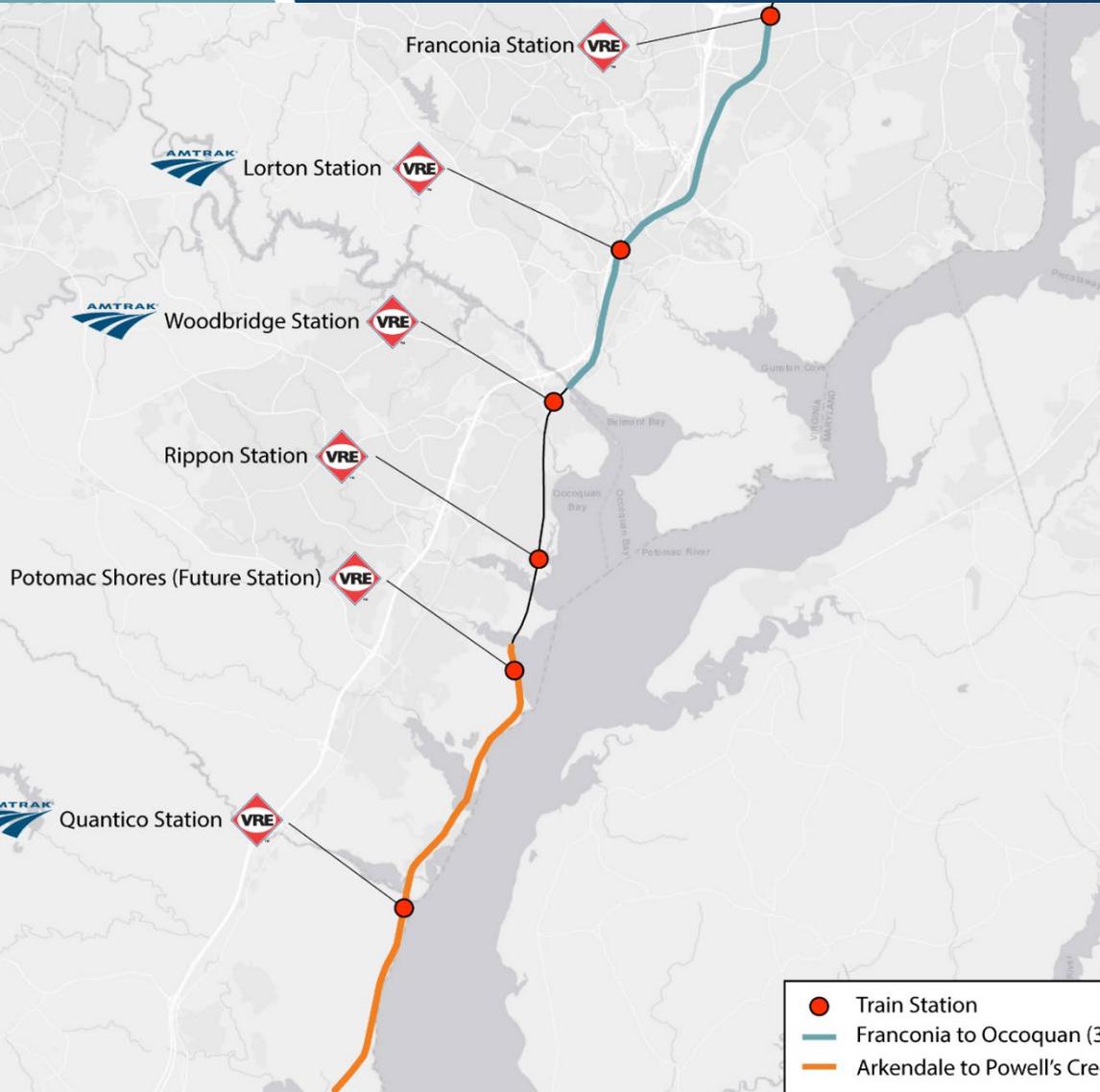


# 4<sup>th</sup> Track Approach to Long Bridge

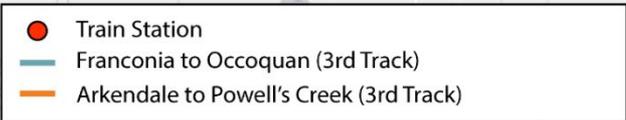
- 6 miles of new track from Alexandria to the new Long Bridge
- \$185 Million Project
- NEPA and 30% design are complete as part of DC2RVA
- Final Design procurement forthcoming



