



Virginia Department of Rail and Public Transportation

# Major Rail Project Updates

Commonwealth Transportation Board  
October 29, 2018

**Michael McLaughlin**  
**Chief of Rail**

I-95 Corridor  
Improvements

Acca Yard

DC2RVA – Tier II EIS

Atlantic Gateway Projects

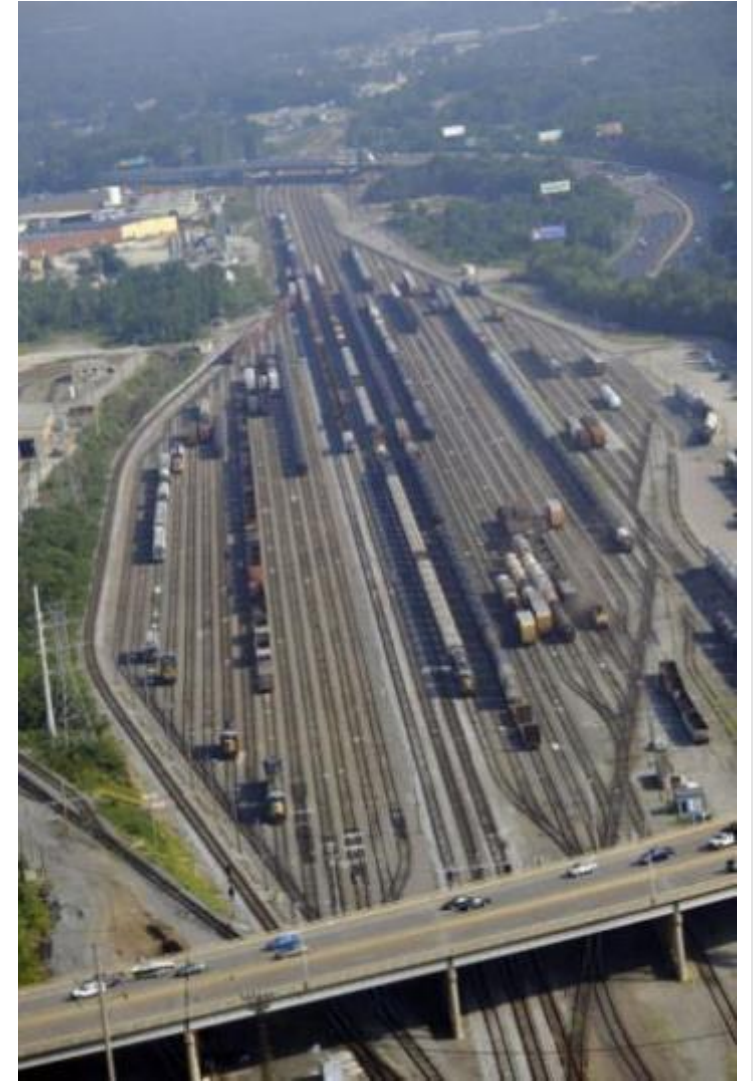
Long Bridge Expansion



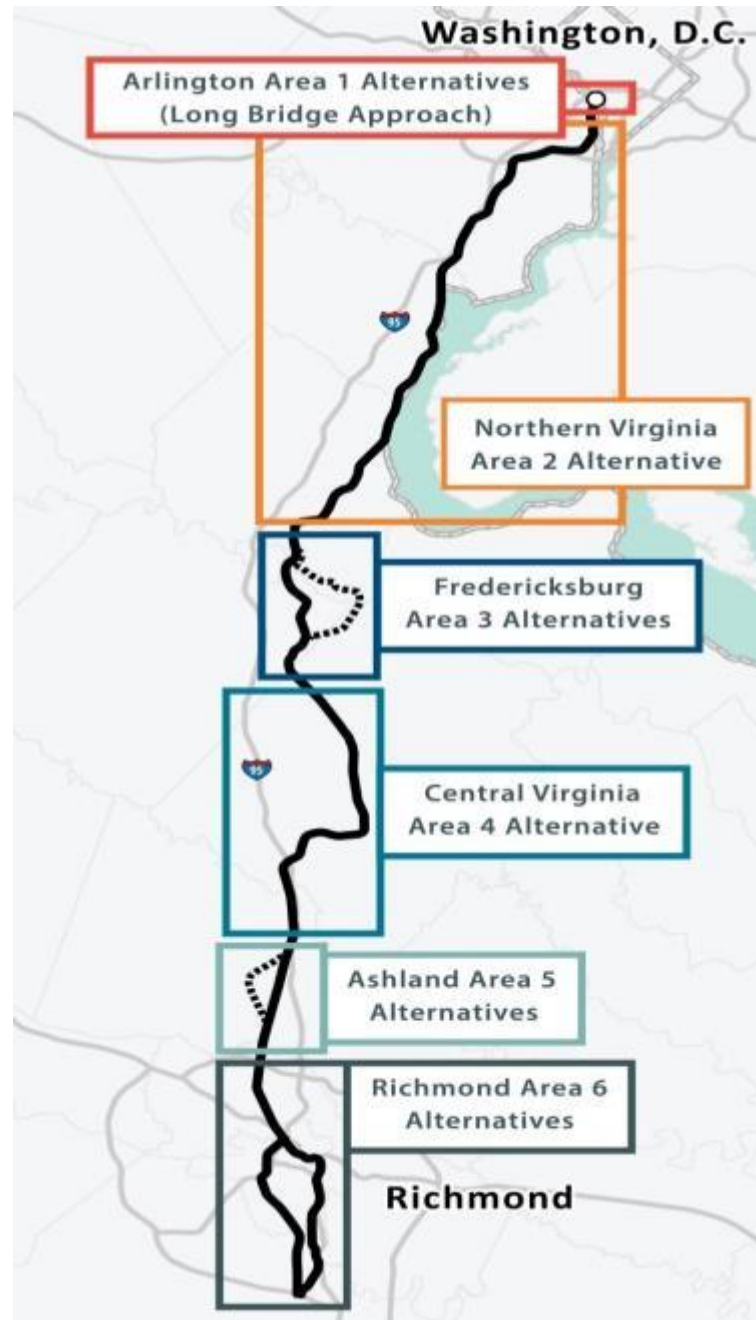
## Acca Yard Improvements



- Improvements include:
  - Eight miles of double track
  - Multiple universal crossovers
  - Yard reconstruction and passing sidings
- Ease congestion on CSX A-Line Corridor which parallels I-95 between Richmond stations
- Provides slots for two additional frequencies to Norfolk
- Projects near completion

