I-95 Corridor Improvement Plan
DC2RVA: Washington, D.C. to Richmond Intercity Passenger Rail Improvements

Figure 1: Selected Alternative

Record of Decision (ROD)
- Received September 5, 2019 from the Federal Railroad Administration (FRA)
- Completes Environmental Impact Station (EIS) process
- Makes project eligible for federal funding to advance planning and design

Project Purpose
- Increase passenger and freight capacity on the I-95 corridor
  - Least reliable and most heavily congested corridor in Virginia
  - Additional I-95 truck diversion not possible without more rail capacity
  - Additional VRE/Amtrak service impossible without more rail capacity
  - Provide more frequent and reliable intercity passenger trains
  - Double the number of Amtrak round trips in the corridor
  - Improve mobility for future workforce, businesses, and customers
  - Build upon rail projects already underway in corridor and region

Project Quick Facts
- 123-mile corridor, consisting primarily of two existing main tracks
- Northern Terminus: South of Long Bridge (across the Potomac River) in Arlington, VA
- Southern Terminus: Centralia in Chesterfield County, VA (south of Richmond)
- Shared rail corridor:
  - Amtrak provides intercity passenger rail service
  - VRE provides commuter rail service
  - CSX Transportation (CSXT) owns the tracks and provides freight rail service
- The Project will increase passenger trains speeds, where practicable, up to 80 to 90 mph

Selected Alternative