# Franconia to Occoquan 3<sup>rd</sup> Track

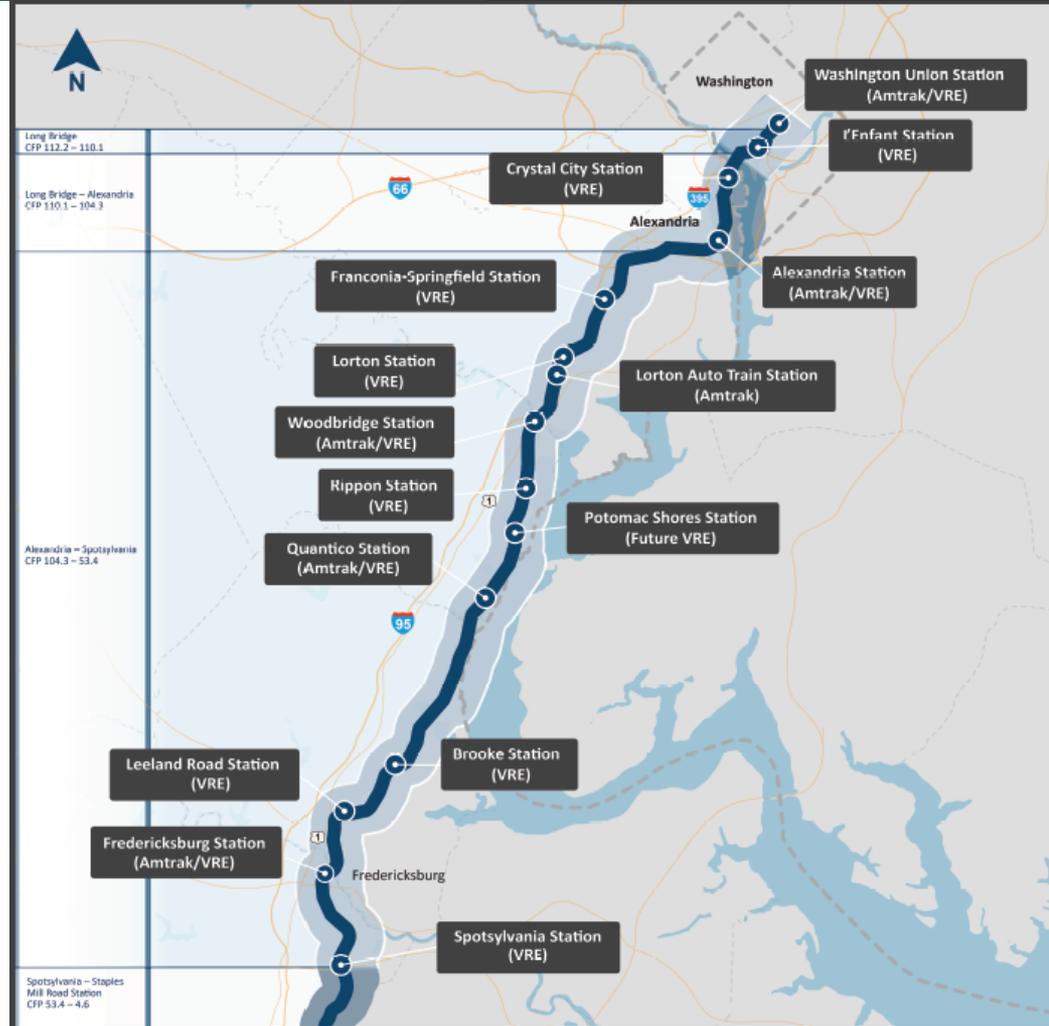


- Approximately 8 miles of 3<sup>rd</sup> track within CSX right-of-way
- Includes new bridges over US. Route 1 and Newington Road
- New project component – Franconia Bypass
- NEPA underway – Categorical Exclusion to be complete in early 2020



