
Update: Long Bridge and Related Projects

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Rail and Transit Subcommittee
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Rail: Key to Virginia's Economy

*RAIL SERVICES DRIVE 6% OF VIRGINIA'S TOTAL ECONOMY.
MORE THAN 6,000 JOBS CREATED DIRECTLY BY RAIL NETWORK*



\$73 billion of output. 8.8% of Virginia's total output



\$19.8 billion earned by employees. 6.4% of the state's total income



Over \$30 billion of added value. 6.0% of the state's Gross State Product (GSP)



341,519 jobs, 6.7% of the 5.1 million jobs statewide

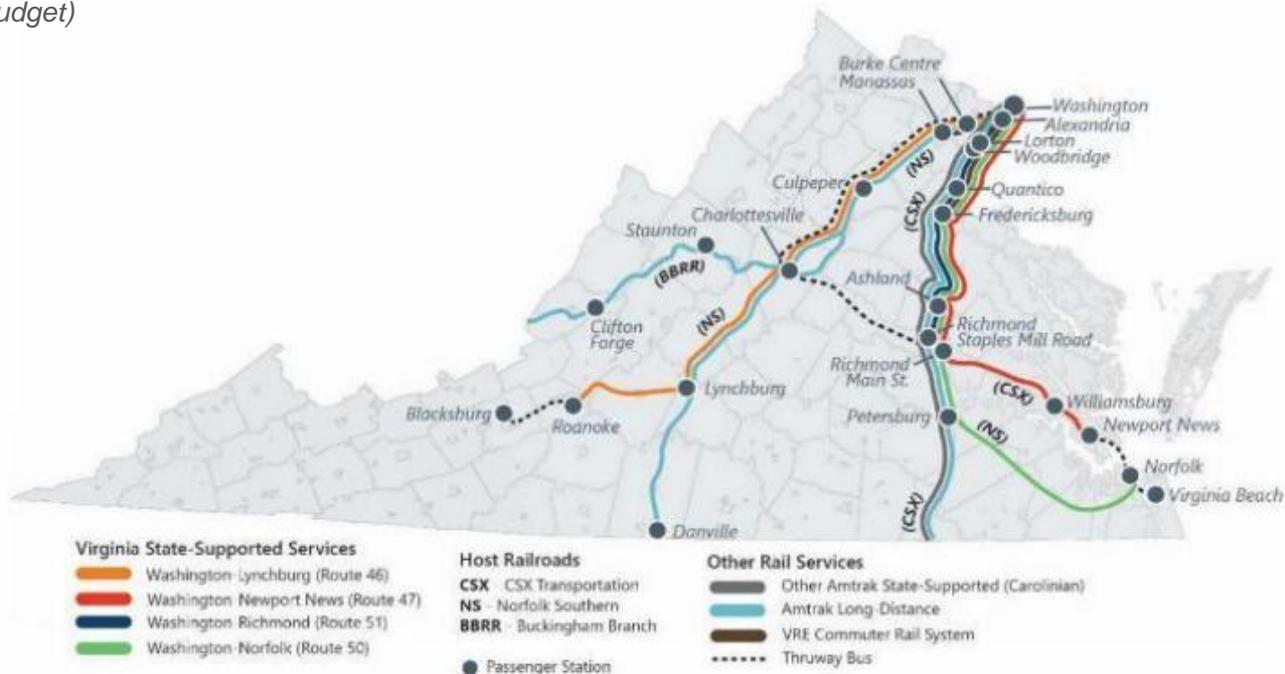


\$1.9 billion of tax revenue

Rail In Virginia

Key To Virginia's Mobility and Future

- Passenger rail avoids **271 million miles** of personal driving in VA annually
- Shipping by rail avoids **1.7 billion miles** of truck travel in VA annually
 - 37% of cargo arrives and departs the Port of Virginia by rail
 - The Port's growth plan relies on rail handling 50% of new containers
- Improving passenger rail is key to attracting businesses similar to Amazon
- **\$123M** annual pavement management savings (6% of VDOT's maintenance budget)