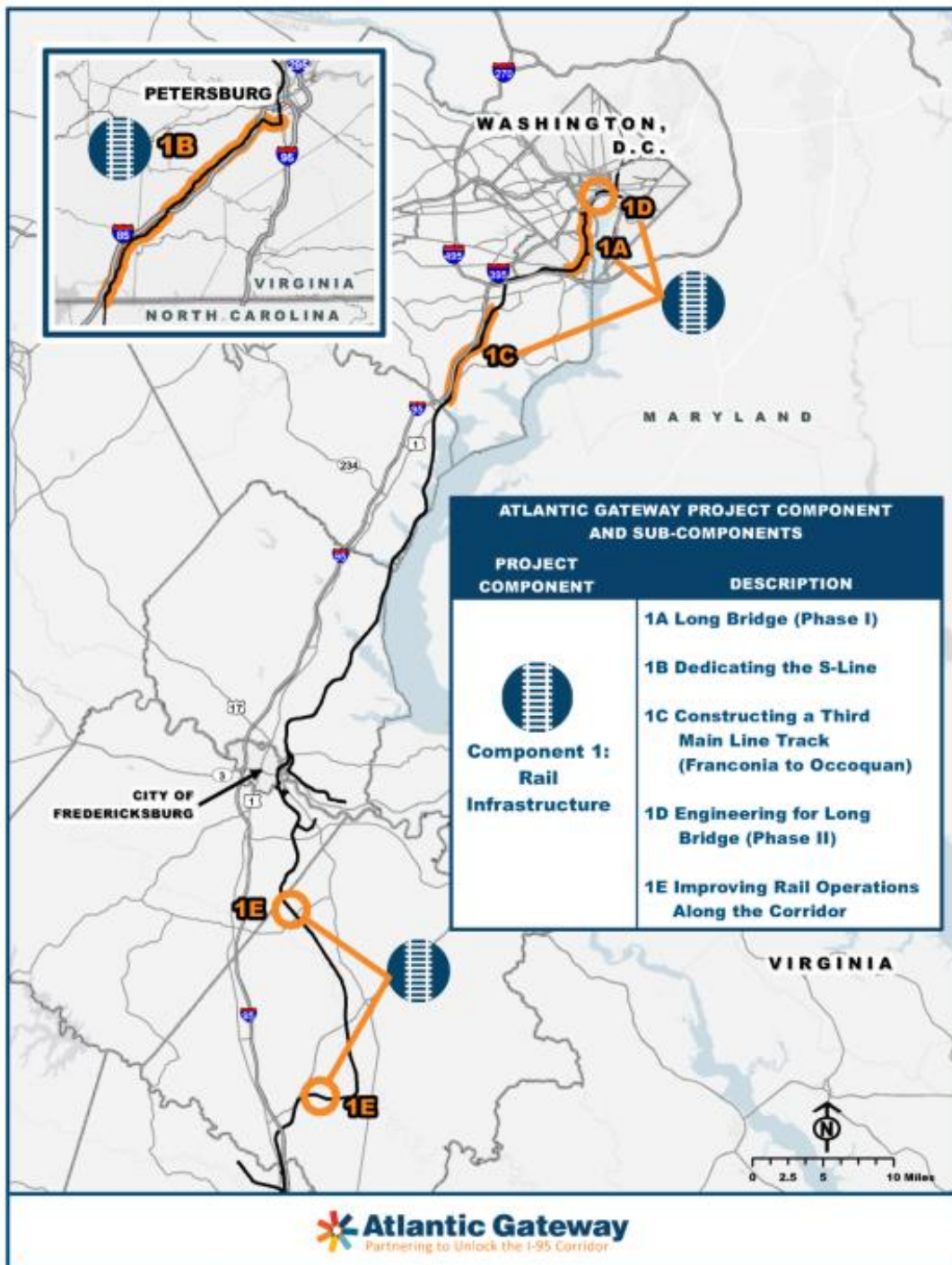


# DC2RVA