# Station Projects

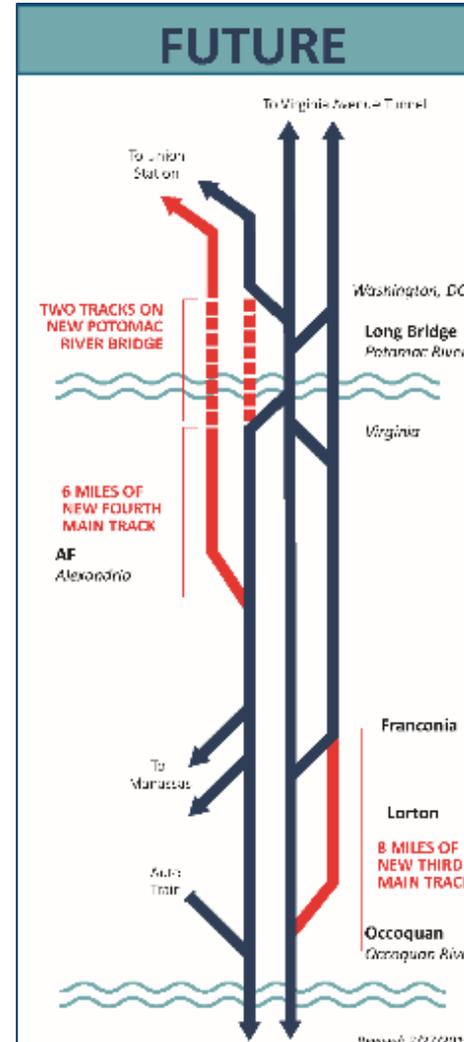
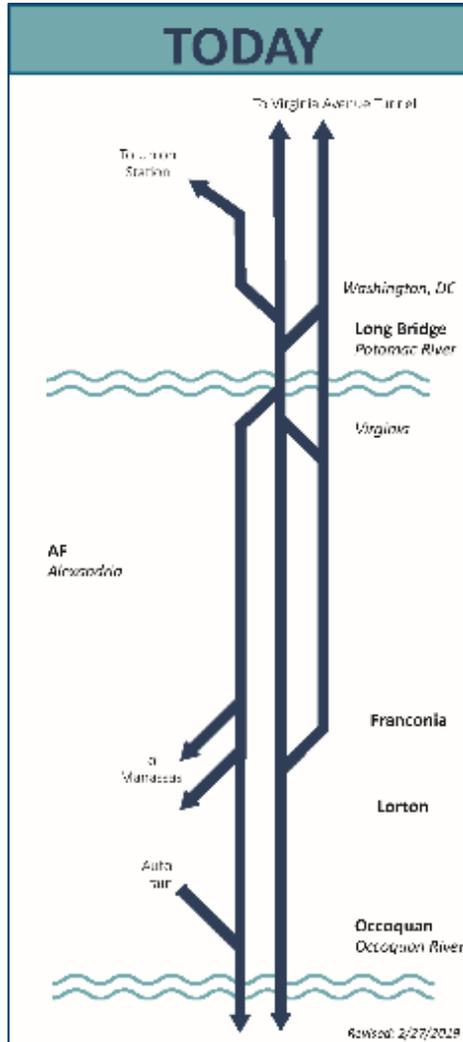
- DRPT is a funding partner for a number of VRE-led station projects in the corridor
- Cooperation with VRE is ongoing to ensure compatibility between station improvements and DRPT-led track improvements



L'Enfant Preliminary Design	Crystal City Preliminary Design
Alexandria Engineering	Franconia-Springfield Engineering
Lorton (2 <sup>nd</sup> platform) Engineering	Woodbridge Preliminary Design
Rippon Preliminary Design	Potomac Shores (new station) Engineering
Quantico (est. complete Jan. 2022) Construction	Brooke Preliminary Design
Leeland Preliminary Design	Fredericksburg Preliminary Design



# Long Bridge, 4<sup>th</sup> Track and 3rd Track





**DC to Richmond**

**THANK YOU!**