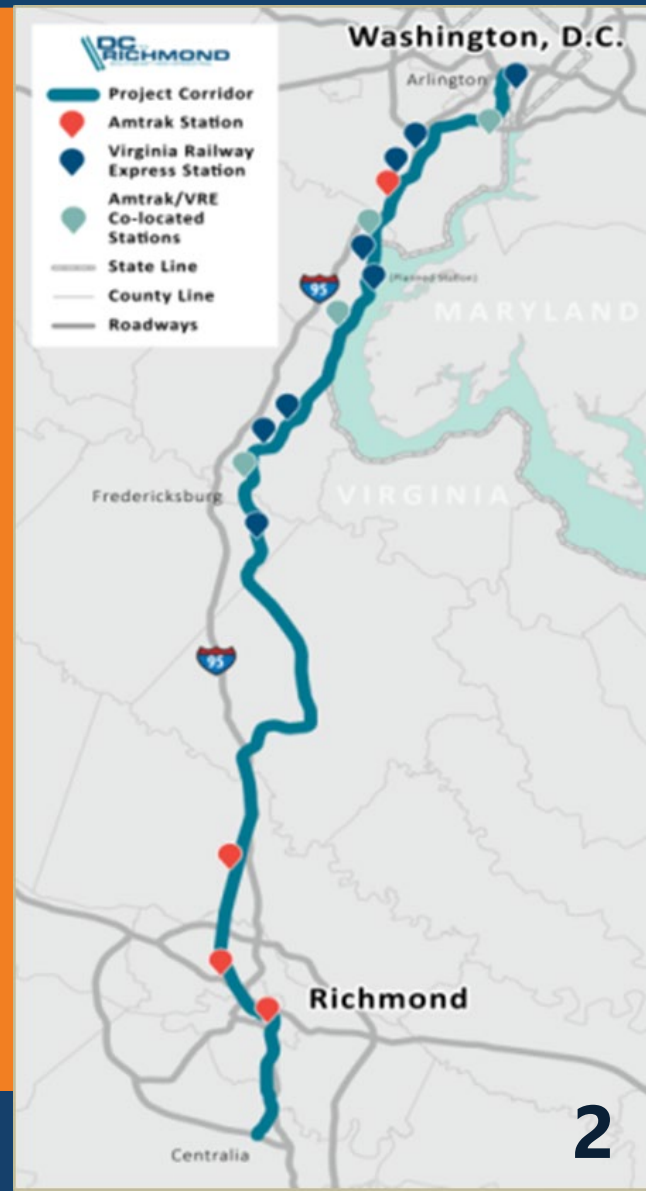




DC to Richmond Corridor Improvements

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 3rd Track: \$115M**
 - **Arlington and Alexandria 4th Track: \$185M**
 - **Franconia-Occoquan 3rd Track: \$220M**
 - **Long Bridge: \$1.9B**
 - **Various VRE Station Projects (i.e. Quantico, Brooke, Leland)**
- CSX cooperation needed to move forward with projects



Arkendale 3rd Track

- 9.2 Miles of 3rd Track
- Part of an initiative to construct a 3rd 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