Corridor Overview

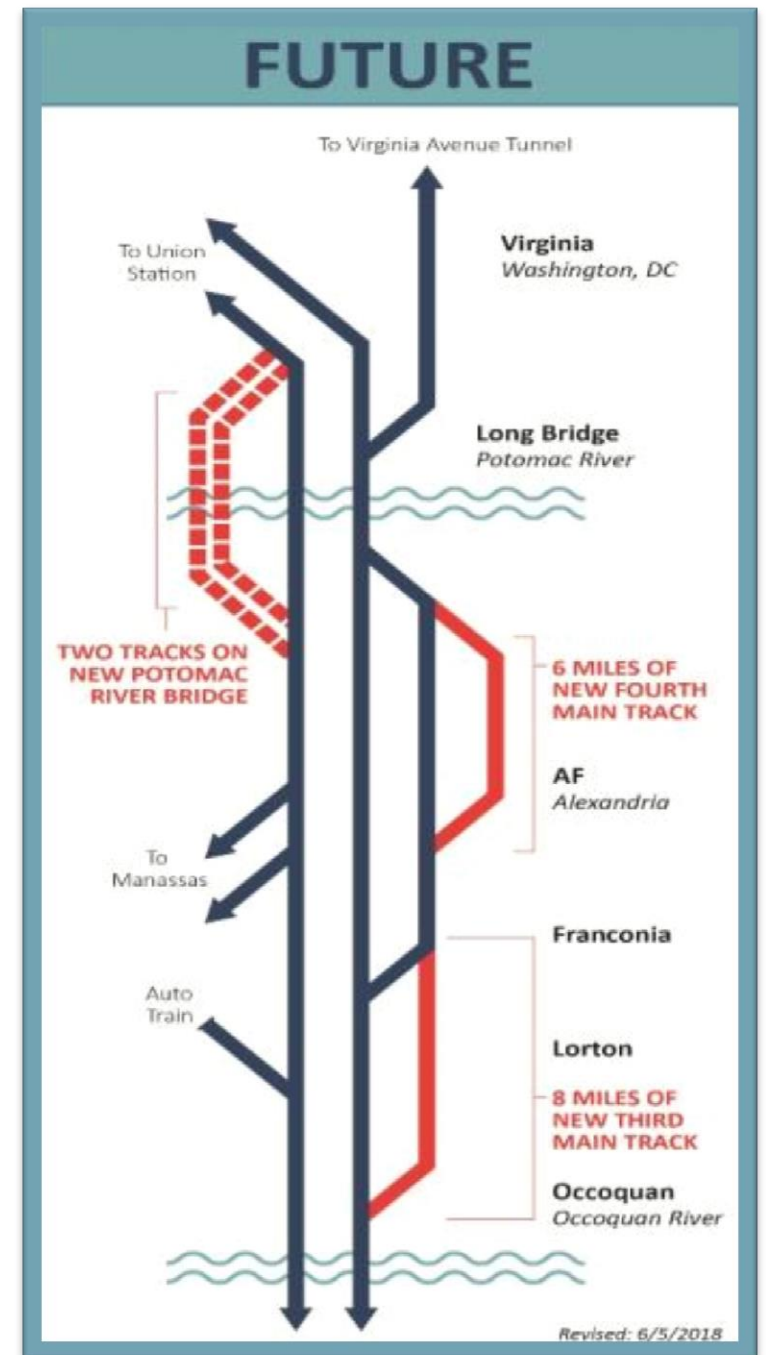
