

DISTRICT OF COLUMBIA

STATE RAIL PLAN

TPB Freight Subcommittee Meeting

Overview Presentation

March 10, 2016

d.



GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Agenda

- Background
- History of Rail in the District
- District State Rail Plan Overview
- Planning Process
- Public Engagement
- Questions & Answers

Background: **move**dc

Vision: The District of Columbia will have **a world-class transportation system** serving the people who live, work, and visit the city. The transportation system will make the city more **livable, sustainable, prosperous, and attractive**. It will offer everyone in the District **exceptional travel choices**.

movedc 2-Year Action Plan

moveDC Vision
The District of Columbia will have a **world-class transportation system** serving the people who live, work, and visit the city. The transportation system will make the city more **livable, sustainable, prosperous, and attractive**. It will offer everyone in the District **exceptional travel choices**.

The moveDC plan sets the 25-year vision for the transportation system in Washington, D.C. As the District continues to grow, the moveDC plan will be used to guide investment. Within the framework of the moveDC plan, policies and programs need to adapt now in order to build the transportation system the District needs.

The 2-year Action Plan outlines key first steps that DODT and other District agencies will take to realize the moveDC plan. The Action Plan identifies 36 specific actions to begin the moveDC implementation process.

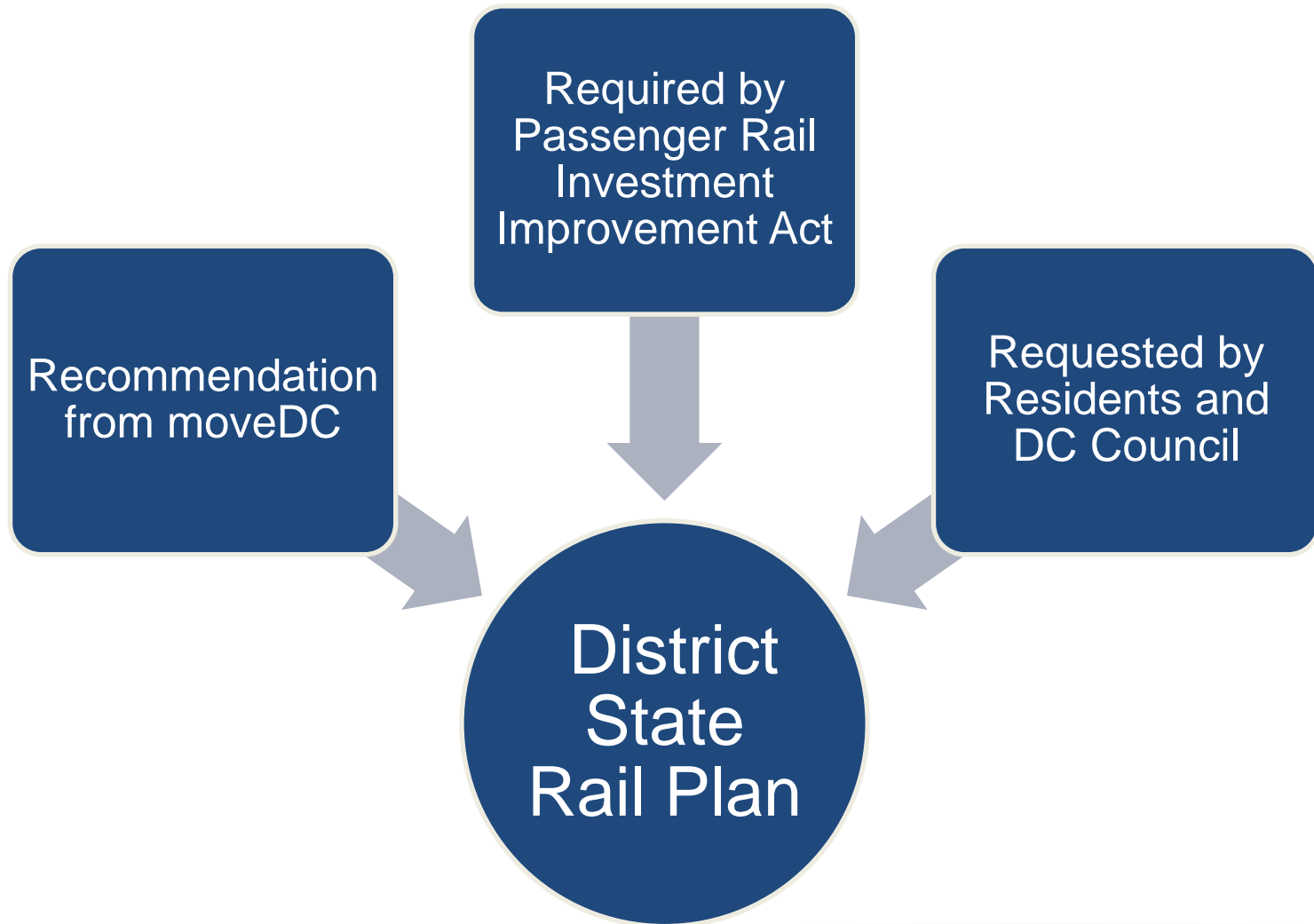
As a complex, living document—meaning many of the actions contain multiple steps and processes—the overall moveDC plan may take years to progress from plan to implementation. This requires early action to set into motion lasting changes in the District's transportation system.

