



# The Long Bridge Project

TPB Freight Subcommittee

April 9, 2026



# Virginia Passenger Rail Authority (VPRA) Overview

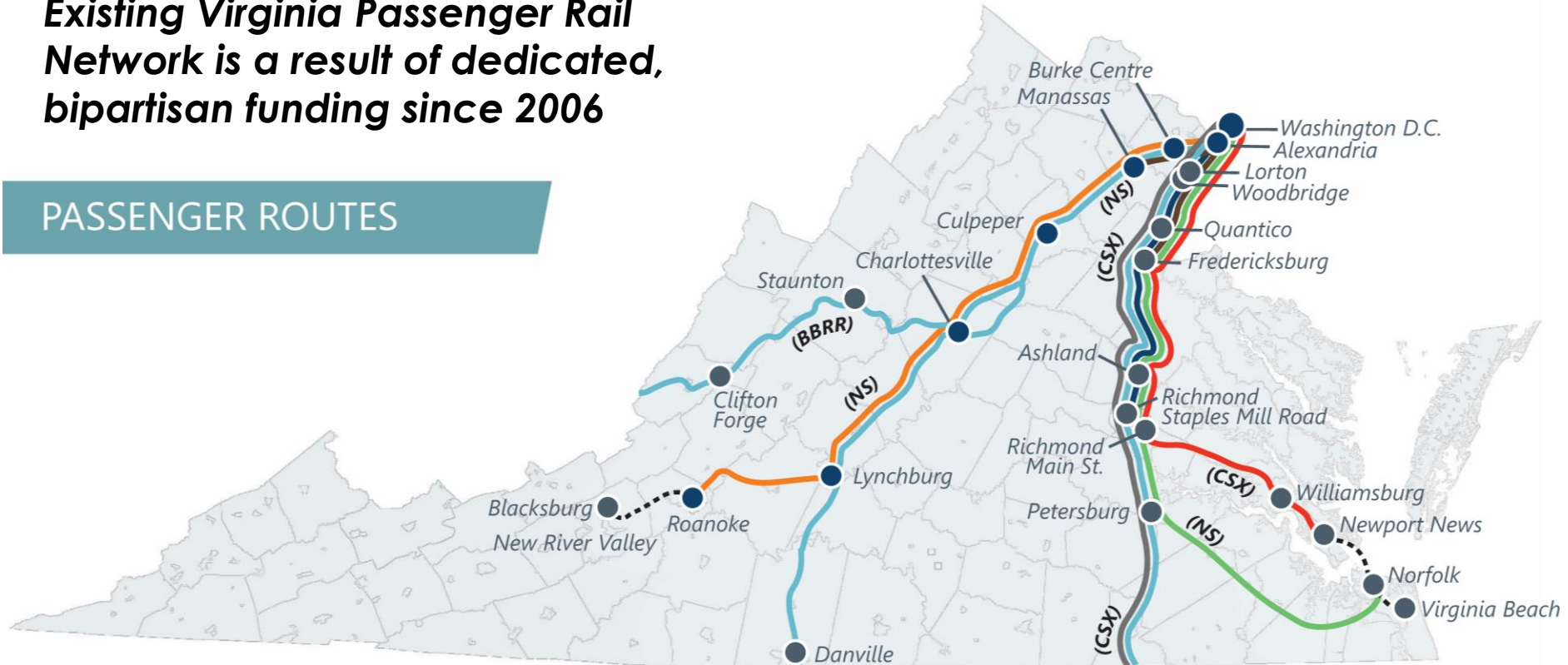
- Created in 2020 by the General Assembly
- Responsible for expanding and promoting passenger and commuter rail
  - Manages passenger rail in Virginia
  - Designs, builds, finances, and maintains rail facilities
- Partners with Amtrak, Norfolk Southern, CSX Transportation (CSXT), and Virginia Railway Express (VRE) to operate passenger and commuter rail service



# Virginia Passenger Rail Network 2025

*Existing Virginia Passenger Rail Network is a result of dedicated, bipartisan funding since 2006*

## PASSENGER ROUTES



### Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)
- Washington-Richmond (Route 51)

### Host Railroads

- CSX** - CSX Transportation
- NS** - Norfolk Southern
- BBRR** - Buckingham Branch
- Passenger Station

### Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- - - Thruway Bus

### Four State-Supported Amtrak Routes:

- 8 daily roundtrips
  - Roanoke: 2
  - Richmond: 1
  - Newport News: 2
  - Norfolk: 3

### Five Amtrak Long-Distance Roundtrips

### One NC State-Supported Roundtrip

### Two Virginia Railway Express (VRE) Commuter Routes:

- 16 daily roundtrips
  - Manassas: 8
  - Fredericksburg: 8



# Transforming Rail in Virginia Program

2019 acquisition of CSX ROW

**11 projects** unlock new passenger rail service and set the stage for future service expansion.

- **Two new Amtrak** and **three new VRE roundtrips** (including late night & weekend service).
- **Future capacity** for **three additional Amtrak roundtrips** and **two additional VRE trips**