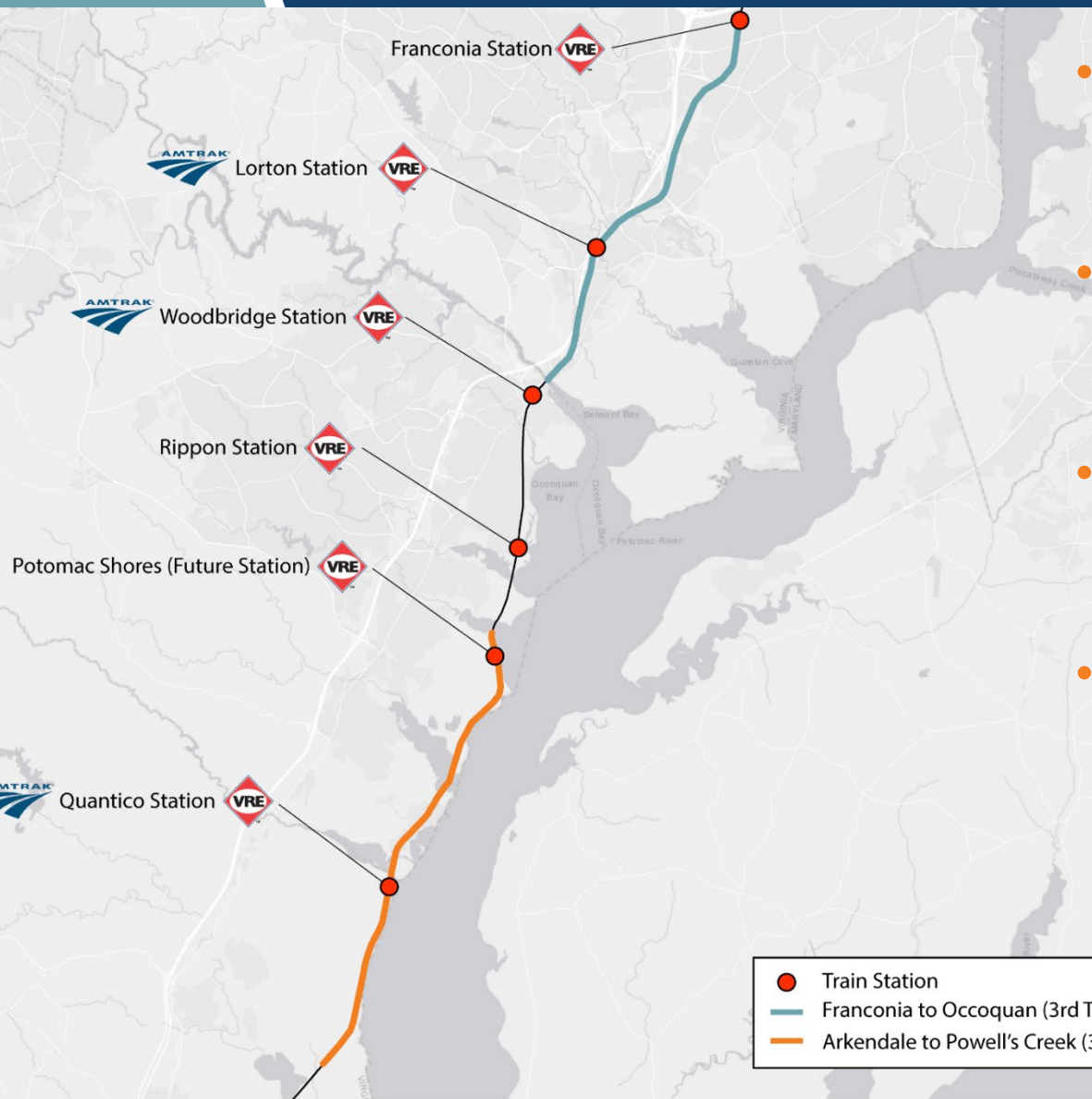


4th Track Approach to Long Bridge

- 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 3rd Track



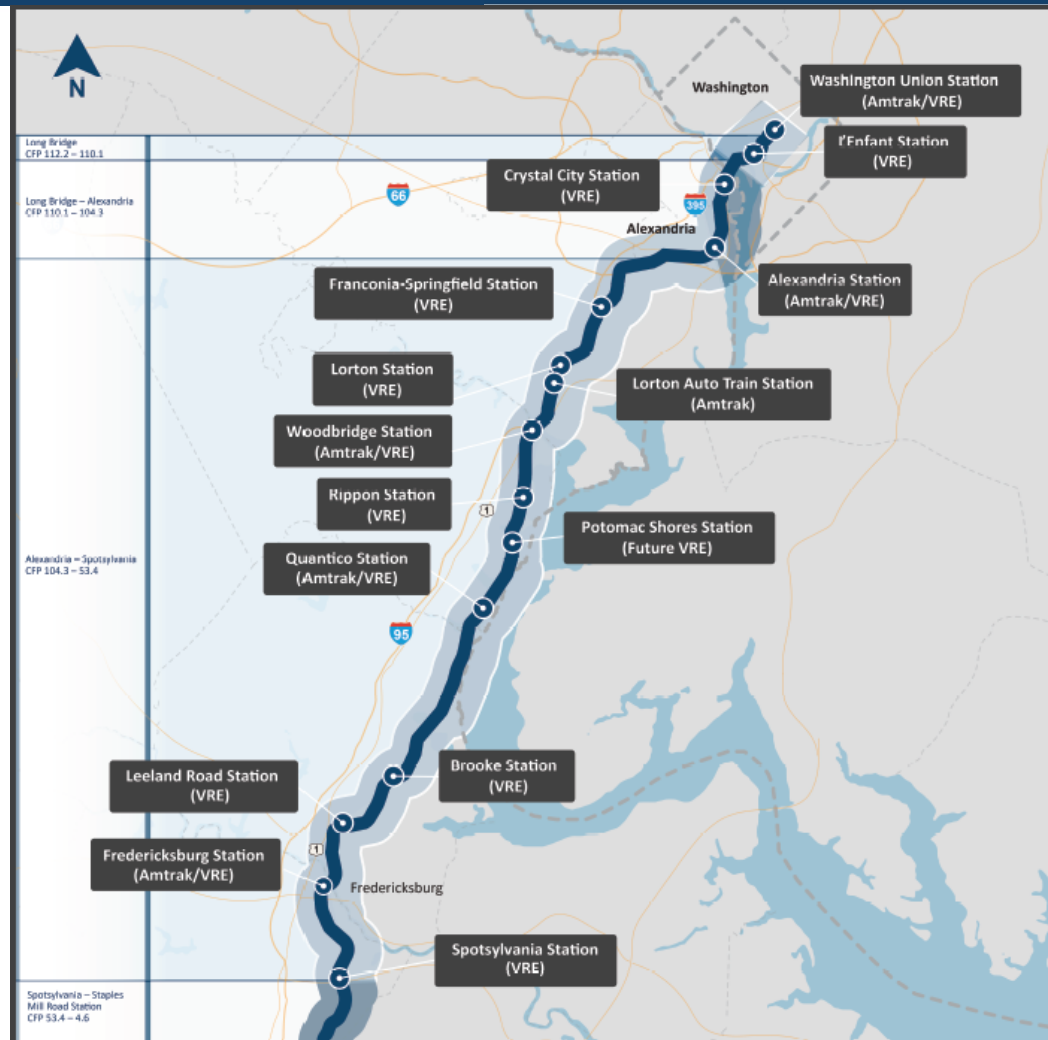
- Approximately 8 miles of 3rd track within CSX right-of-way
- Includes new bridges over US. Route 1 and Newington Road
- New project component – Franconia Bypass
- NEPA underway – Categorical Exclusion to be complete in early 2020