State Rail Plan Goals & Objectives

FY20 – FY25

- **Prioritize Critical Infrastructure Projects**
 - » *Long Bridge ~ \$1.9B*
 - » *4th Track Arlington ~ \$185M*
- **Enhance Rail Service to Port**
 - » *Port Projects – \$54.4M*
 - » *NIT and CWRV Marshalling Yard additional funding – \$7.5M*
- **Prioritize Improvements to Existing Service Corridors**
 - » *VRE Platform and Track Improvements – \$42.7M*
 - » *Newport News Platform/Service Facility – \$20.5M*

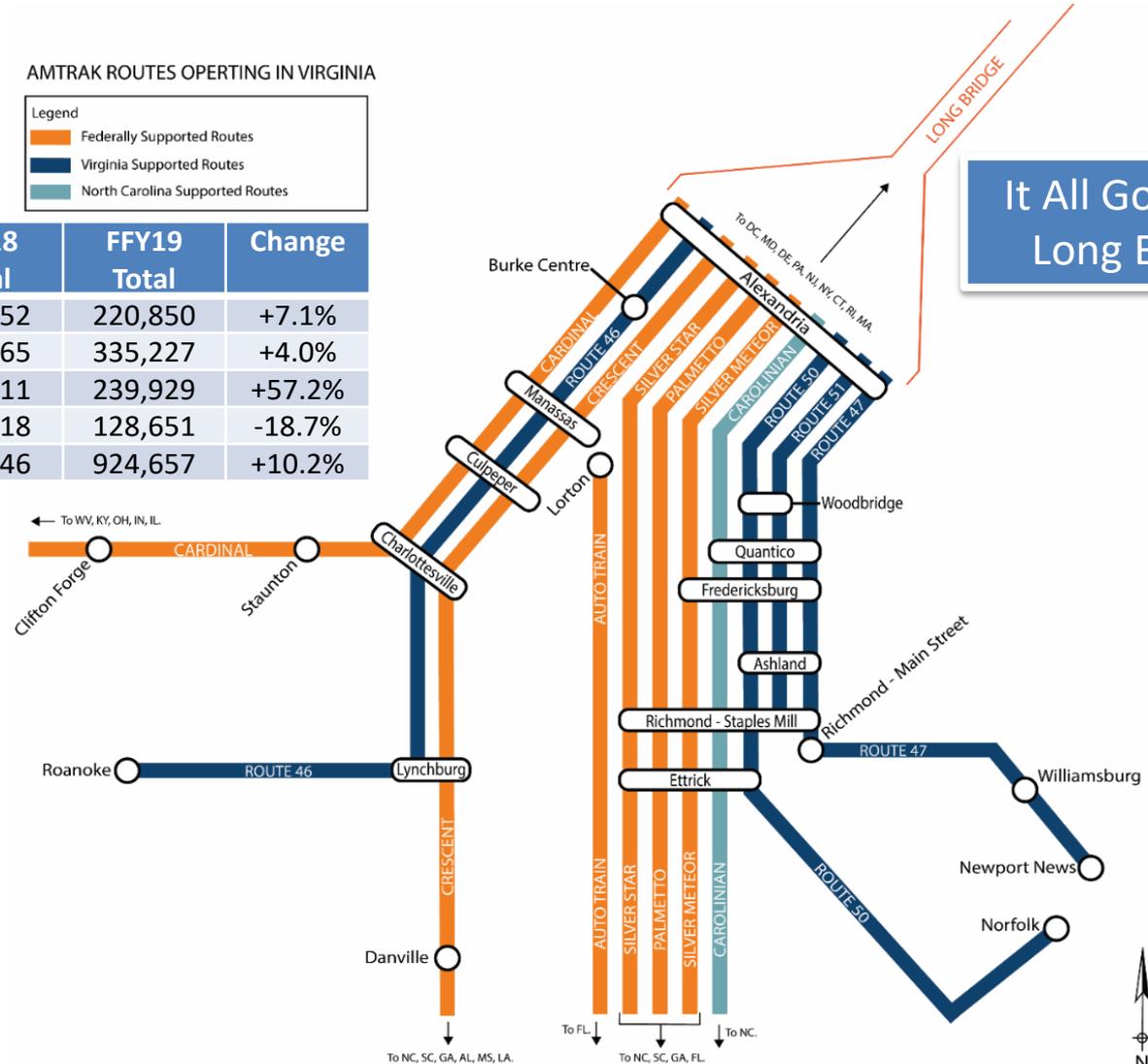


State Supported & Long Distance Passenger Rail

AMTRAK ROUTES OPERATING IN VIRGINIA

Legend			
█	Federally Supported Routes		
█	Virginia Supported Routes		
█	North Carolina Supported Routes		