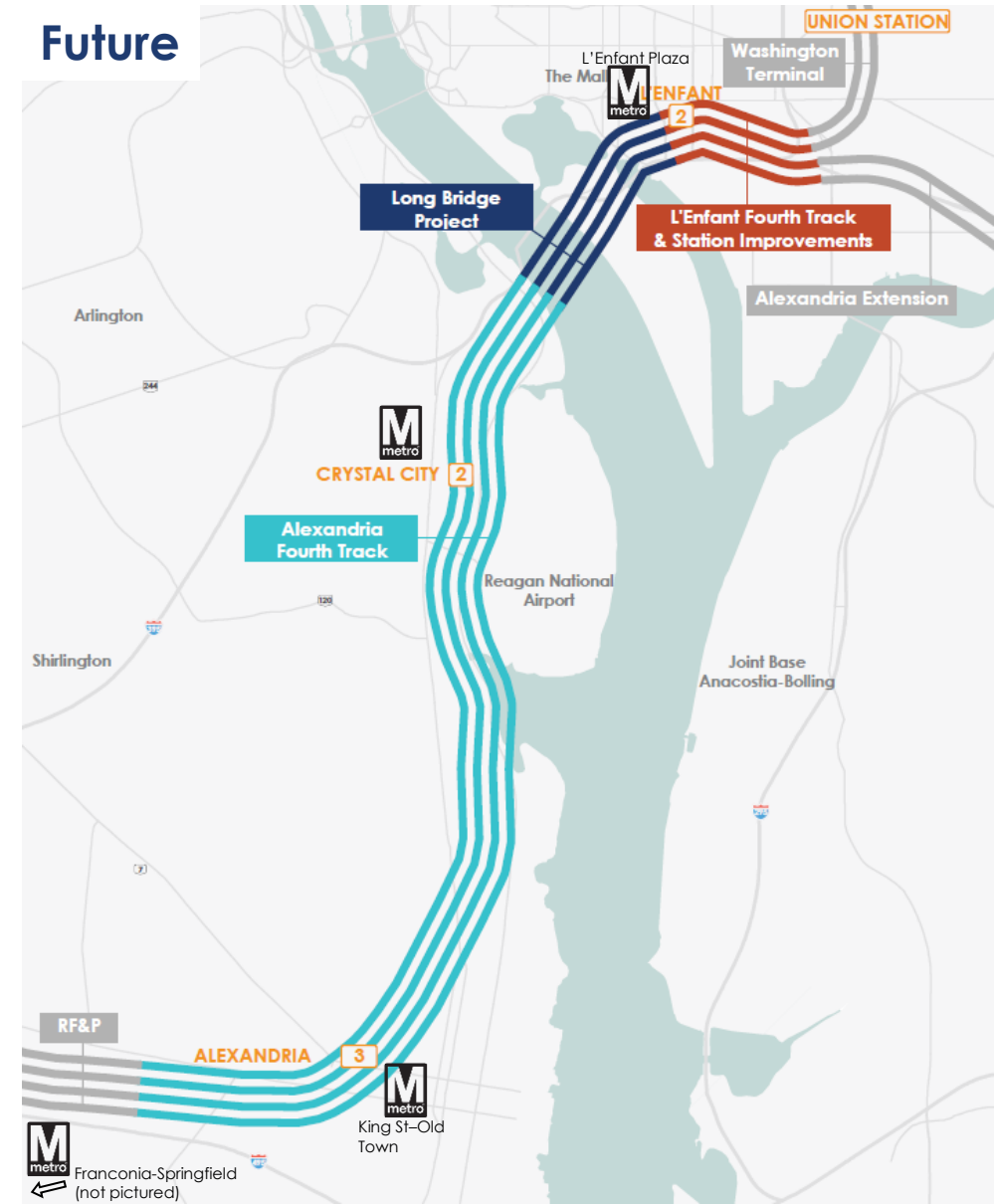
# TRV Projects in and near DC



**L'Enfant 4<sup>th</sup> Track**  
2030  
(3 to 4 tracks)

**Long Bridge**  
2030  
(2 to 4 tracks)

**Alexandria 4<sup>th</sup> Track**  
Late 2027  
(3 to 4 tracks)

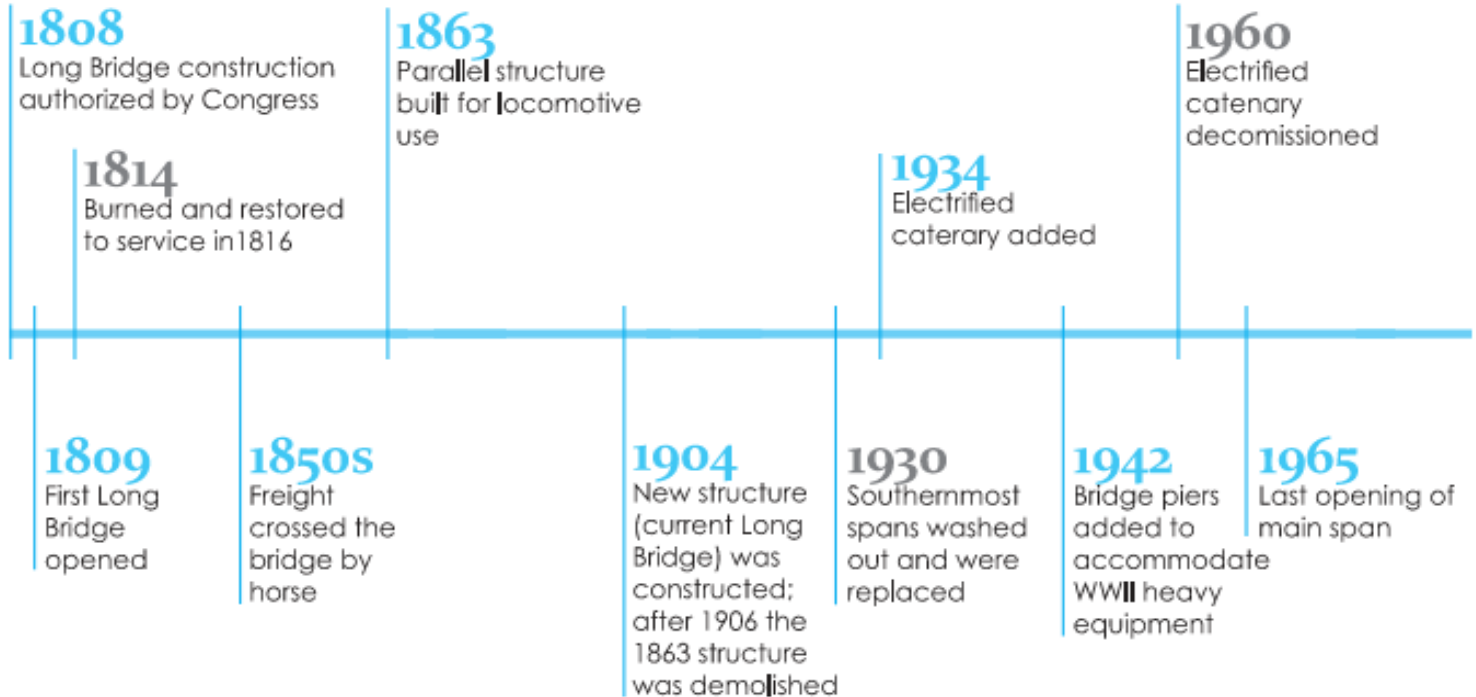


# Long Bridge History

- Connected Virginia and Washington, DC for more than 200 years
- Contains elements of a 1904 bridge (swing span and 12 piers)
- Girder spans and 11 piers added in 1942 to accommodate heavier wartime trains



