



Virginia Department of Rail and Public Transportation

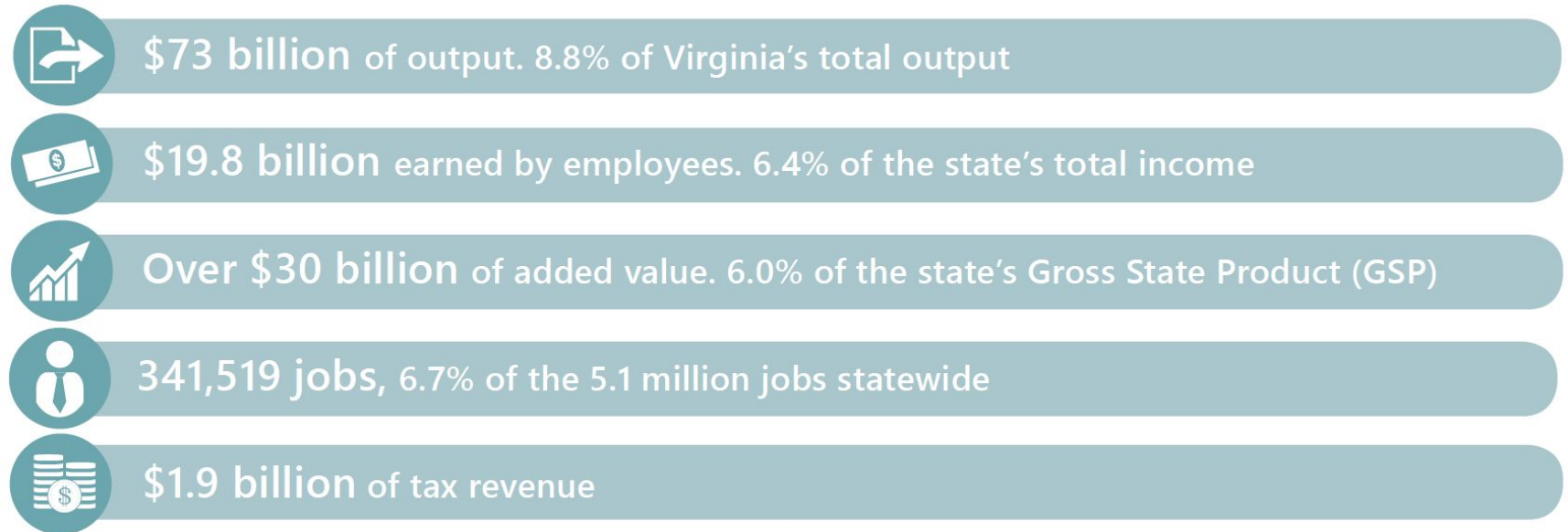
Long Bridge Project: Key to Virginia Rail Growth