The Action Plan outlines the initial priorities for implementing the moveDC plan. The list of these actions is not exhaustive—DODT and other agencies will continue day-to-day activities that also contribute to moveDC.

The 2-year Action Plan lays out metrics that will be tracked to monitor the performance and progress of the moveDC plan. The Action Plan will serve as a framework for quarterly updates to report on moveDC progress and will provide data for annual reporting on the state of transportation in the District.

October 2014

Background: State Rail Plan



Background: Reasons for a State Rail Plan

- Identify funding sources and options
- Assess rail benefits – including economic development
- Identify required rail improvements, needs



Photo from CSX website

Background: Reasons for a State Rail Plan

- Place rail into a multimodal transportation context
- Address potential investors, elected officials, federal government, and private industry
- Inform and educate the public

Background: District's Vision for Rail

- 20+ year horizon
- Based on input from stakeholders
- Informs goals for passenger and freight rail

Amtrak



MARC



VRE



CSX



Norfolk
Southern



Background: PRIIA Legislation Requirements

1. Inventory of rail system, services, and facilities
2. Review of rail lines including HSR and abandonments
3. Passenger rail service objectives
4. General transportation, economic, and environmental impacts or rail service
5. Long range service and investment program: project list
6. Statement of Public Financing Issues
7. Identification of rail infrastructure issues reflecting consultation with all relevant stakeholders
8. Review of passenger and freight intermodal connections
9. Review of publicly funded projects, including safety
10. Performance evaluation of passenger rail service
11. Compilation of studies and reports on high-speed rail corridor development

History of Rail in the District

1835
First rail line in the District opens as the Washington Branch of the Baltimore & Ohio Railroad (B&O) opens for service connecting Washington to Baltimore via Relay, Maryland with its station at 2nd St and Pennsylvania Avenue NW

1851
The second B&O station opens at Jersey Avenue and C St NW

1855
B&O connects Jersey Avenue station with north shore of the original Long Bridge via Maryland Avenue; tracks were not laid on Long Bridge until the Civil War

1902
Senate Park Commission's report (McMillan Commission Plan), a comprehensive planning document for the development of the monumental core and the park system of Washington, D.C., recommends eliminating railroad lines and yards from the Mall and consolidating stations

1903
Construction begins on Union Station, a recommendation of the McMillan Commission, and is dedicated in 1908; by 1907 the existing B&O and B&P stations were closed with services consolidated at the new Union Station resulting in today's track configuration in the District

1904
New Long Railroad Bridge opens across the Potomac River (remains today)

2000
First Acela Express service between Washington and Boston

2000
Northeast Corridor (Washington-Boston) fully electrified with electrification installed between New Haven and Boston



1872
Baltimore & Potomac Railroad (B&P) enters Washington via the Anacostia River Bridge (rebuilt in 1972) and a tunnel under Virginia Avenue SE with its station at the location of the present day National Gallery of Art; B&P also gains control of the Long Bridge