Long Bridge, 1865

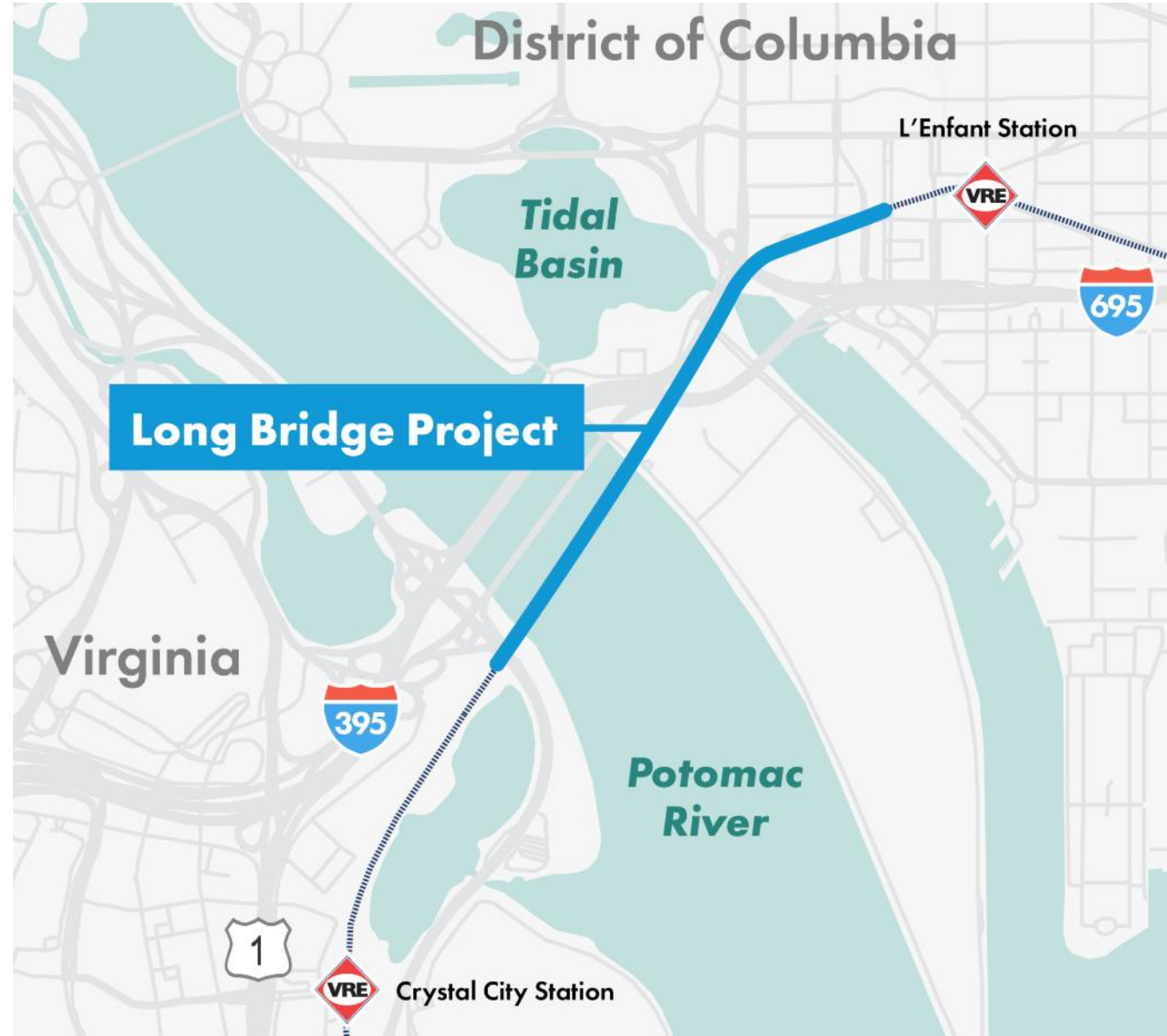




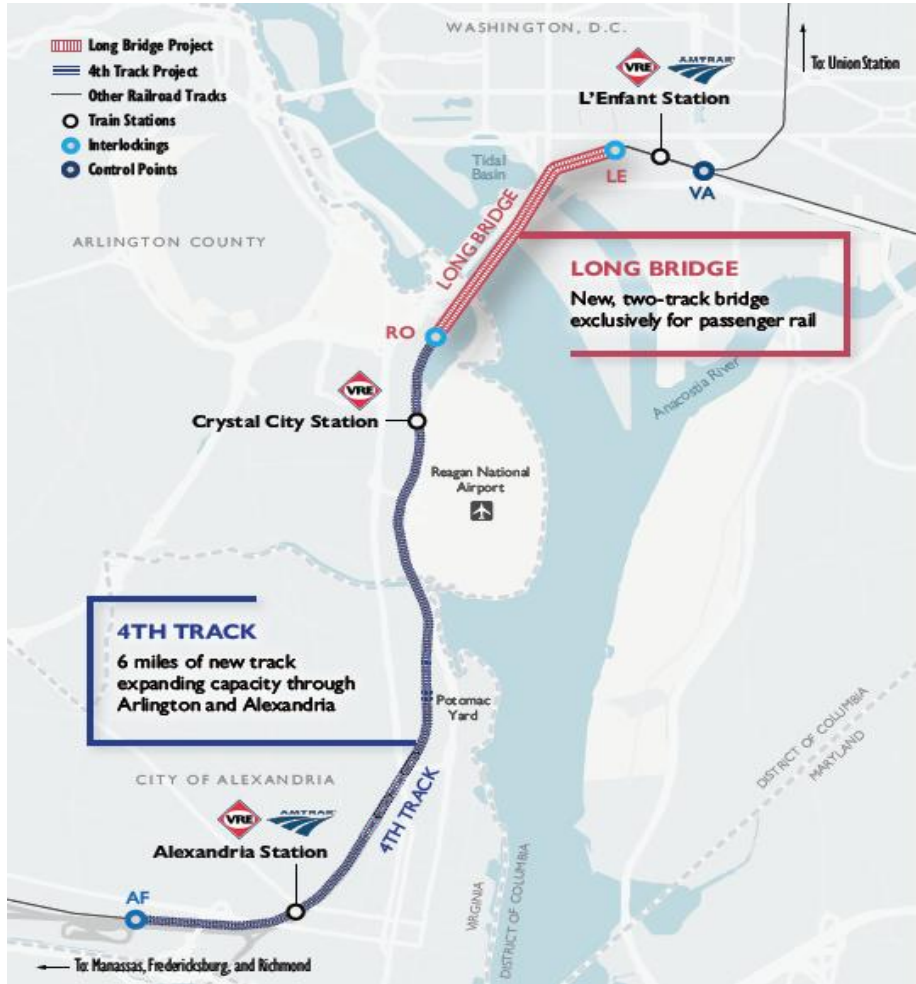
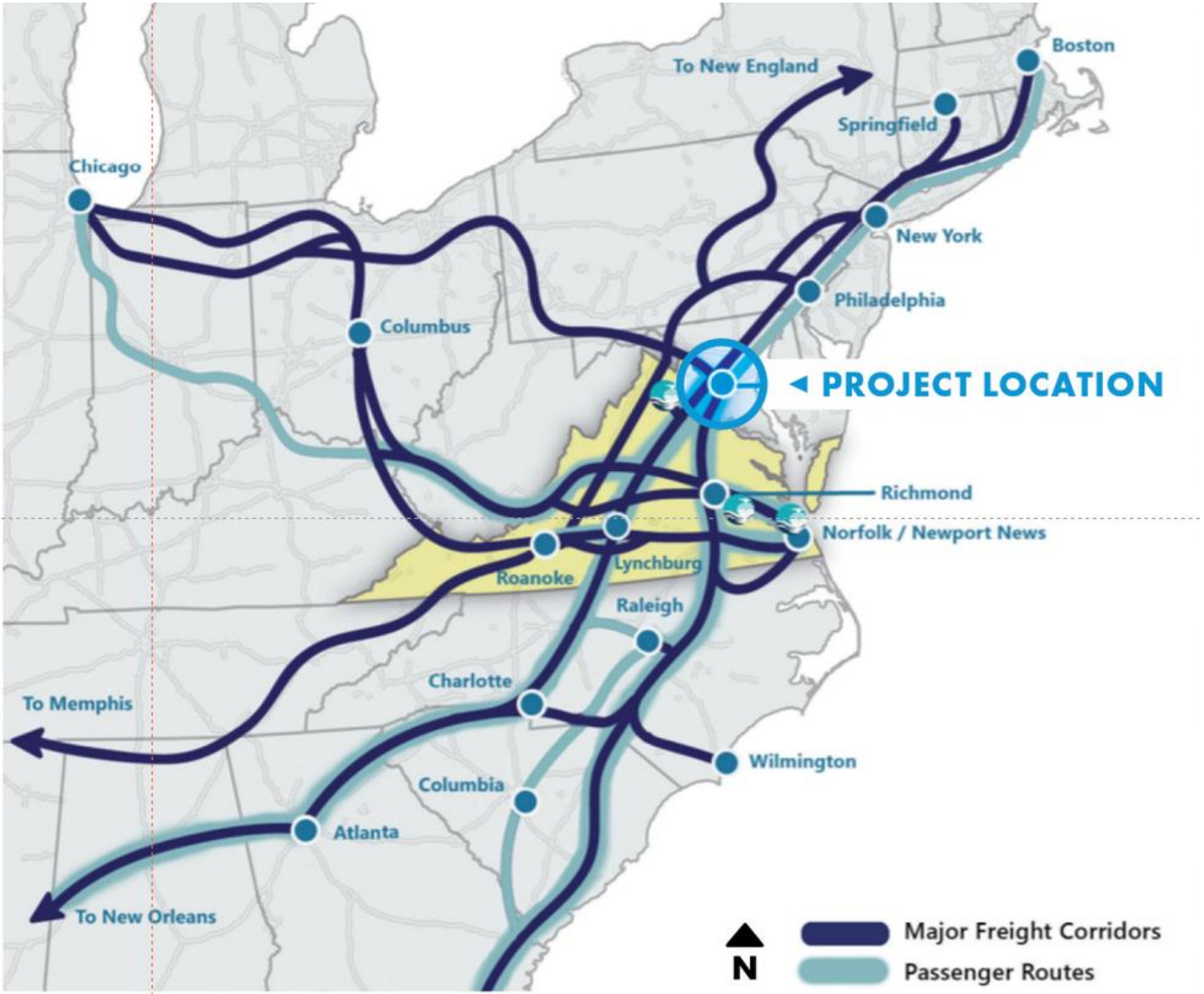
# Long Bridge Project Overview

