

# Update: Long Bridge and Related Projects

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Rail and Transit Subcommittee  
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Michael McLaughlin, Chief of Rail  
Department of Rail and Public Transportation



# 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

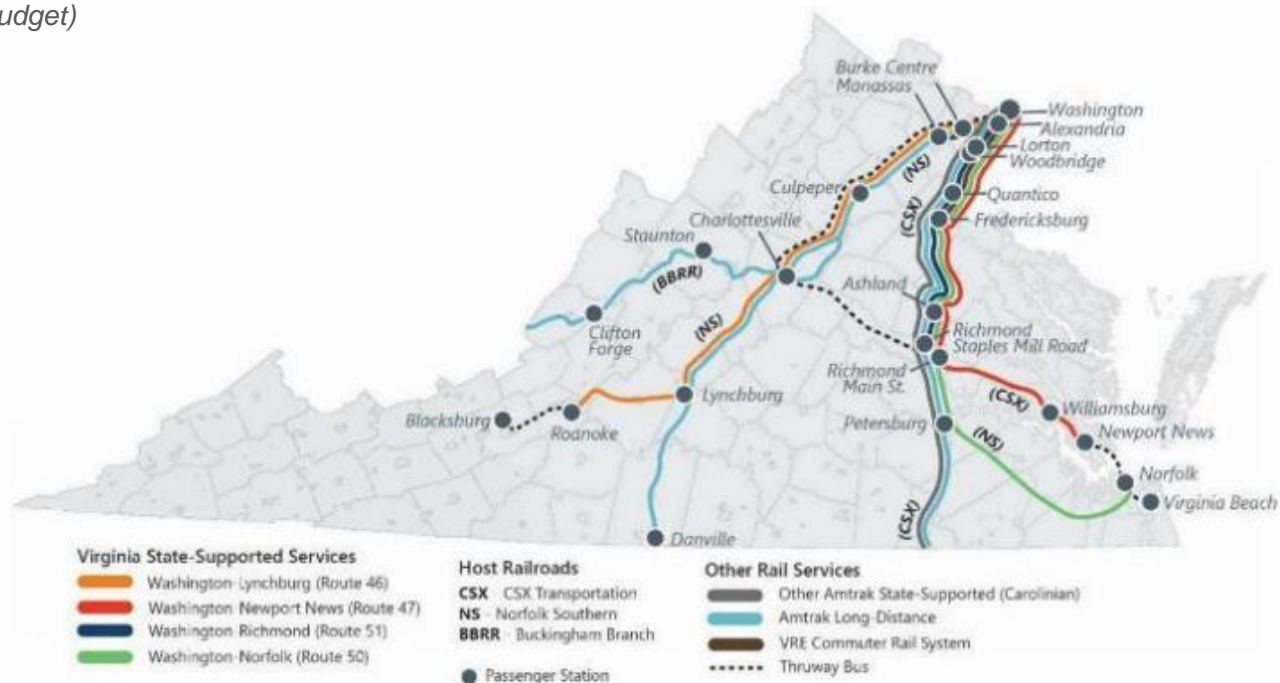


\$1.9 billion of tax revenue

# 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*

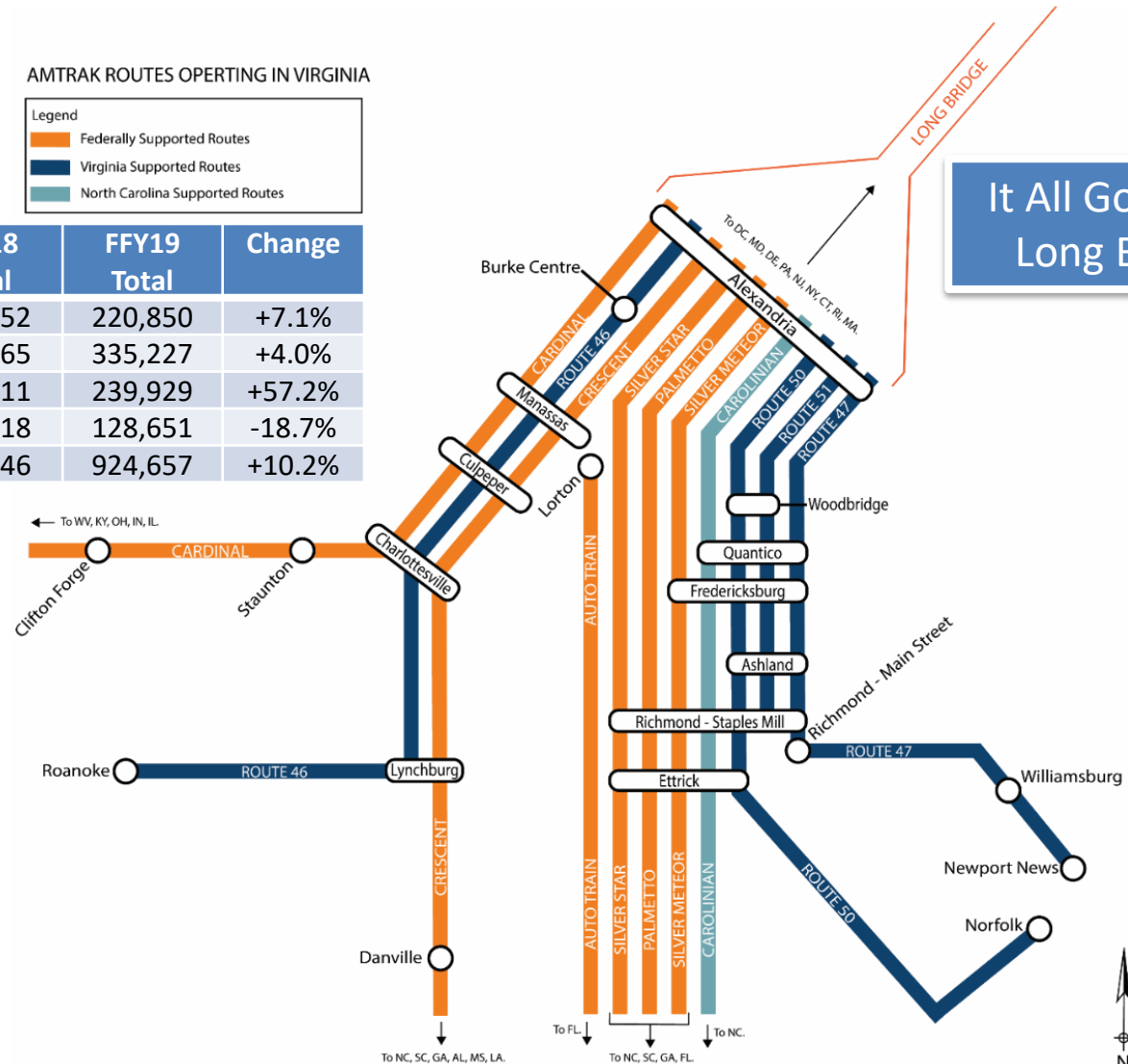


# State Supported & Long Distance Passenger Rail

AMTRAK ROUTES OPERATING IN VIRGINIA

Legend			
