Long Bridge: Key Stakeholder Coordination for Success

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TODAY’S PRESENTATION

VRE Overview
Long Bridge Overview
Long Bridge Corridor Project
  - Purpose and Need Definition
  - Identifying and Involving Stakeholders
WHO WE ARE

Commuter rail system
Co-owned by two Transportation Commissions
9 member jurisdictions
Two lines, 87 route-miles
4.5 million annual riders between Virginia and DC (19,500 daily trips)
WHAT WE DO

We add **peak** capacity...

Currently 5,400 peak seats/hour

...to corridors of statewide significance...

*I*-66, *I*-95 & *I*-395

...for longer-distance commuters...

*Travelers that would otherwise drive on highways*

...using non-highway rights-of-way

*CSXT, NS & Amtrak*
Peak Hour Trips from Virginia to DC across the 14th Street Bridges (6:30 to 7:30 AM)

- AUTOMOBILE: 58%
- VRE: 13%
- BUS: 17%
- METRORAIL: 11%
- OTHER: 1%

21,934 TOTAL TRIPS
LONG BRIDGE

- Demand for passenger service increasing
  - VRE’s and Amtrak’s shares of the overall traffic are growing
  - Two more tracks needed to handle the projected increase in Amtrak Virginia and VRE train services
- The volume of CSXT freight traffic is also projected to increase
LONG BRIDGE

▪ Long Bridge is the greatest railroad bottleneck on the Eastern Seaboard

▪ All Virginia railroad traffic converges at the Long Bridge crossing of the Potomac River
  − Shared by CSXT freight trains, VRE commuter rail trains, and state-sponsored Amtrak trains
  − Future growth in Virginia passenger rail service depends upon increasing the capacity of the Long Bridge crossing
LONG BRIDGE

Two track, half-mile crossing of the Potomac

11-span steel truss bridge with one moveable span

*Has not moved since 1967*

Built by the Pennsylvania Railroad in 1904

*Extensively rebuilt in 1943*

Owned by CSX Transportation

*Shared with VRE and Amtrak passenger trains*
LONG BRIDGE CORRIDOR PROJECT

PROJECT AREA

- 1.4 miles in length
- Project Limits:
  - L’Enfant Interlocking (LE) on the north
  - RO Interlocking (Rosslyn) on the south
- Includes Long Bridge plus five additional under grade bridges
- Design challenges
  - Tight track centers due to constrained ROW
  - Fixed “overbuild” under Maryland Avenue
  - Significant adjacent development
  - Sensitive park/historic resources
  - Security sensitive area
LONG BRIDGE CORRIDOR PROJECT
CURRENT DRAFT EIS/PE PHASE

- Funded by TIGER grant
  • FRA lead federal agency
  • DDOT is lead local agency/project manager
  • Host of other agencies with jurisdiction or special areas of interest

- EIS & Preliminary Engineering underway
  • Expect completion in 2020

- Inter-Agency Partnership
  • Policy Oversight Committee (POC)
  • Project Management Team (PMT) consists of FRA, DDOT, DRPT, VRE, and CSXT
  • Technical Advisory Committee (TAC) consists of FRA, DDOT, DRPT, VRE, CSXT, and Amtrak
LONG BRIDGE CORRIDOR PROJECT

CURRENT PROJECT PROGRESS

– Purpose and Need defined
  • Railroad capacity
  • Railroad network connectivity
  • Railroad resiliency and redundancy

– DEIS development proceeding
  • Draft chapters under development
  • Section 106 coordination reviews

– Concept Engineering of alignment
  • sufficient for NEPA and proof-of-concept

– Key DEIS Issues
  • Threat & Vulnerability/Hazard Analysis Issues
  • Bicycle/Pedestrian assessment
  • NPS/Property Issues
LONG BRIDGE CORRIDOR PROJECT
PROPOSED ACTION ALTERNATIVES FOR DRAFT EIS

Alternative A
- New 2-track bridge upstream of existing bridge
- *Retain* existing bridge

Alternative B
- New 2-track bridge upstream of existing bridge
- *Replace* existing bridge
LONG BRIDGE CORRIDOR PROJECT
BIKE-PEDESTRIAN CROSSING OPPORTUNITIES

Each bike-pedestrian option could work with either Proposed Action Alternative.
LONG BRIDGE CORRIDOR PROJECT

KEY ACTIVITIES

- Timely completion of current phase
  - Timely resolution of design/alignment constraints
  - Timely identification of necessary mitigations
  - Maintenance of traffic during construction

- Governance Issues
  - Continuing public control of/access to the corridor improvements
  - On-going funding of the operating and maintenance of corridor improvements

- Funding for final design and construction
  - $30 million available from CSXT and DRPT to start final design (as part of Atlantic Gateway)
LONG BRIDGE CORRIDOR PROJECT

LESSONS LEARNED

- Be specific in developing the Purpose and Need Statement
- Engage stakeholders early and often
  - Engage strategically
    - e.g.: POC — PMT — TAC
    - Keep relevant to stakeholders’ interests and responsibilities
    - Identify and keep focused on realistic expectations