Rail In Virginia



Key to Virginia's Economy

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

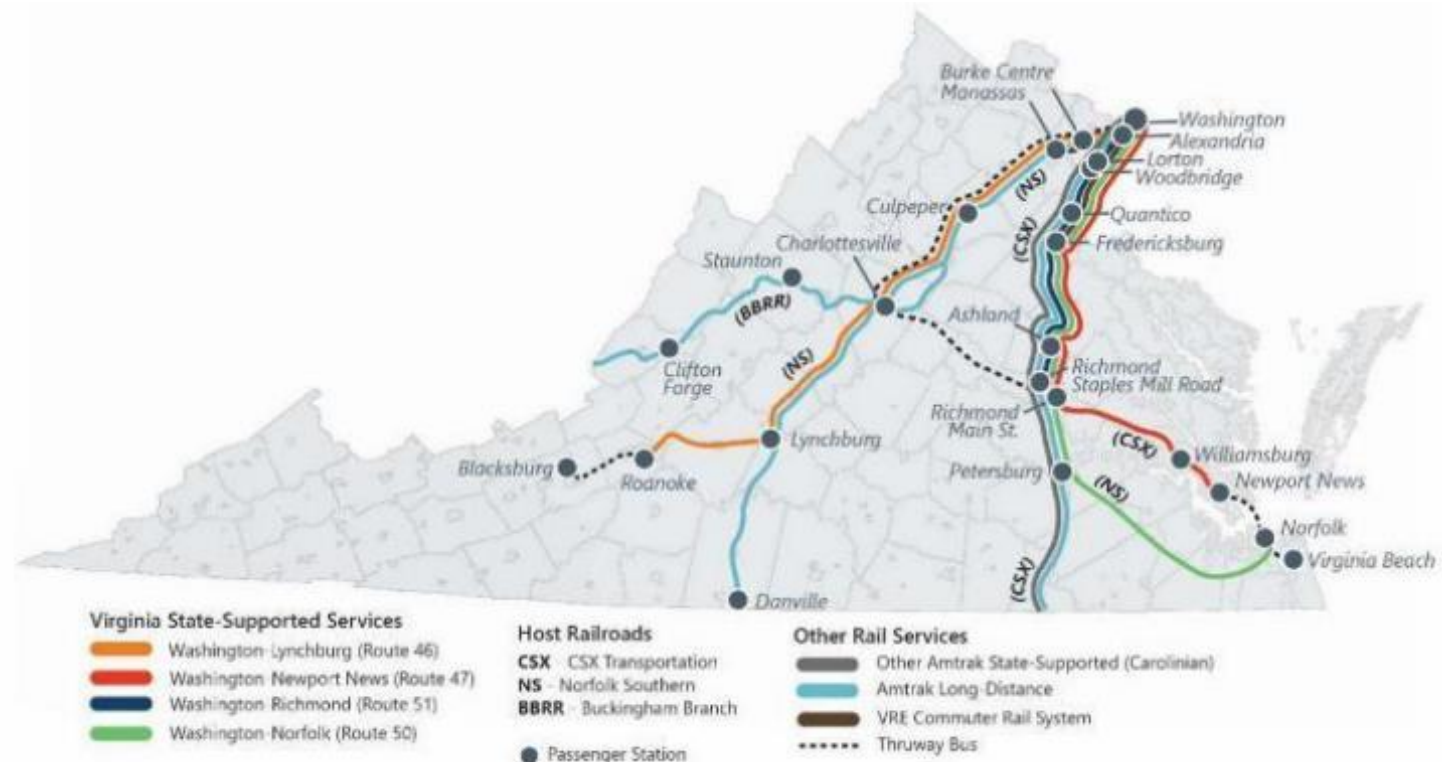


Rail In Virginia



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*)