State-Sponsored Route	FFY18 Total	FFY19 Total	Change
46 Roanoke	206,252	220,850	+7.1%
47 Newport News	322,265	335,227	+4.0%
50 Norfolk	152,611	239,929	+57.2%
51 Richmond	158,318	128,651	-18.7%
Total	839,446	924,657	+10.2%



It All Goes Over Long Bridge!

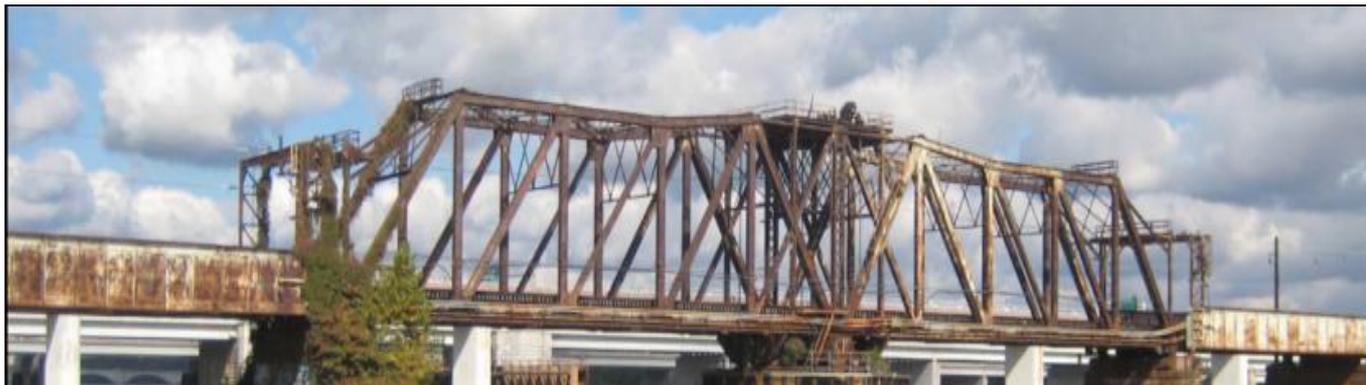
Long Bridge History

- Original Structure Built in 1808
- Two-track steel through-girder/through-truss railroad bridge constructed in 1904
- Reinforced in 1942 during WWII for heavy loads
- Swing span last opened in 1965
- CSXT acquired the bridge from Conrail in 1999
- Only railroad bridge connecting Virginia to DC – next closest crossing is at Harpers Ferry, WV