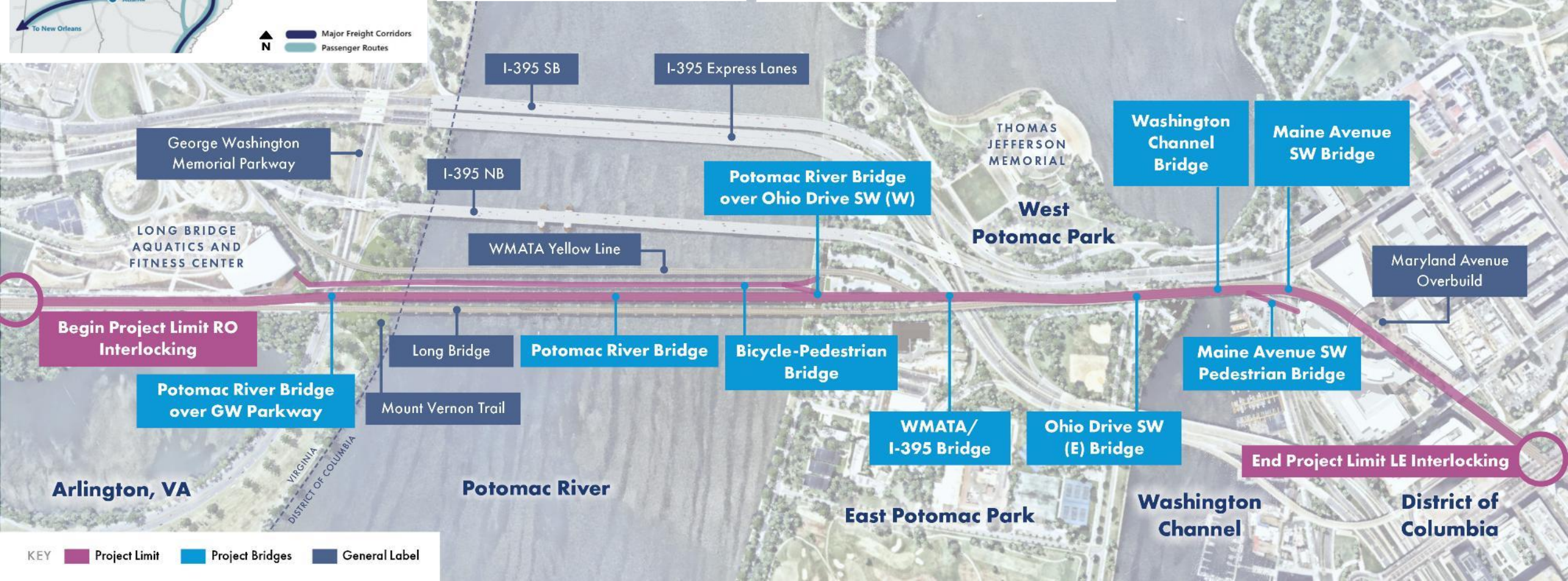
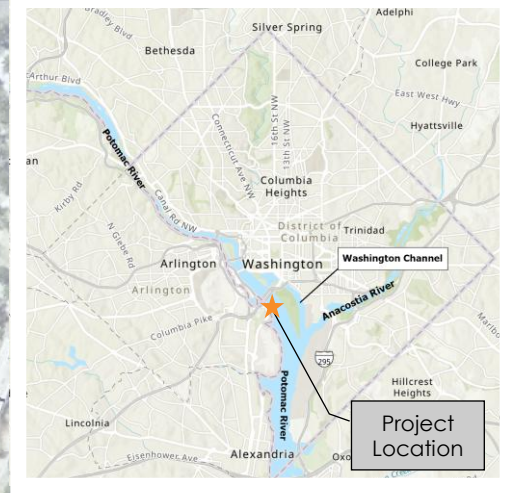
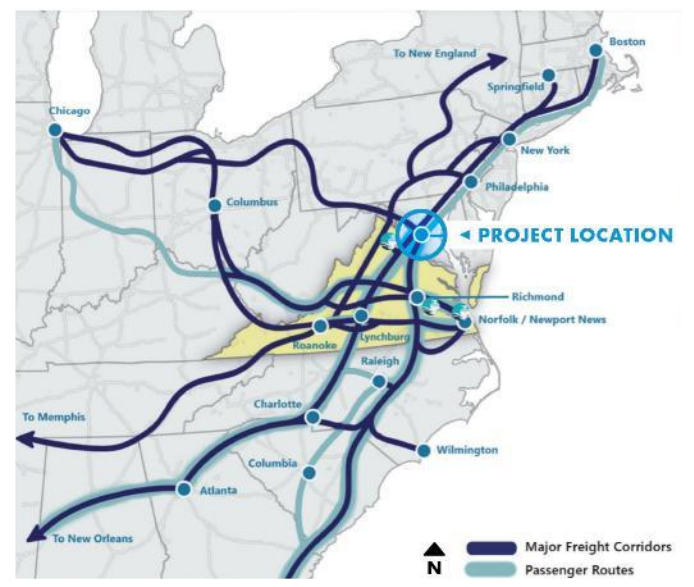
# Project Background

- Two-track rail bridge owned and operated by CSXT
- At 98% capacity with CSXT, Amtrak, and VRE trains crossing daily
- The new Long Bridge will add two additional tracks, doubling rail capacity
- The 1.8-mile project includes five rail bridges and two pedestrian bridges



# Linking the Northeast Corridor and Southeast Rail Network





# Project Overview



Rendering of bridges looking from Virginia

**1.8 mile**  
Project

**20,000**  
Feet of Track

**6,500 ft**  
Rail Bridges

**3**  
Rail Operators

**2,800 ft**  
Potomac River Bike  
-Pedestrian Bridge

**2**  
New Tracks  
VA to DC

**3,500 ft**  
Retaining/  
Crashwalls

**5**  
New Rail  
Bridges

**70**  
Daily  
Trains

**1**  
New Potomac River  
Bike/Ped Bridge

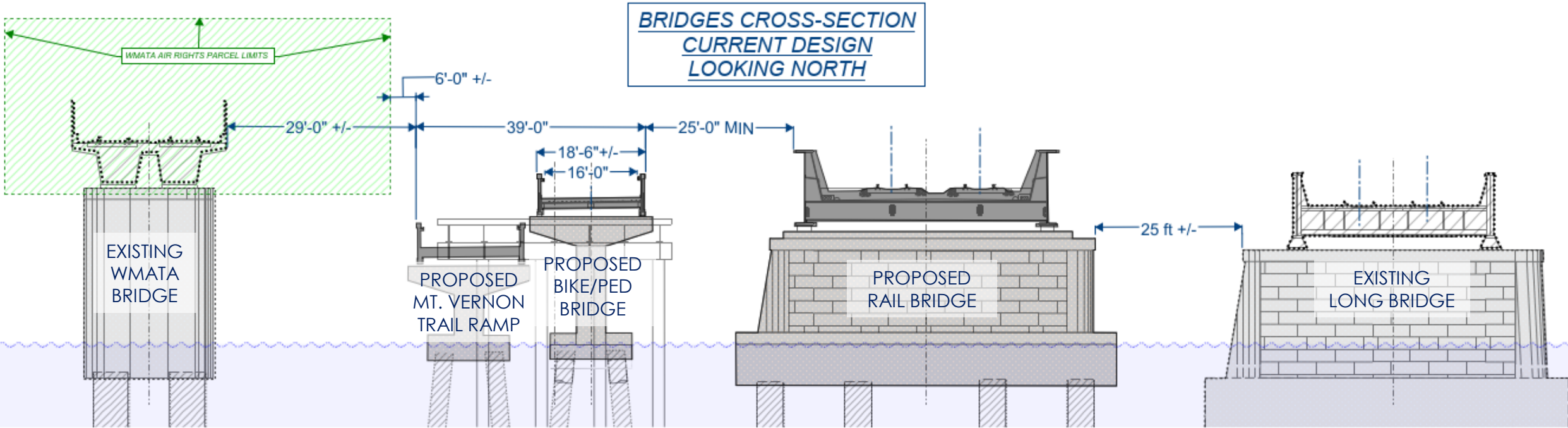
**37 +**  
Stakeholders

**1**  
Maine Ave Pedestrian Bridge



# Bridge Alignments

Looking from Arlington, Toward DC



## Space Constraints:

- 25 foot minimum between structures to ensure safety, security, and to allow for future bridge maintenance.
- Avoid WMATA pile foundations and air rights.