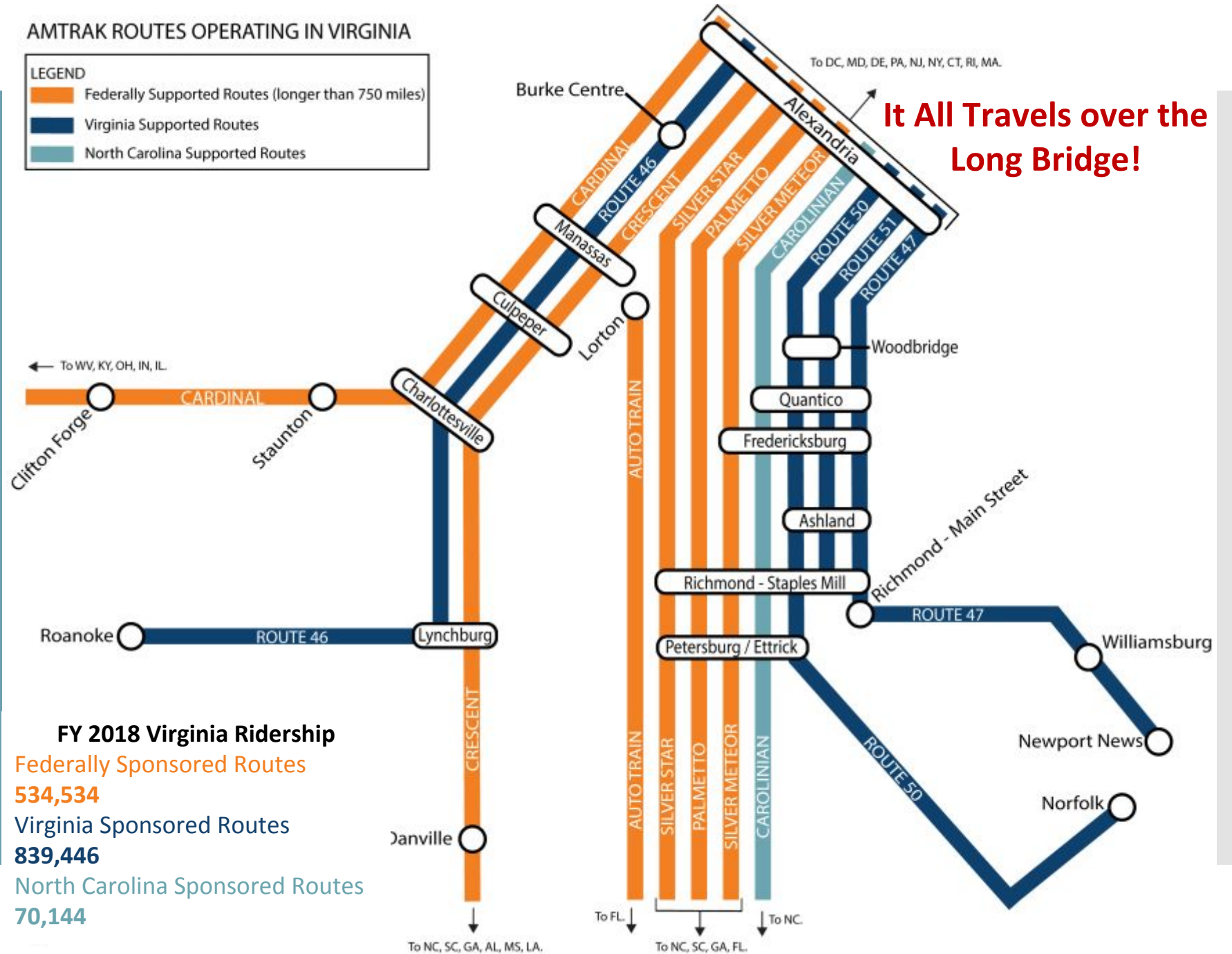


State Sponsored & Long Distance Passenger Rail Service

AMTRAK ROUTES OPERATING IN VIRGINIA

LEGEND

- █ Federally Supported Routes (longer than 750 miles)
- █ Virginia Supported Routes
- █ North Carolina Supported Routes



It All Travels over the Long Bridge!