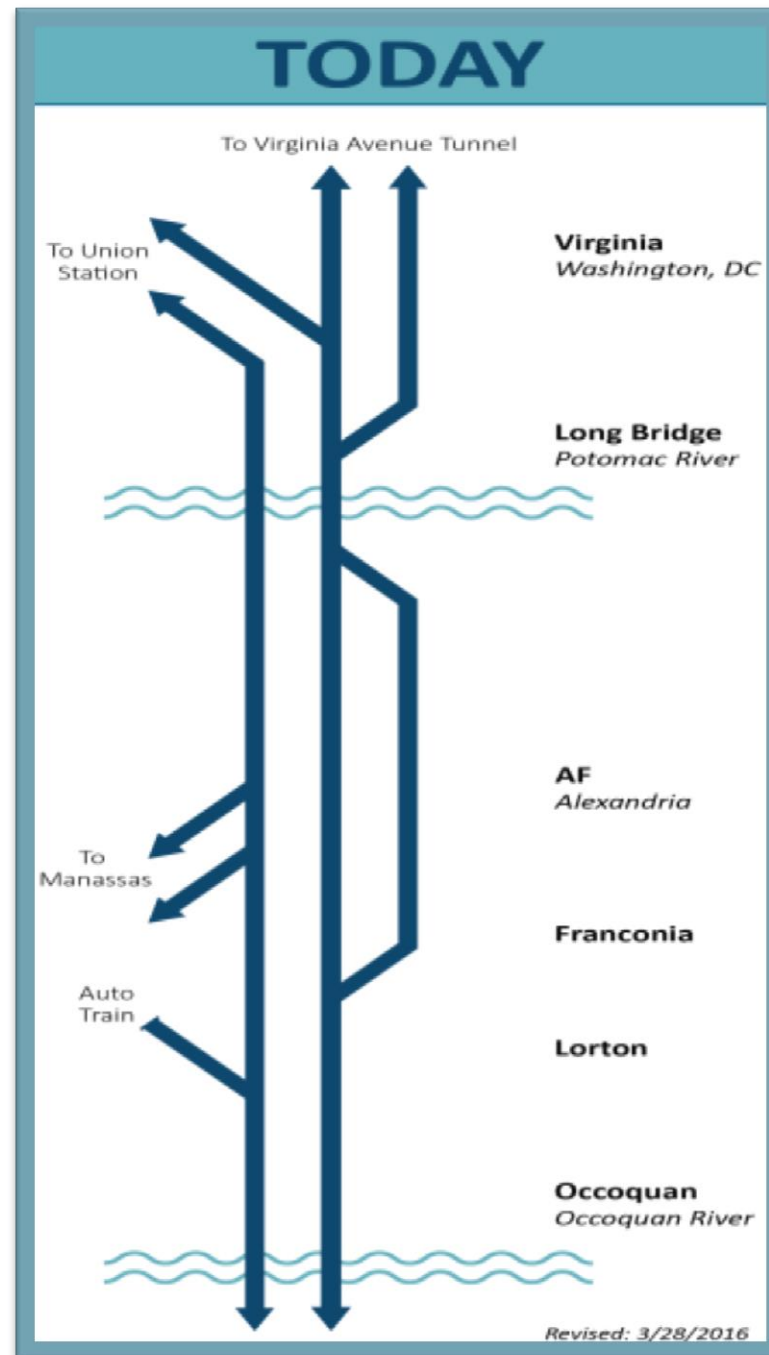


