Long Bridge Project

PROJECT OVERVIEW

The Long Bridge Project would more than double rail capacity across the Potomac River between Virginia and Washington, DC, enabling improved rail services for the Washington region.

PROPOSED PROJECT COMPONENTS



Bike & Pedestrian Bridge as Mitigation



Tracks Doubled (From 2 to 4)



\$1.9 B¹
Construction Cost

COST AND SCHEDULE



5-Year¹
Construction Time





New Two-Track Bridge Crossing the Potomac River

BACKGROUND

The existing Long Bridge was constructed in 1904 and is the only railroad crossing between Washington, DC, and Virginia. The bridge, owned by CSX Transportation, carries two railroad tracks and 76 CSX, Amtrak and VRE trains per weekday.



Project Status

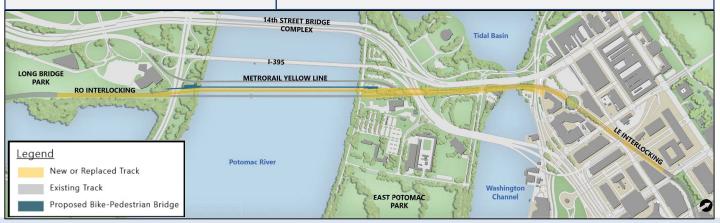
The Federal Railroad Administration (FRA), jointly with the District Department of Transportation (DDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and with the participation of the National Park Service (NPS), published the Combined Final Environmental Impact Statement (FEIS), Final Section 4(f) Evaluation, and Record of Decision (ROD) for the Long Bridge Project in August 2020. The ROD identified the Selected Alternative shown below for the Long Bridge Project.

Project Benefits

✓ Enables the growth of commuter and intercity rail services for Washington-area residents

| Trains per Day | | | |
|----------------|----|------------------|----|
| VRE | 92 | CSXT | 42 |
| MARC | 8 | Norfolk Southern | 6 |
| Amtrak/DC2RVA | 44 | Total = 192 | |

- ✓ **Improves the reliability of rail service** by enhancing the region's rail network with more capacity and resiliency
- ✓ Improves connectivity between regional transportation networks, including MARC, VRE, and Amtrak
- ✓ Enhances park amenities through mitigation



U.S. Department of Transportation

Federal Railroad Administration



