



# 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.

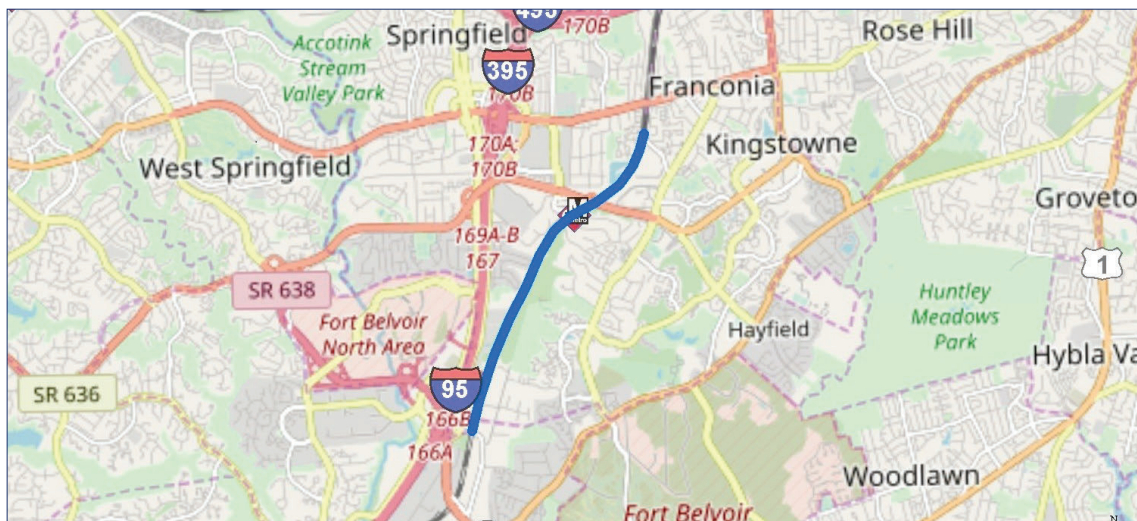
### Primary Mode(s)

### 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
<b>TOTAL</b>	<b>\$100,000,000</b>	<b>\$0</b>	<b>\$234,223,132</b>	<b>\$0</b>	<b>\$334,223,132</b>

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.)