- Train Station
- Franconia to Occoquan (3rd Track)
- Arkendale to Powell's Creek (3rd Track)

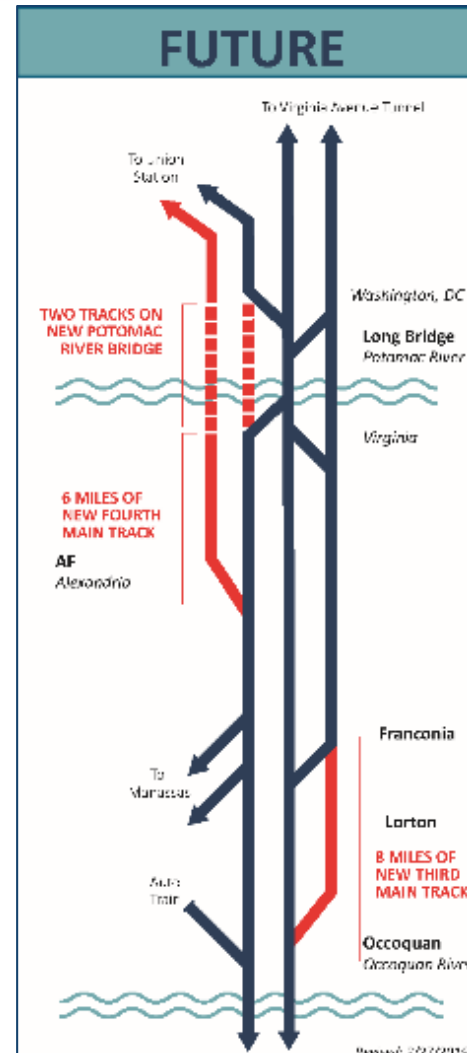
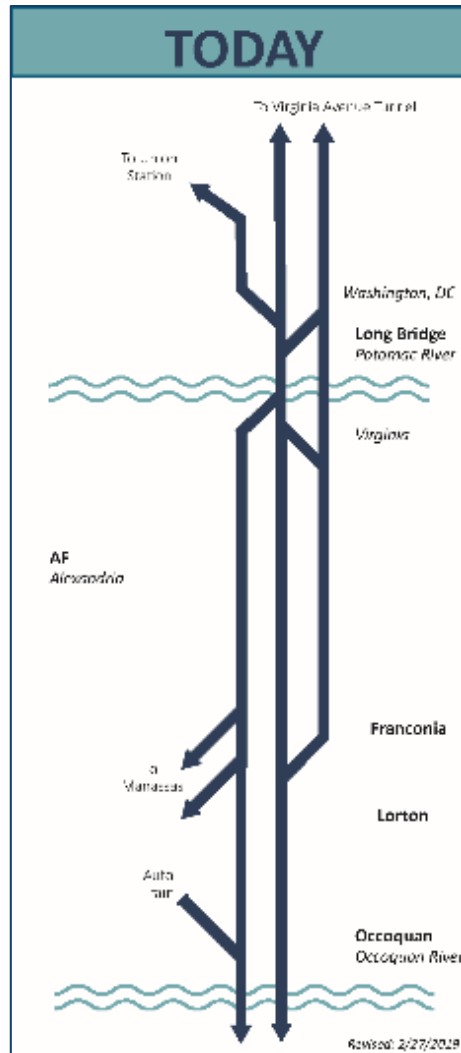
Station Projects

- 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 nd 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, 4th Track and 3rd Track





DC to Richmond

THANK YOU!