# Potomac River Bridge



# North and South Packages



- 1 A New Two Track Bridge Over the Potomac River
- 2 A New Bicycle Pedestrian Bridge Over the Potomac River
- 3 A New Two Track Bridge Over I-395

- 4 A New Four Track Bridge Over Ohio Drive SW
- 5 A New Four Track Bridge Over the Washington Channel

- 6 A New Four Track Bridge Over Maine Avenue SW
- 7 A New Pedestrian Bridge Over Maine Avenue SW

## South Package

- Constructs a rail bridge and bike/ped bridge over the George Washington Memorial Parkway & Potomac River
- Design-build contract
- Construction estimated to begin mid-2026

## North Package

- Constructs new bridges in the District north of the Potomac River, as well as retaining walls, embankments, ground improvements & crash walls
- Progressive design-build contract
- Early works construction packages to begin Spring/ Summer 2025

# Potomac River Bicycle – Pedestrian Bridge



- New recreational connection between Mt. Vernon Trail and East Potomac Park
- DC to own and maintain
- More than double the width of the current bike-pedestrian path
- Existing 14<sup>th</sup> Street Bridge Bike-Ped Path will remain



# Project Schedule

DDOT Led

**2011–2016  
Pre-NEPA**

2011 FRA ARRA Grant

Phase I Study  
2012–2015

Phase II Study  
2015–2016

DDOT-DRPT Partnership  
through MOU

**2016–2020  
NEPA**

2016 FRA TIGER Grant

FEIS/ROD Complete  
September 2020

Long Bridge Act  
December 2020

Identified Mitigation  
Commitments & Permit  
Identification

VPRA Led

**2021–2023  
Preliminary  
Engineering (PE)**

Design 15% to 30%

Determine Project  
Delivery Method

Begin Environmental  
Mitigation & Permits

Agreements with  
Partner Organizations

**2023–2030  
Final Design &  
Construction**

Design-Build and  
Progressive Design  
Build Project Delivery

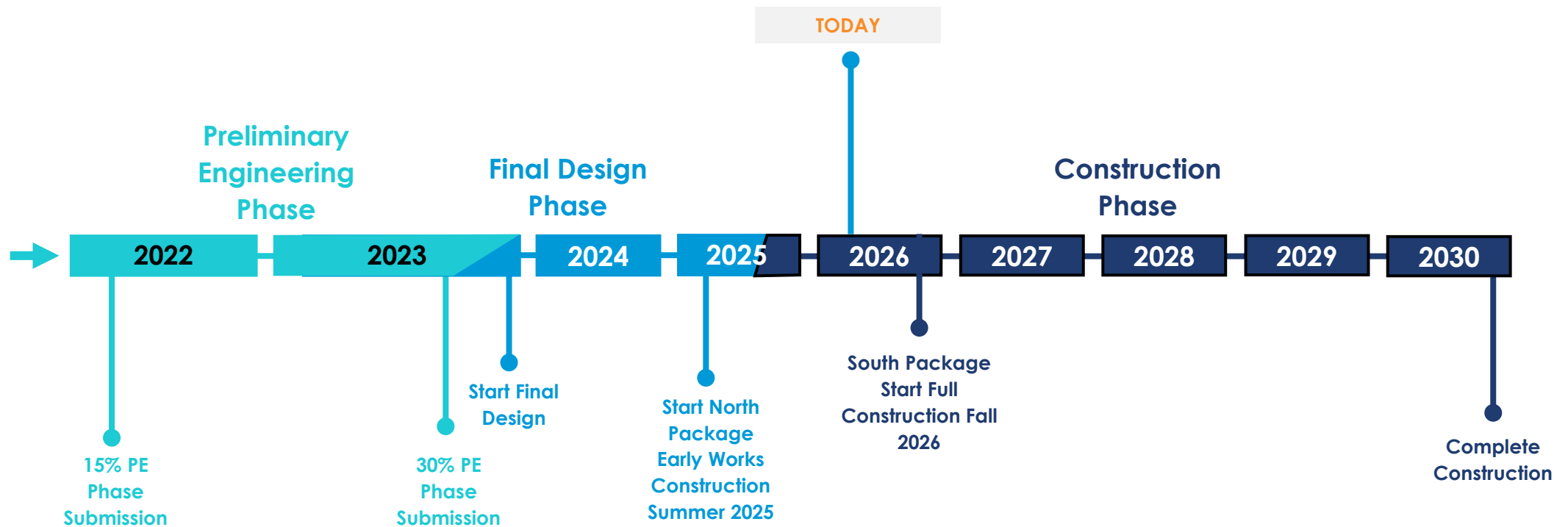
Land Acquisition  
Activities

Permitting

Final Design &  
Construction

# Design & Construction Timeline

## Combined North and South Packages



# Major Stakeholders



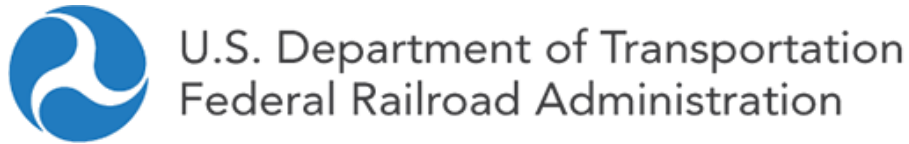
US Army Corps of Engineers®



REPUBLIC  
PROPERTIES CORPORATION



The Washington Marina  
Yacht Basin One

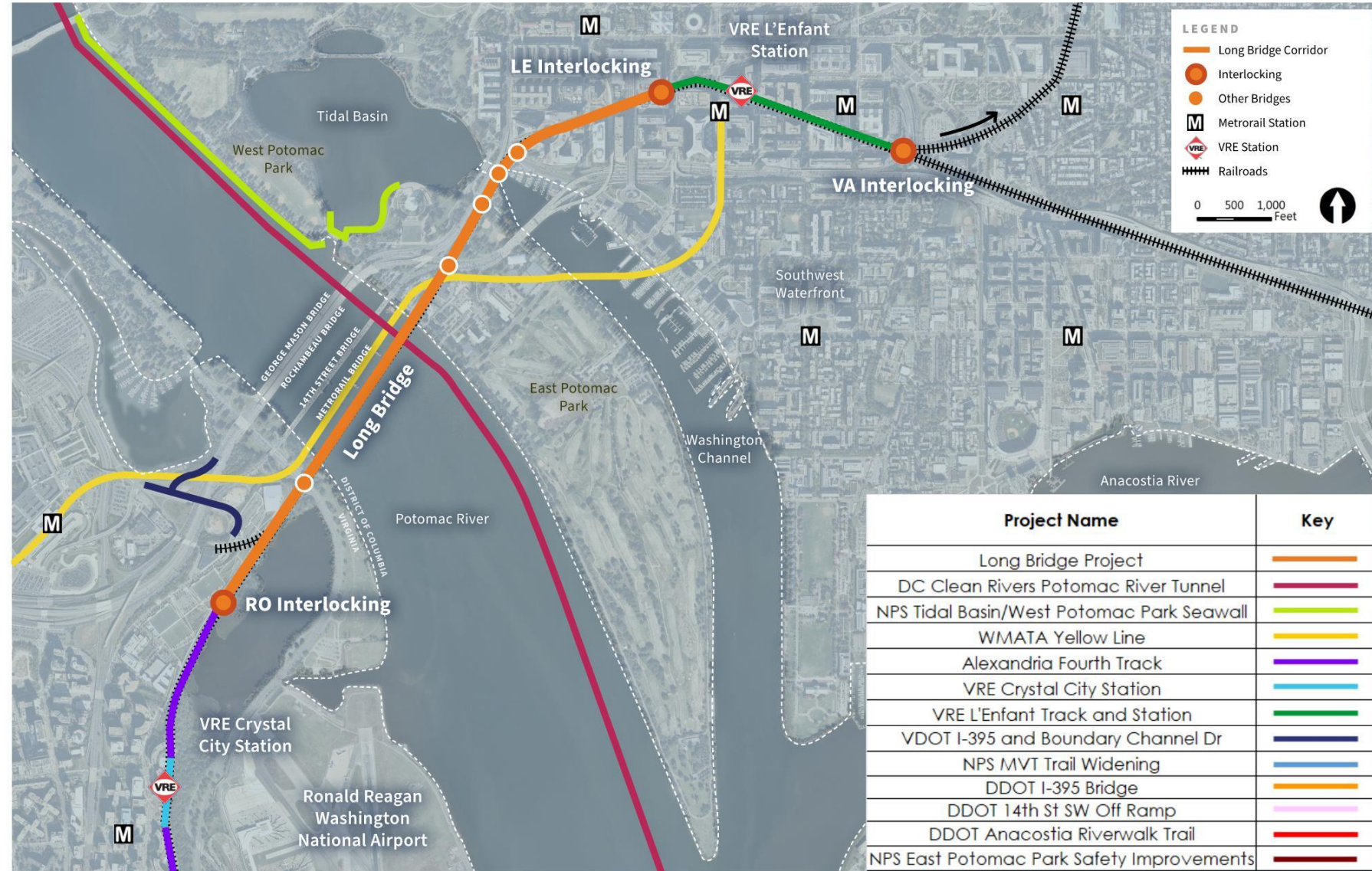


... and more



# Adjacent Project Coordination

- Alexandria 4<sup>th</sup> Track (AF to RO)
- Virginia Railway Express (VRE) Crystal City Station
- Long Bridge (RO to LE)
- VRE L'Enfant Station & 4<sup>th</sup> Track (LE to VA)
- WMATA Yellow Line
- DC Clean Rivers
- DDOT Projects
- NPS Projects