- The DC2RVA study provides environmental clearance for projects between DC and Richmond
- Follows CSX's 123 miles of CSX rail line
- Shared freight rail and passenger rail corridor
- Virginia Railway Express provides commuter rail service
- Amtrak provides intercity passenger rail service

- 3<sup>rd</sup> Track between Franconia and Occoquan: \$220M
  - Design and Signals – 30% complete
  - Collaborating on bridges with VDOT and Fairfax County
- Long Bridge Phase 1: \$185M
  - Constructs 6 miles of fourth track from Alexandria to the south bank of the Potomac River
  - Based on alignment of Long Bridge Project
  - CSX and DRPT in discussion to move beyond 30% design



# Atlantic Gateway and Long Bridge Expansion

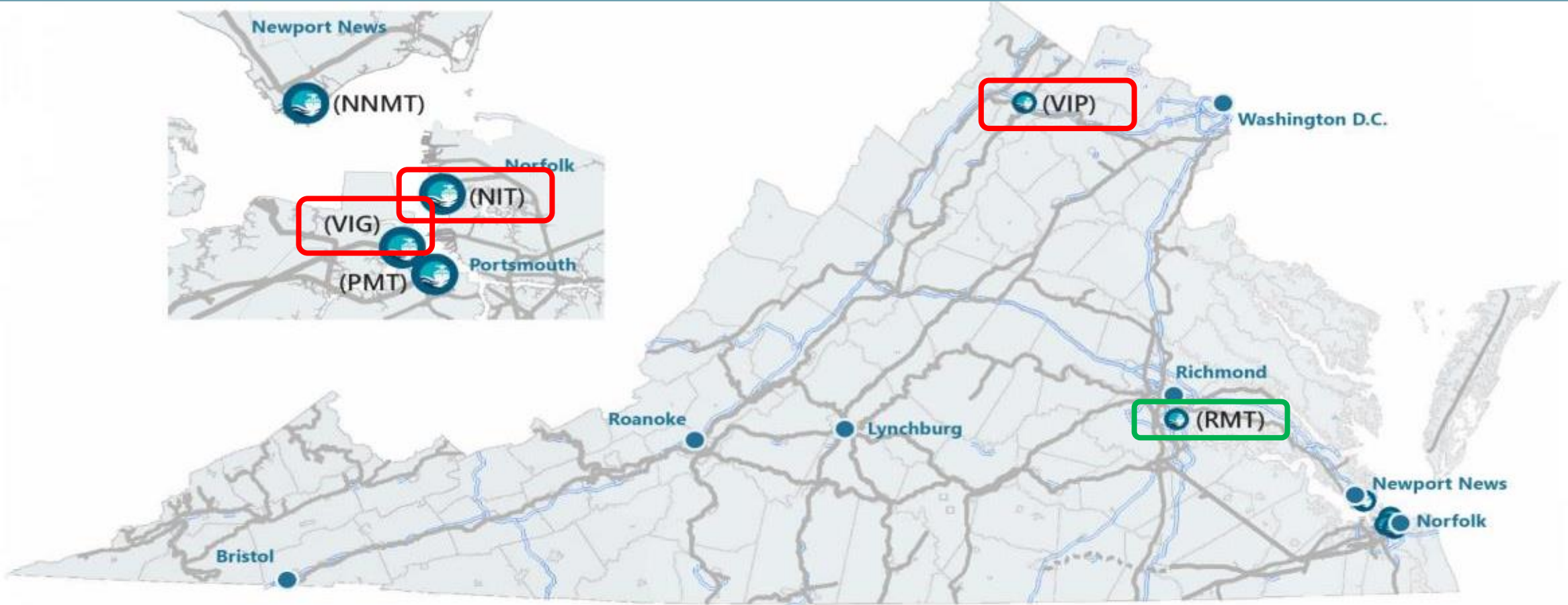
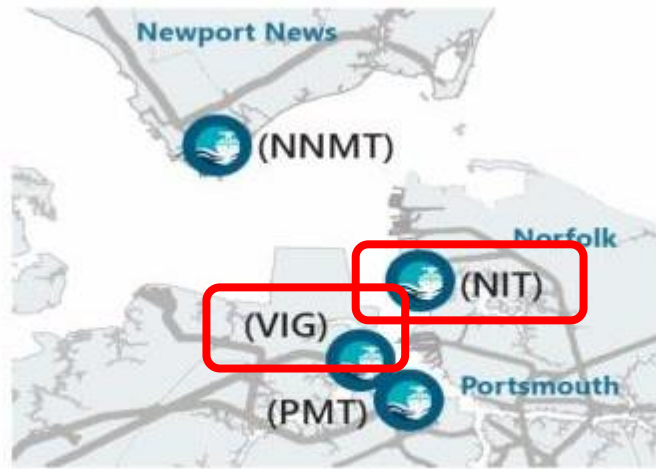