FY 2018 Virginia Ridership

Federally Sponsored Routes

534,534

Virginia Sponsored Routes

839,446

North Carolina Sponsored Routes

70,144



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

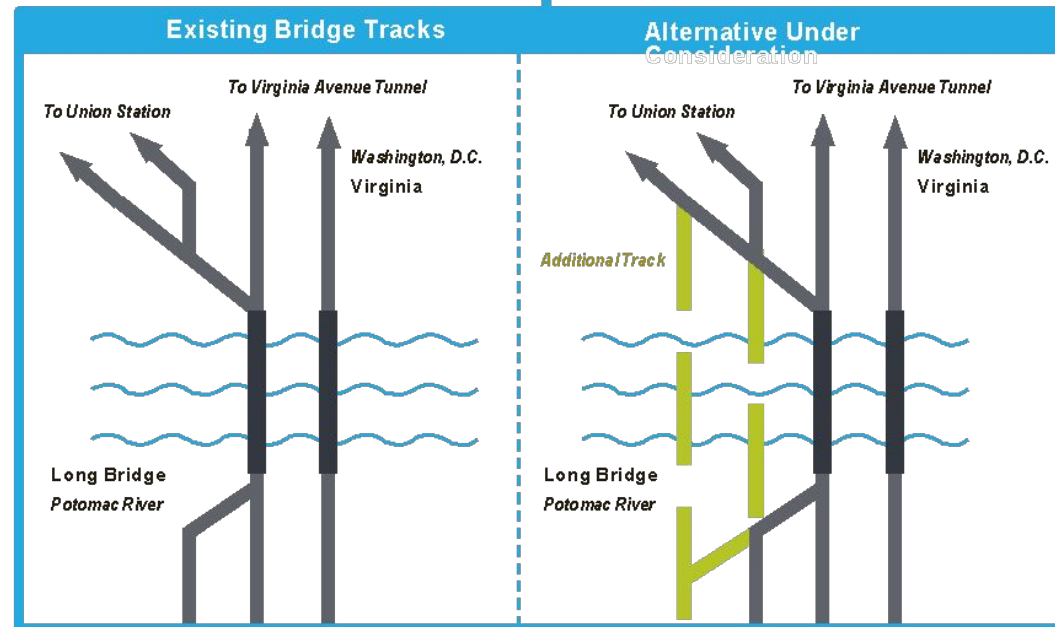
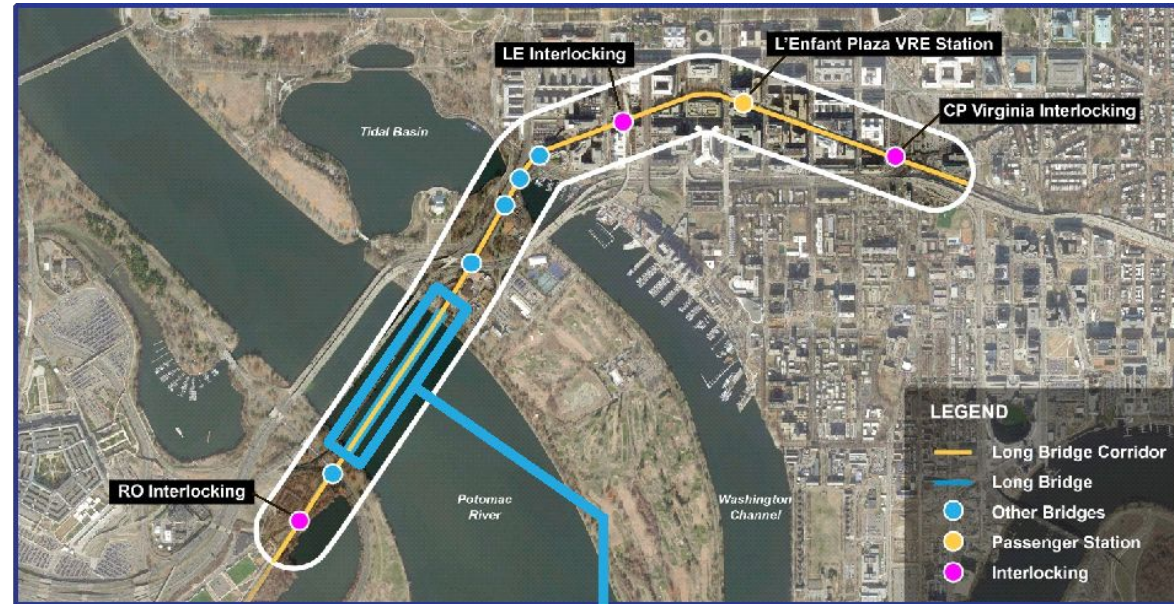