1873
B&O opens its "Metropolitan Branch" from Washington to Point of Rocks, Maryland

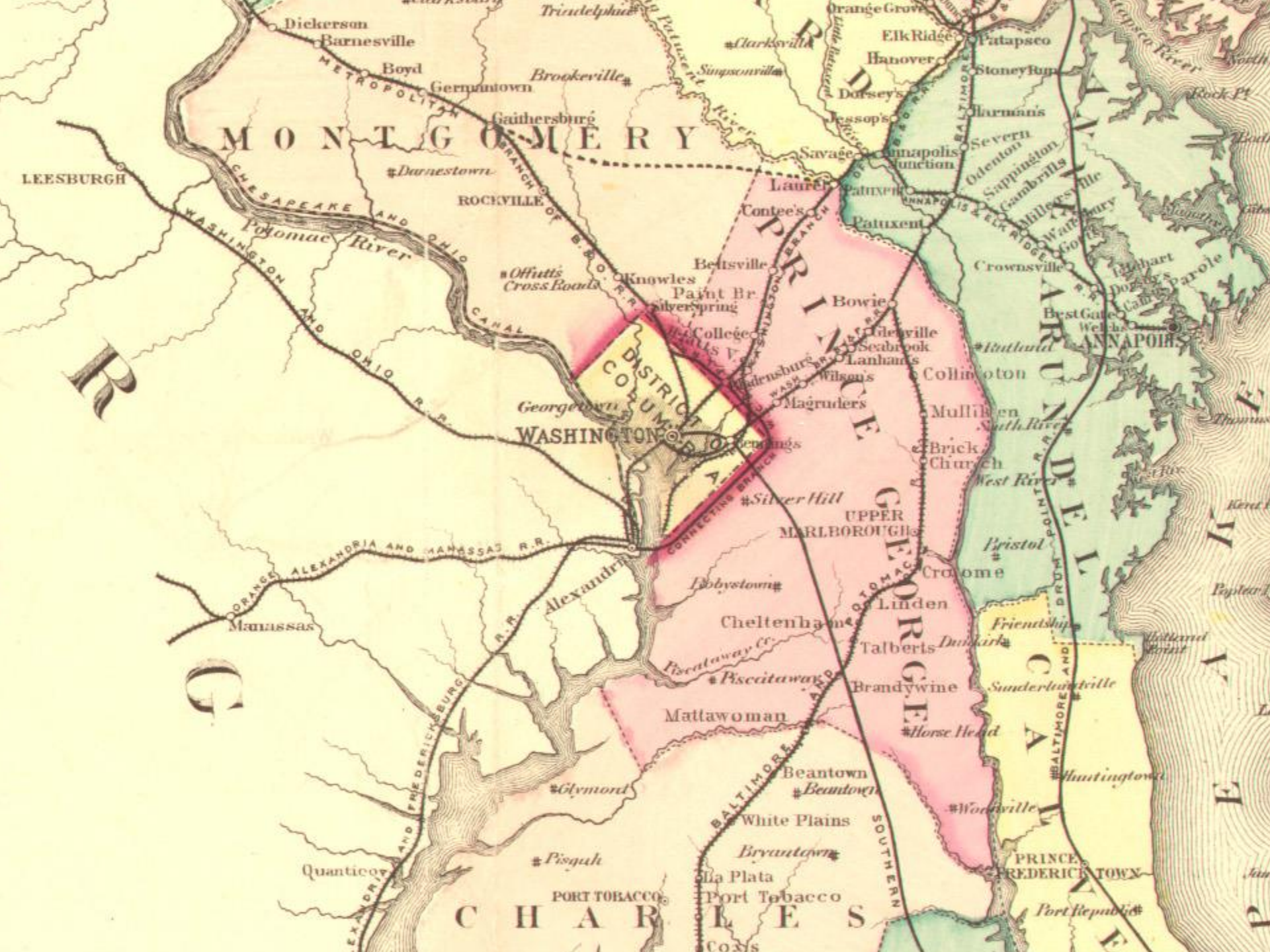
1935
Mainline electrified train service begins between Washington and New York