# Long Bridge Expansion Project

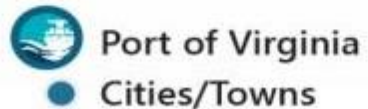


- **TOP PRIORITY** for Virginia
- Bridge is currently at **98%** capacity in peak hours
- All freight, Amtrak, and VRE rail traffic between VA and northeast uses Long Bridge
- Major bottleneck for rail network on entire East Coast
- Cost Estimate in Summer 2019
- DDOT is completing NEPA with 2020 estimate completion

# Port of Virginia: Rail Projects



## Port of Virginia



NIT Norfolk International Terminal  
NNMT Newport News Marine Terminal  
PMT Portsmouth Marine Terminal

RMT Richmond Marine Terminal  
VIG Virginia International Gateway  
VIP Virginia Inland Port



# Richmond Marine Terminal



- \$3.2M rail rehab project completed in June 2018 allows rail access to Richmond Marine Terminal
- Project possible with \$2.2M REF funding
- Rehabilitated Terminal Yard Tracks
- Rehabilitated 2+ Miles of Connecting Lead to CSX
- In July Nucor Steel became the first customer to utilize the rail tracks



# Port of Virginia: Rail Projects in Planning Stage



DRPT and the Port continue to expand on its longstanding relationship that has resulted in 37% of goods to be moved by rail – the highest percentage on the East Coast

- NIT Terminal Expansion
  - \$15.1M (\$10.5M REF)
- VIP Terminal Expansion
  - \$11M (\$7.7M REF)
- CWRV Marshalling Yard
  - \$24.3M (\$17M REF)



# Positive Train Control (PTC)

- PTC is mandated by Congress in order to prevent:
  - Train-to-train collisions
  - Derailments caused by excessive speed
  - Unauthorized movement onto track where maintenance is occurring
  - Movement of a train through a track switch left in the wrong position
- Required where passenger service and/or hazmat trains exist
- PTC equipment must be installed on locomotives and signals, and the two must integrate regardless of the Operator
  - i.e. In Virginia, Amtrak/VRE locomotive equipment must be compatible with CSX/NS/NEC wayside equipment.
- Employees must be trained to operate, maintain, and repair the system.
- Federal deadline for implementation was extended from December 2015 to December 2018, with the ability to request an extension to 2020 to “turn it on.”



# PTC Status in Virginia

Railroad (System-wide, including beyond Virginia)	Total Hardware Installed (On-board & Wayside Hardware)	Employees Trained
Virginia Railway Express	100%	108/108
Amtrak	94%	2,050/2,050
CSX	99%	15,370/15,634
Norfolk Southern Railway	98%	18,469/18,832

- Both CSX and NS are on track to meet the federal PTC mandate by December 2018
- VRE and Amtrak are on track to meet the federal PTC mandate by December 2018
- Buckingham Branch has a federal exemption because of low density traffic.
  - Amtrak long-distance Cardinal service 3x per week.
- Amtrak, VRE, CSX, NS are filing for an extension
  - Because there is only one chance to request an extension, most railroads are taking the option as a precaution.





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# Questions?

October 29, 2018

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