# Risk—The party best able to manage, control, mitigate risks should bear

Safety

Change

Design Errors/Omissions

**Unknown Site Conditions**

Vague Contract Language

**Material Price Escalation**

Labor Shortages

**Utility Relocations**

**Right-of-Way Acquisition**

Force Majeure

**Track Fouling Availability**

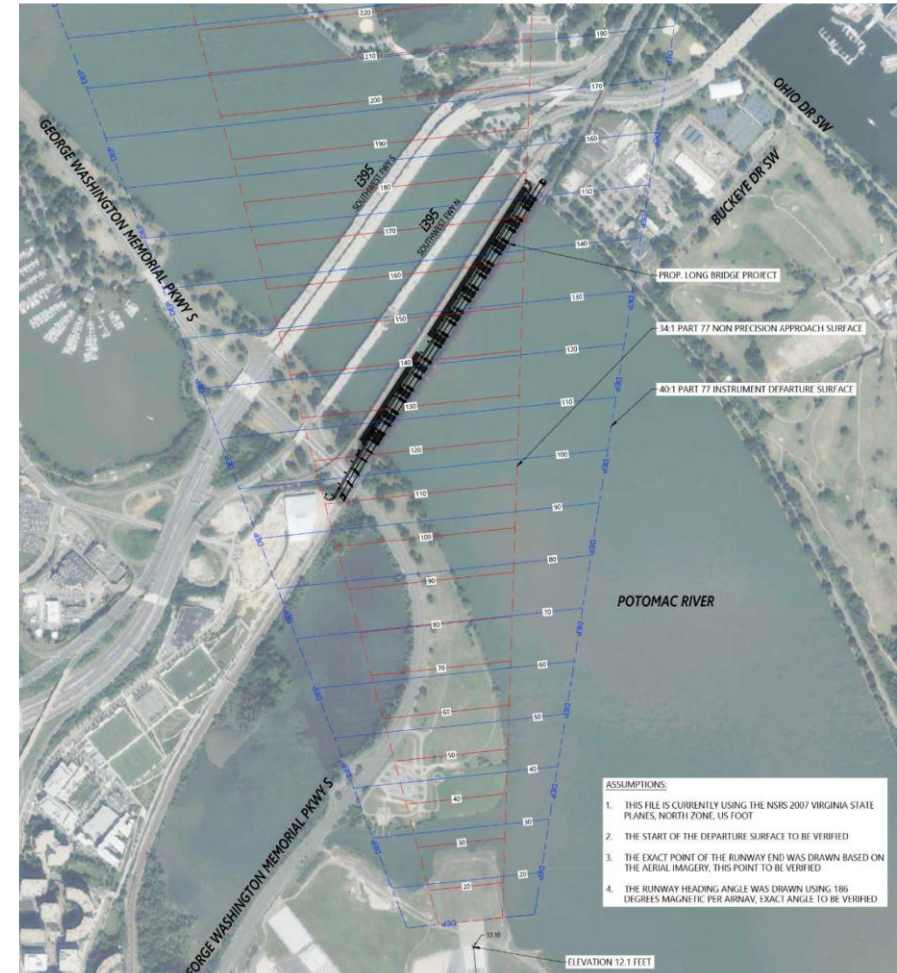
**Flagger Availability**

**Railroad Forces Availability**

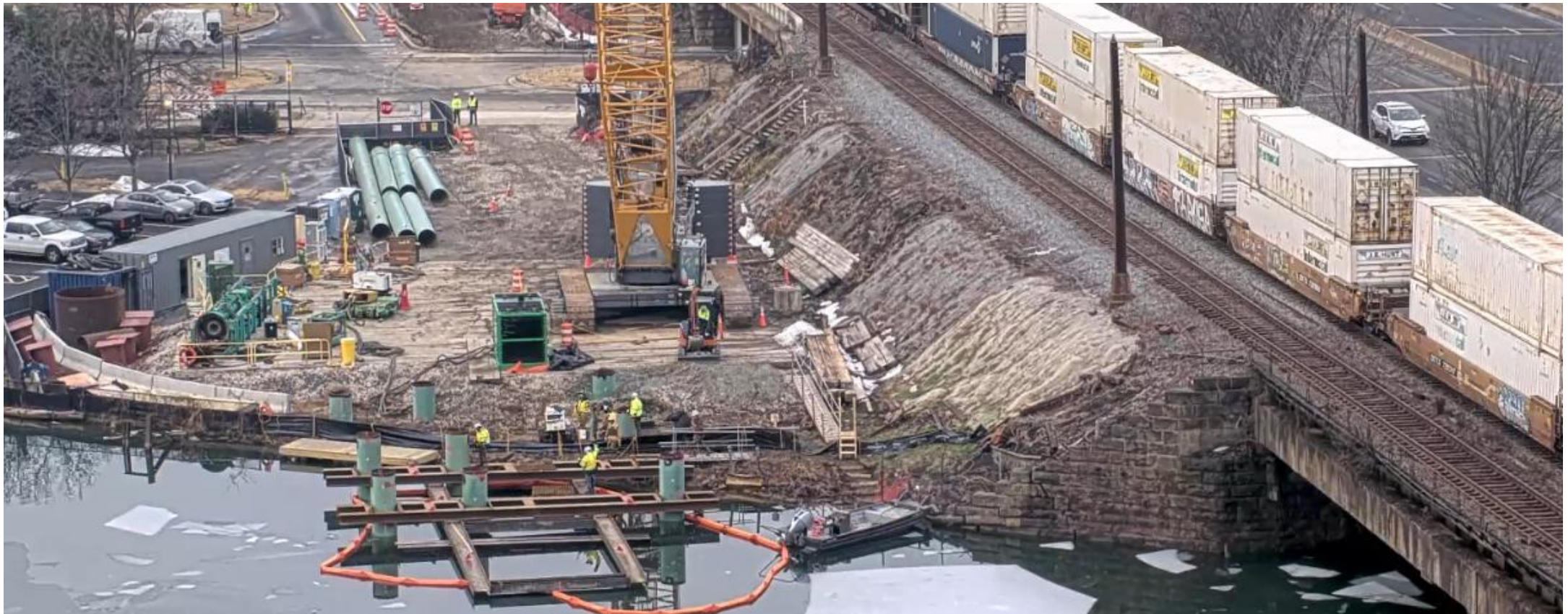