1954
Last steam powered passenger train serving Union Station ceases operation

1972
Amtrak established to take over all intercity passenger services from the freight railroads

1974
Maryland DOT begins subsidization of passenger service; service officially designated Maryland Area Rail Commuter (MARC) in 1984

1992
Virginia Railway Express (VRE) begins service between Washington and Northern Virginia



MONTGOMERY

DISTRICT OF COLUMBIA
WASHINGTON

PRINCE GEORGE'S

CHARLES

LEESBURGH

Potomac River

CHESAPEAKE AND OHIO CANAL
WASHINGTON AND OHIO R.R.

ORANGE ALEXANDRIA AND MANASSAS R.R.

Manassas

ALEXANDRIA AND FREDERICKSBURG R.R.

Alexandria

BALTIMORE AND ANAPOLIS R.R.

SOUTHERN RAILWAY

Orange Grove
Elk Ridge
Hanover
Dorsey's
Jessop's
Savage
Annapolis Junction
Patuxent
Laurel
Contee's
Beltsville
Knowles
Paint Br.
Silver Spring
College
Goths V.
Lanham
Wilson's
Magruder's
Collington
Mulliken
Brick Church
West River
Crownsville
Millersville
Waresboro
Goths
Parole
Best Gate
Welsh
ANAPOLIS

UPPER MARLBOROUGH
Lobbytown
Cheltenham
Piscataway
Mattawoman
Beantown
Beantown
White Plains
Bryantown
La Plata
Port Tobacco
CROSS

Bristol
Friendship
Sunderlandville
Horse Head
Woodville

PRINCE FREDERICK TOWN

Port Republic

District Rail Plan Overview

1. The role of rail in statewide transportation
2. Building the Plan with stakeholders
3. The District's rail system
4. Passenger rail issues, needs and potential improvements/investments
5. Freight rail needs and potential improvements/investments
6. The State's Rail Service and Investment Program

Process to Building the Plan



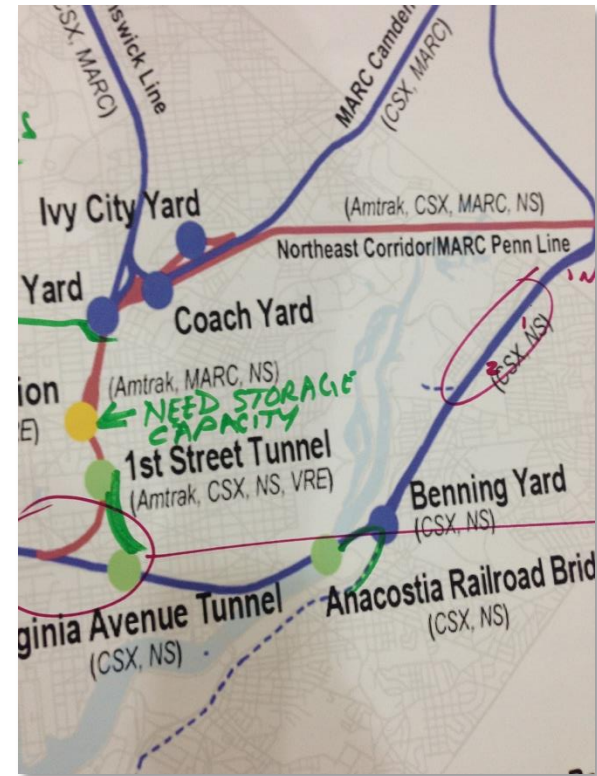
- Role of rail
- Guides priorities
- Stakeholders and general public driven

- Passenger ridership
- Freight traffic
- Infrastructure
- Facilities
- Services

- Public and stakeholder driven
- Independent assessment

- Projects
- Policies
- Priorities
- Funding

Public Engagement: Open House



Public Engagement Next Steps



For More Information

Website: DCRailPlan.com

Twitter: [@WeMoveDC](https://twitter.com/WeMoveDC)