<span style="color: orange;">■</span>	Federally Supported Routes		
<span style="color: darkblue;">■</span>	Virginia Supported Routes		
<span style="color: lightblue;">■</span>	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%
<b>Total</b>	<b>839,446</b>	<b>924,657</b>	<b>+10.2%</b>



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



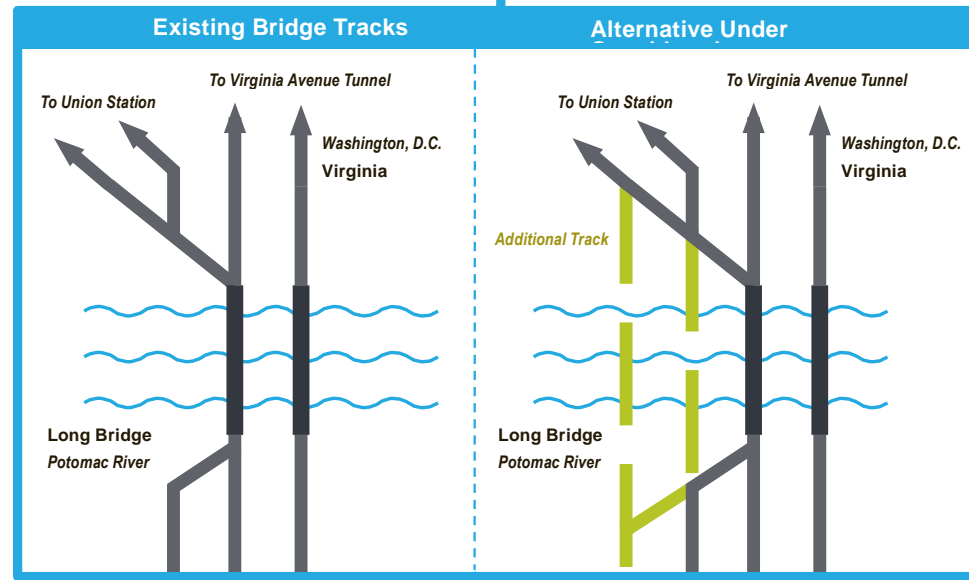
# Current Operational Issues and Need

- 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 4<sup>th</sup> track and Franconia - Occoquan 3<sup>rd</sup> 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	-
<b>Total</b>	<b>76</b>	<b>192</b>	<b>100%</b>