Change to Maintenance of Traffic

**Noise/Vibration Constraints**

# Major Risk: Construction in DCA Flight Path



# Major Risk: Construction Around an Active Rail Line



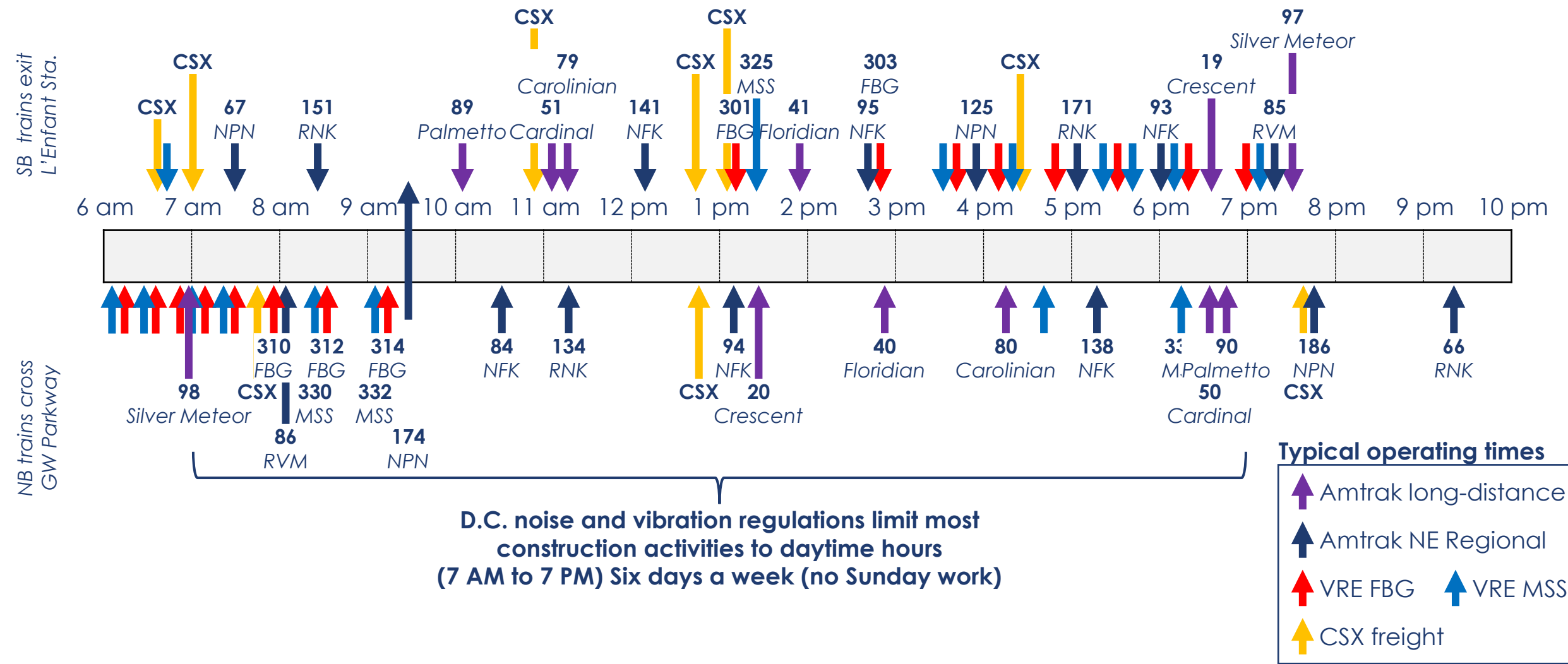
# LBN – Recent Activities Fouling and Potential to Foul



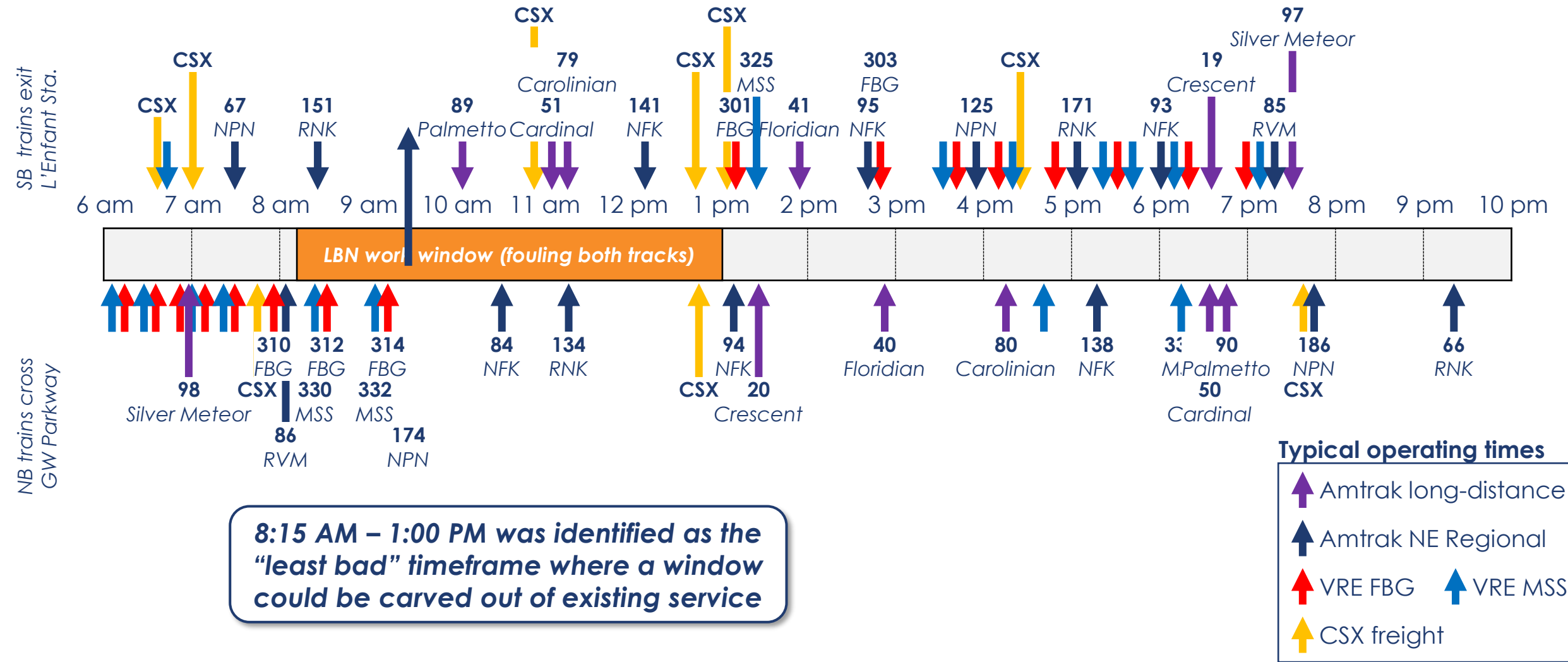
# Threading the Needle: Work Near Sensitive Noise Receptors