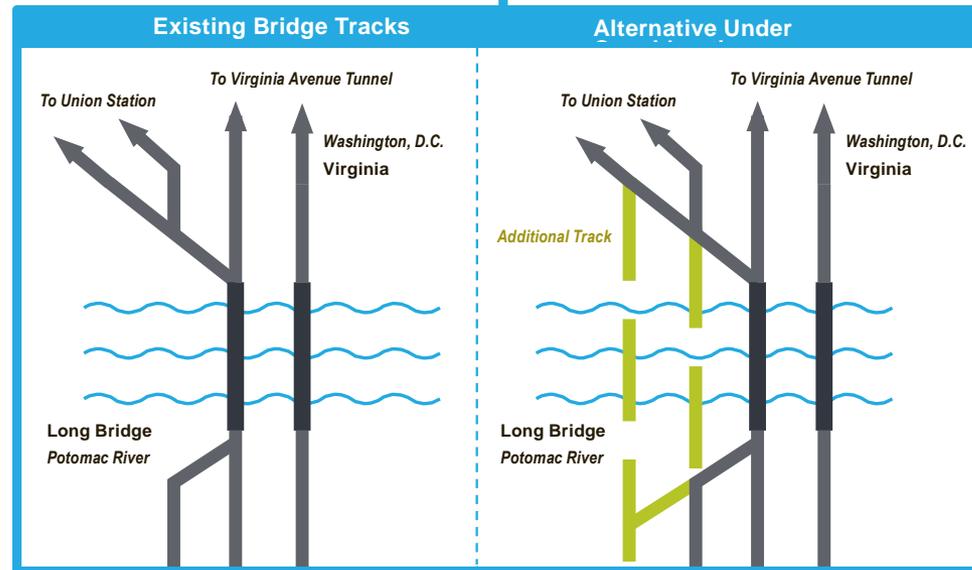


Current Operational Issues and Need

- **Existing Long Bridge bottleneck due to:**
 - » *3 tracks on each side, 2 track bridge*
 - » *Speed restrictions in effect on bridge*
- **Traffic is split 70/30 between passenger/freight**
 - » *Currently 34 VRE trains and 24 Amtrak trains*
- **Bridge is at capacity during AM/PM peak**
- **No rail network redundancy**
- **Need new two-track bridge for passenger corridor**



Long Bridge: Doubles Capacity over the Potomac



The existing bridge is at 98 percent capacity during the morning and evening peak period, supporting 80 freight, intercity, and commuter rail trains per day.

Future Capacity Created by Long Bridge and Other Associated Projects

*Expansion of the Long Bridge and other rail investments in the corridor (including 4th track and Franconia - Occoquan 3rd Track) will support **171%** growth VRE service, and create a dedicated passenger corridor between Franconia to Union Station with better on-time performance.*

Operator	Current # of Trains	Future # of Trains (2040)	% of New Passenger Capacity
VRE	34	92	67%
MARC	0	8	9%
Amtrak	24	44	23%
CSXT	18	42	-
NS	0	6	-
Total	76	192	100%

Source: DDOT, Long Bridge Draft EIS

Bike and Pedestrian Bridge

- Independent structure upstream of the new rail bridge



Current Status: Long Bridge

- **NEPA Study – Currently led by DC DOT**
 - » *Draft EIS released September 5th*
 - » *Preferred alternative selected new 2-track bridge upstream; less expensive and has fewer impacts*
 - » *Order of magnitude cost – \$1.9 billion in Year-of-Expenditure dollars*
 - » *Final EIS and FRA's release of ROD for final environmental clearance expected 3rd Quarter 2020*
- **Engineering**
 - » *Currently at conceptual design, and 30% design estimated for completion in 2021*

Long Bridge Corridor

Long Bridge - \$1.9B

- State IPROC & REF in FY20-FY25 SYIP - \$214M
- Funding Plan will include other State, Federal and Regional resources



