



Franconia-Springfield Passenger Rail Bypass

NVTA FY2020-2025
SIX YEAR PROGRAM
Updated: 3/5/2020

Project Description

The Franconia-Springfield Passenger Rail Bypass Project is a dedicated passenger rail bridge that removes up to 26 conflicts per day between passenger and freight trains crossing tracks as they enter or exit the Long Bridge Corridor (Alexandria-Washington, DC) to access service specific facilities and customers. The bypass is within the limits of DRPT's Atlantic Gateway Franconia-Occoquan project, which extends the current three-track section north of the VRE Franconia-Springfield Station south to Occoquan (7.2-miles). The bridge is 0.9 miles long with a maximum height of 36.6 feet, and will include one new track with capacity for a second track in the future. Existing tracks in the area will also be shifted. Railroad operations will be more reliable and safer by enabling

passenger trains to cross between the east and west sides of the tracks without interference from trains on the other two tracks. VRE operations will especially benefit from less train interference, as they consistently report interference to be one of the most common causes of delay. Finally, while the Project has independent utility, it will also enable the region to maximize the benefits of other rail infrastructure improvements being planned or underway. The planned construction of a four-track corridor between Alexandria and Washington D.C., including the Long Bridge Project, Atlantic Gateway Alexandria 4th Track Project and VRE station projects, will remove existing bottlenecks, adding rail capacity and further improving the reliability of both freight and passenger rail on the most heavily used rail line in the Commonwealth of Virginia. Combined with the Franconia-Occoquan Project and Franconia-Springfield Passenger Rail Bypass, these projects will significantly improve operations over 20 miles of track and deliver economic growth, higher performance, and greater safety and security.

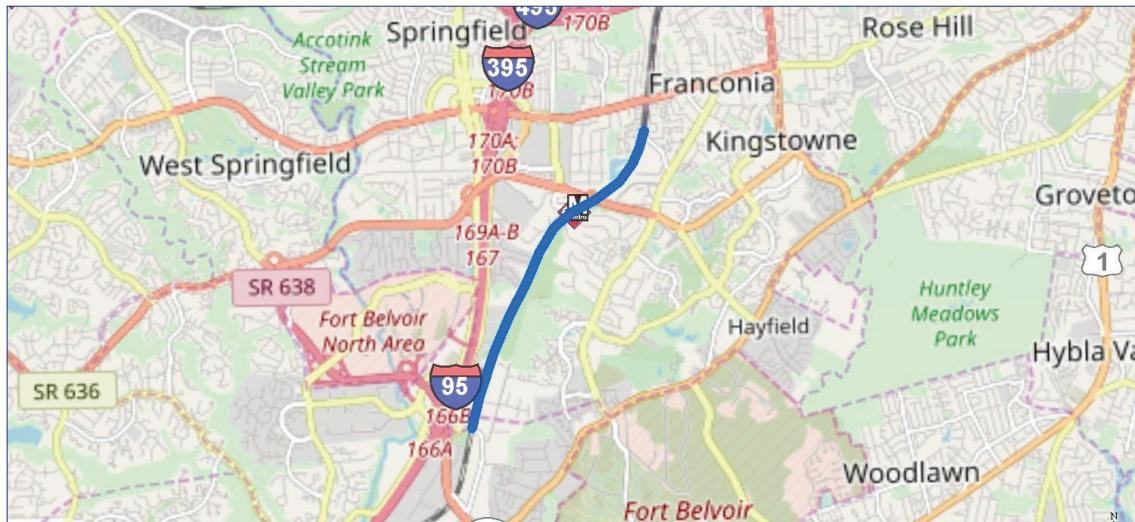
Primary Mode(s)



Secondary Mode(s)

| | |
|--------------------------------|---|
| Application Number | RPT-002 |
| SPA Number | |
| TransAction ID Number | 93 |
| Submitting Jurisdiction/Agency | DRPT |
| Location | South of the VRE Franconia-Springfield Station. |
| Requested NVTA Funds | \$100,000,000 |
| NVTA Funds Approved | |
| Previous NVTA Funds Received | \$0 |
| Total Cost to Complete Project | \$334,223,132 |

Project Location



Project Milestone

| | Earlier | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | Beyond |
|---|---------|------|------|------|------|------|------|------|--------|
| Study | | | | | | | | | |
| Design, Engineering, Environmental Work | 2020 | X | X | X | | | | | |
| Right of Way Acquisition | | | X | X | X | X | X | | |
| Construction | | | | X | X | X | X | | |
| Capital Asset Acquisitions | | | | | | | | | |

Project Funding

| | Requested NVTA Funds | Previously Approved NVTA Funds | Other funding | Gap | Total Cost by Phase |
|---|----------------------|--------------------------------|----------------------|------------|----------------------|
| Study | \$0 | \$0 | \$0 | \$0 | \$0 |
| Design, Engineering, Environmental Work | \$0 | \$0 | \$65,609,859 | \$0 | \$65,609,859 |
| Right of Way Acquisition | \$0 | \$0 | \$14,114,529 | \$0 | \$14,114,529 |
| Construction | \$100,000,000 | \$0 | \$154,498,744 | \$0 | \$254,498,744 |
| Capital Asset Acquisitions | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$100,000,000 | \$0 | \$234,223,132 | \$0 | \$334,223,132 |

State funding sources for the remaining 70% of the project cost are available.

Project Analysis Highlights

| | Rating | Rank |
|---|----------------|----------------------|
| Congestion Reduction Relative to Cost (CRRC) | 13.52 | 24 |
| TransAction Project Performance | 60.37 | 8 |
| Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2019) | Not applicable | |
| Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2019) | 0.00% | |
| Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA | 70.00% | |
| Local Priority | 1 | |
| Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council) | 0 | |
| NVTA-Funded Project(s) Nearby | | Number |
| | | NVTA Funds Allocated |
| | | 2 |
| | | \$40,000,000 |

Notes: Project helps in reducing VRE delays due to freight and Amtrak conflicts (about 61,000 rider hours annually.)