Source: DDOT, Long Bridge Draft EIS

# Bike and Pedestrian Bridge

- Independent structure upstream of the new rail bridge



# Current Status: Long Bridge

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- **NEPA Study – Currently led by DC DOT**
  - » *Draft EIS released September 5<sup>th</sup>*
  - » *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 3<sup>rd</sup> Quarter 2020*
- **Engineering**
  - » *Currently at conceptual design, and 30% design estimated for completion in 2021*

# Long Bridge Corridor

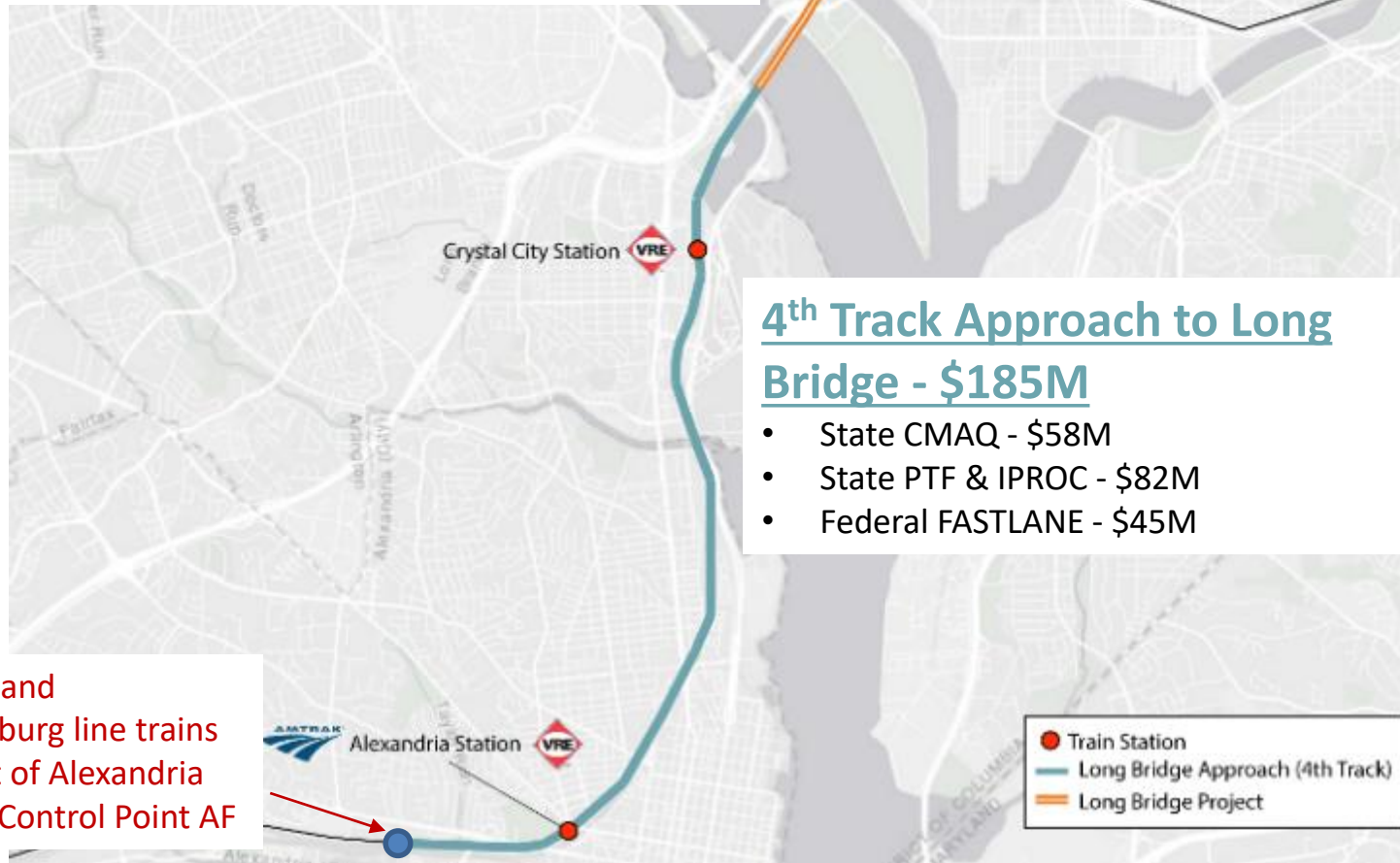
## Long Bridge - \$1.9B

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



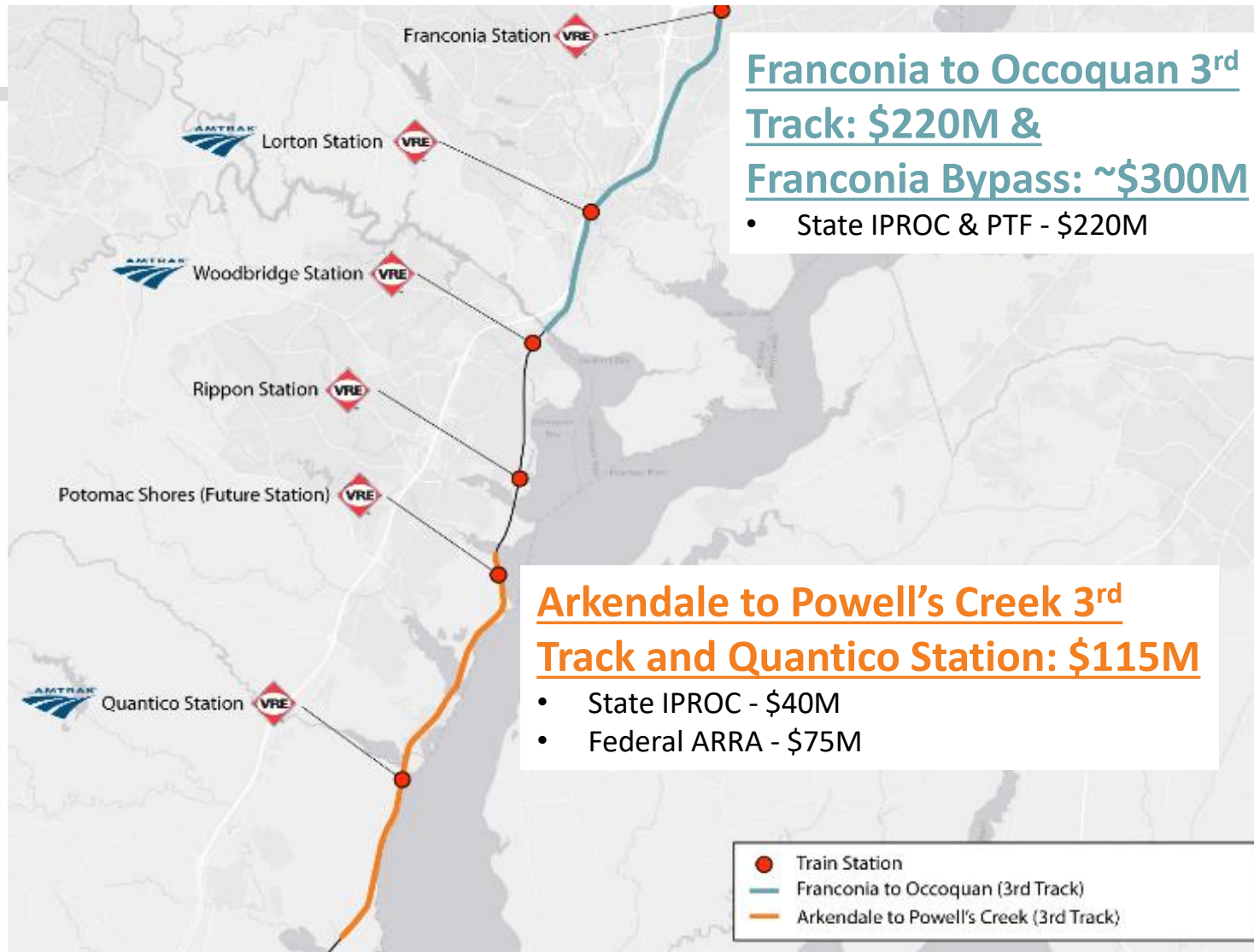
## 4<sup>th</sup> Track Approach to Long Bridge - \$185M

- 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

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- DRPT is working on a long term funding plan for Long Bridge and related corridor projects.
- DRPT submitted funding application to NVTa 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 4<sup>th</sup> track Final Design & Construction
  - Franconia-Occoquan Final Design & Construction
  - Preliminary Engineering for Long Bridge



# Questions?

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**Michael McLaughlin**

**Chief of Rail Transportation**

**Department of Rail and Public Transportation**