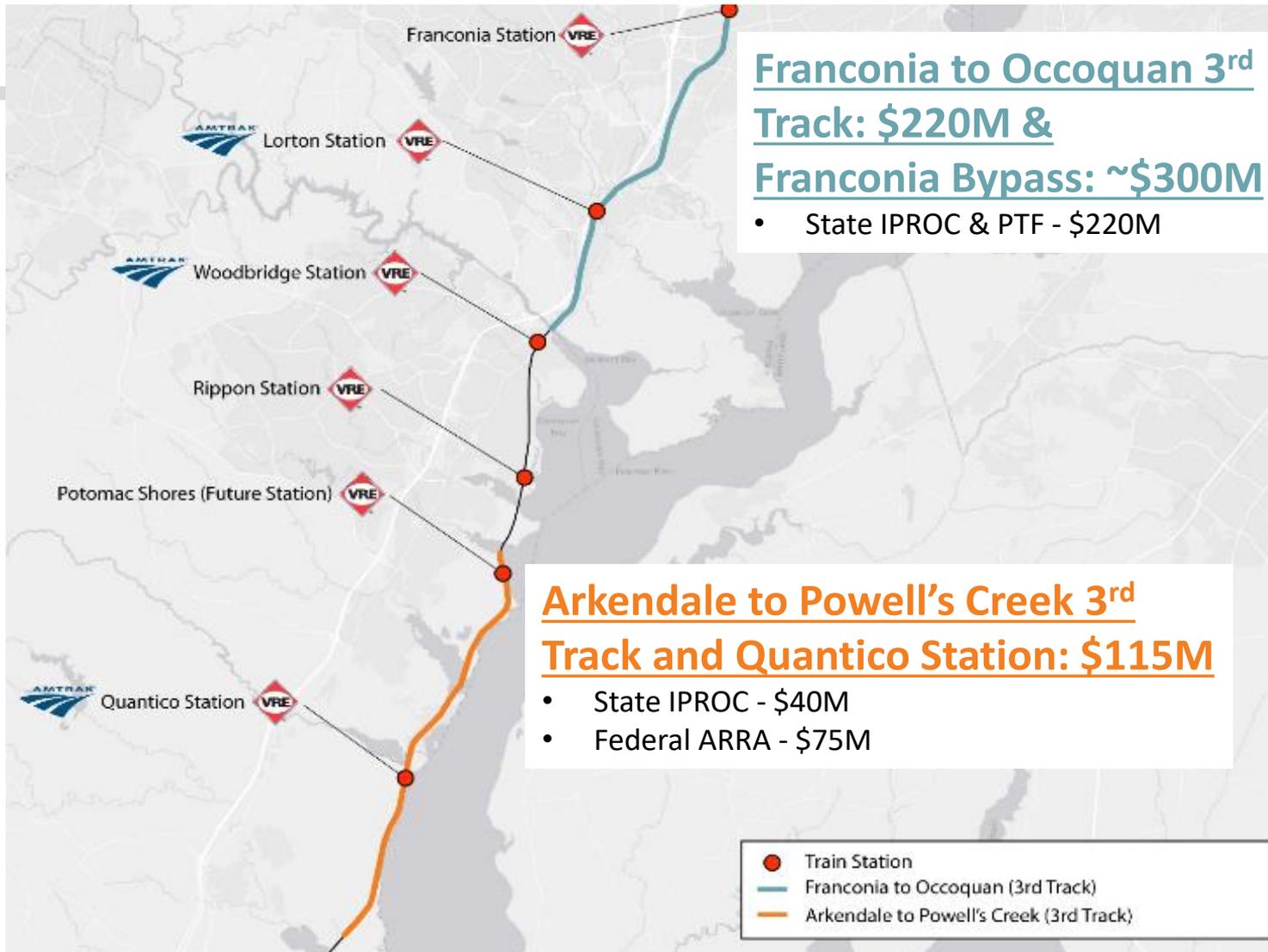
4th Track Approach to Long Bridge - \$185M

- State CMAQ - \$58M
- State PTF & IPROC - \$82M
- Federal FASTLANE - \$45M



Manassas and
Fredericksburg line trains
meet west of Alexandria
Station at Control Point AF

Franconia to Arkendale



Look Ahead

- DRPT is working on a long term funding plan for Long Bridge and related corridor projects.
- DRPT submitted funding application to NVRTA for proposed Franconia bypass
 - Moves VRE from east side platforms to west side platforms in order to access future Long Bridge expansion
 - Provides unencumbered approach to dedicated passenger rail corridor from Franconia to DC
 - Eliminates freight / VRE conflicts north of Franconia
- Commonwealth funding is secured for:
 - Arlington 4th track Final Design & Construction
 - Franconia-Occoquan Final Design & Construction
 - Preliminary Engineering for Long Bridge

Questions?

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