# Current weekday service pattern in proximity to Long Bridge

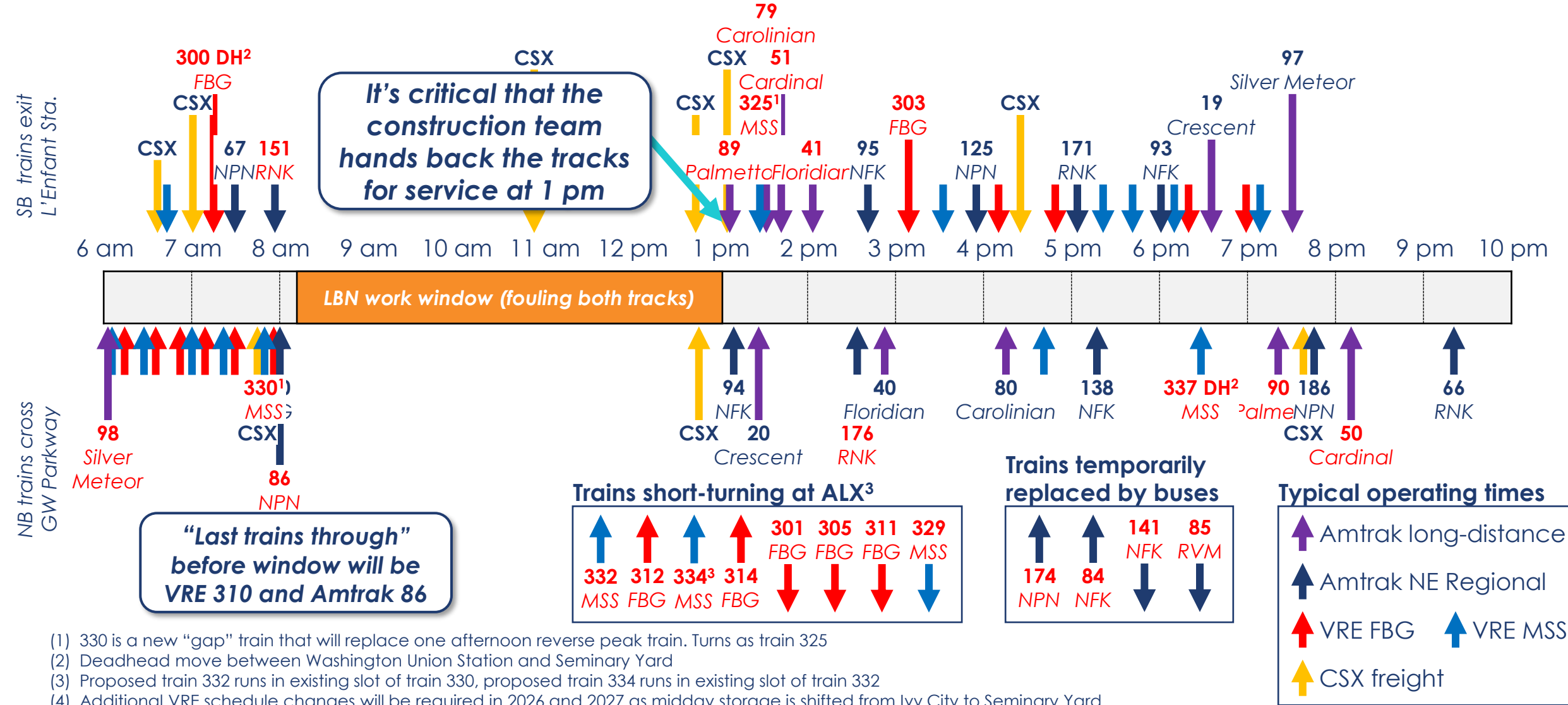


# Current weekday service pattern in proximity to Long Bridge



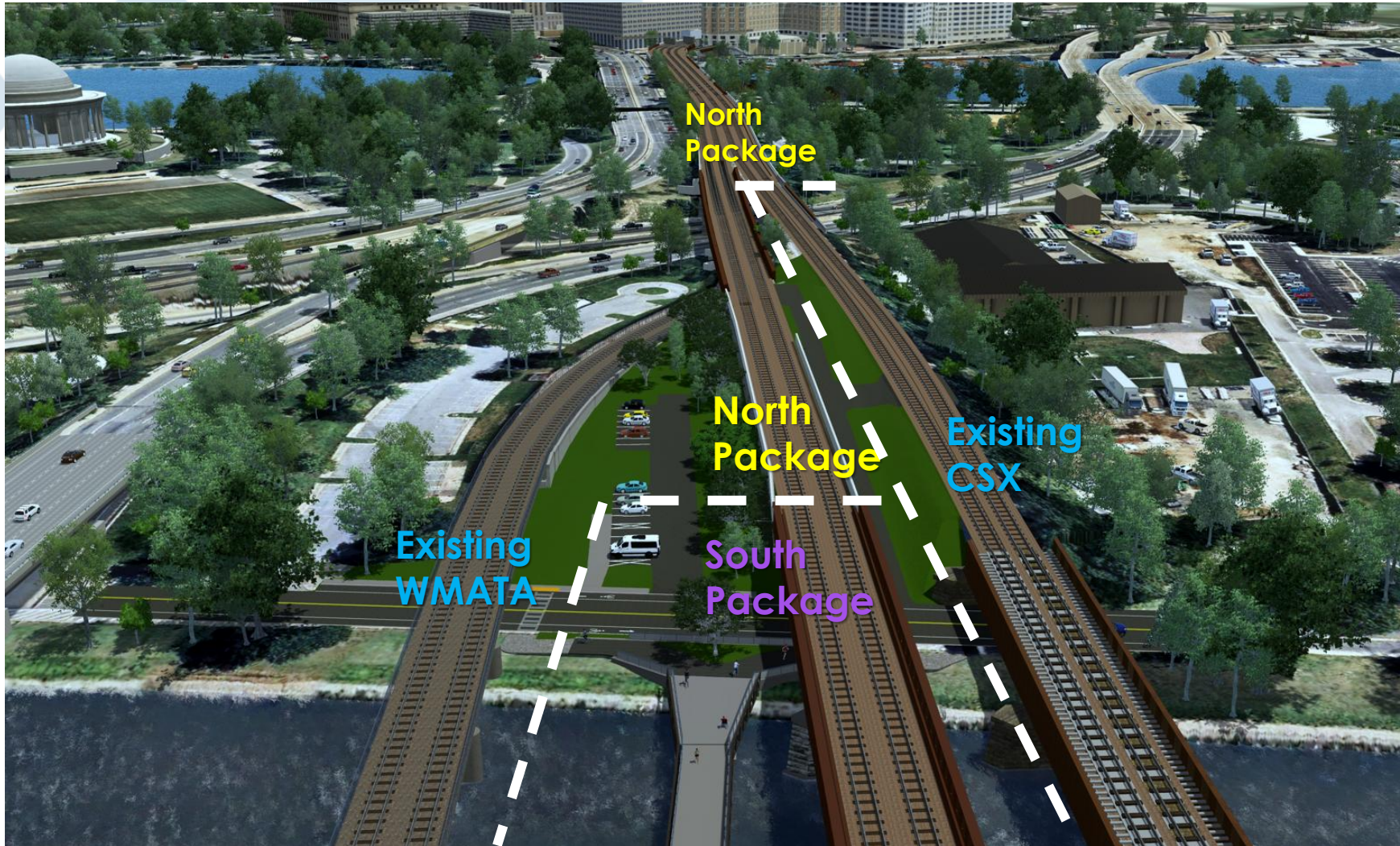
**8:15 AM – 1:00 PM was identified as the "least bad" timeframe where a window could be carved out of existing service**

# Proposed changes to passenger service on weekdays



(1) 330 is a new "gap" train that will replace one afternoon reverse peak train. Turns as train 325  
 (2) Deadhead move between Washington Union Station and Seminary Yard  
 (3) Proposed train 332 runs in existing slot of train 330, proposed train 334 runs in existing slot of train 332  
 (4) Additional VRE schedule changes will be required in 2026 and 2027 as midday storage is shifted from Ivy City to Seminary Yard

# North/South Package Interface



# Bridging the East Coast: What's Next for the Long Bridge Project





# Questions