Current Operational Issues and Need

- 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

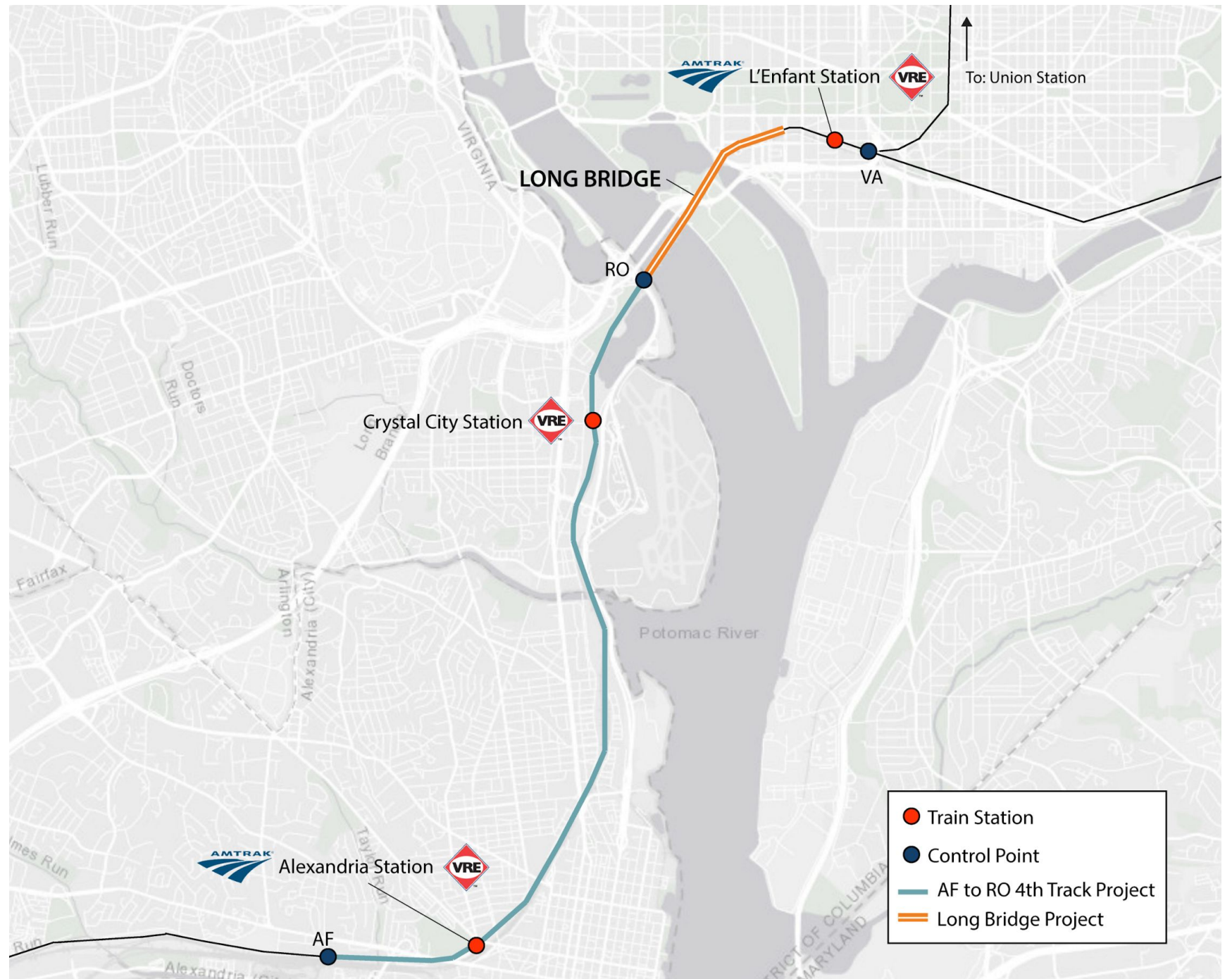


Long Bridge: Doubles Capacity over the Potomac

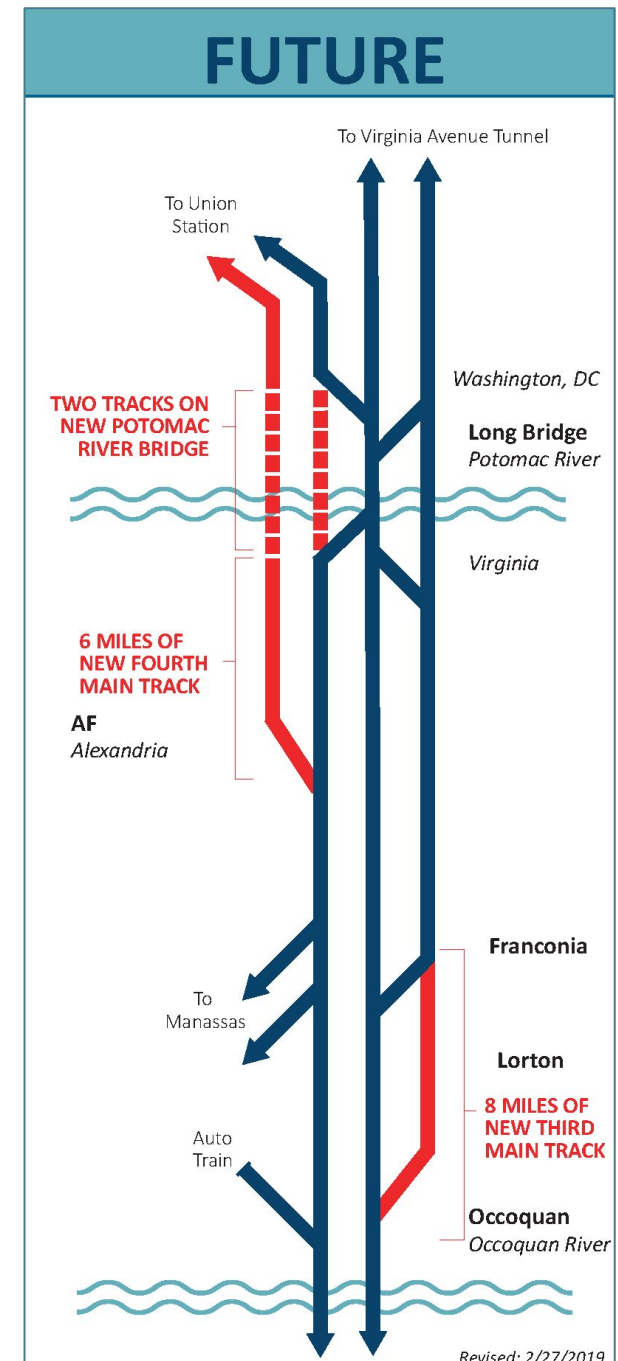
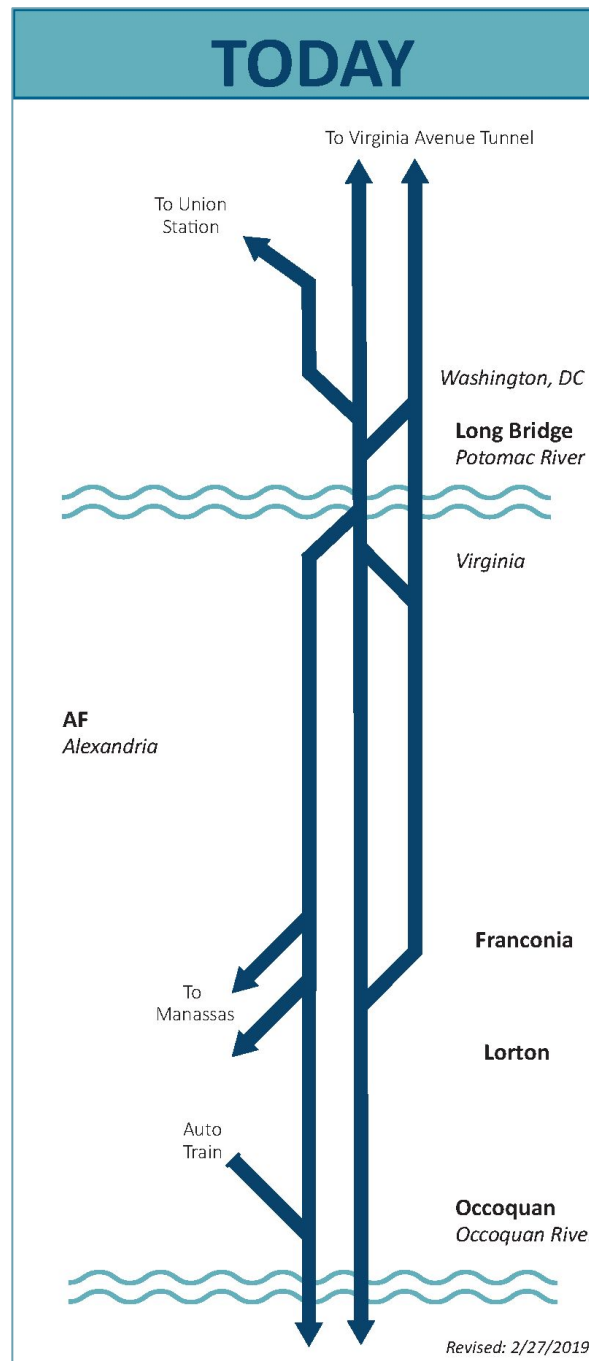


The existing bridge is at 98 percent capacity during the morning and evening peak period, supporting 80 freight, intercity, and commuter rail trains per day.

Long Bridge
Corridor:
Program of
Projects
Includes Long
Bridge,
3 VRE Stations,
and 4th Track
Projects



Long Bridge: Part of Virginia's Atlantic Gateway Solution



Road Benefits of Long Bridge

Constructing the new Long Bridge will create enough capacity for the following additional annual benefits:

- Over 18,000 new freight and passenger train crossings
- 1 million trucks taken off the roads
- 5 million cars taken off the roads
- Safety improved by reducing crashes



Current Status: Long Bridge



- NEPA Study – Currently led by DC DOT
 - Preferred alternative selected- new 2-track bridge upstream less expensive and has fewer impacts
 - Order of magnitude cost- \$1.3-\$1.6 billion in 2018 dollars
 - Currently finalizing conceptual design/refining cost estimates
 - Draft EIS document expected mid 2019
 - Final EIS and FRA's release of ROD for final environmental clearance expected mid to late 2020
- Engineering
 - Currently at 10% design, with 30% design estimated for completion in 2021
- Funding plan would include various options of state, local, and Federal funding

Questions?

Michael McLaughlin

Chief of Rail Transportation

Department of Rail and Public Transportation

