



Virginia Department of Rail and Public Transportation

# DC<sub>2</sub>RVA Recommendations

## CTB Workshop

December 5, 2017

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Director

# Purpose of Today's Update

- Summarize Draft EIS public comments to date
- Recommendations for full corridor
- Ashland/Hanover area recommendation
  - 3-2-3 (Alternative 5A)
- Richmond area recommendation
  - Full Service Main Street/Staples Mill (Alternative 6F)
- Review CTB Resolution
- Public comment period



# Purpose of the Project

- Increase passenger and freight capacity on the I-95 corridor
  - Most unreliable and 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



# Connections to Virginia's Rail Service



DC2RVA builds on previous rail investments throughout the Commonwealth:

- Lynchburg (2009)
- Richmond (2010)
- Norfolk (2012)
- Roanoke (2017)
- Continued VRE service growth



# Summary of Comment Trends

- **For the majority of the 123- mile corridor, public hearing comments were supportive of expanded, reliable rail service**
- **Northern Virginia**
  - General support for project
  - Concerns about noise and vibration as a result of higher train volumes
  - Desire for station stops and access to service
- **Fredericksburg**
  - General support for project
  - Opposition to Fredericksburg eastern bypass
  - Concerns about individual property impacts
- **Ashland**
  - Ashland/Hanover-specific issues dominated
  - Highest level of opposition to Western Bypass (24%) and Below-Grade (16%)
  - 3-2-3 had the lowest level of opposition (less than 1%)
  - Concerns about need for adequate capacity through Ashland
- **Richmond**
  - General support for project
  - Majority mentioned Main Street Station
  - Concern that the project should recognize historic slave trade sites in Shockoe Bottom and avoid impacts



# DRPT Recommendations for DC<sub>2</sub>RVA

# Area 1: Arlington

## DRPT Recommendation:

### Add Two Tracks Within Existing Right-of-Way consistent with Long Bridge Study Recommendation

- 1A. Add two tracks east
- 1B. Add two tracks west
- 1C. Add one track west and one track east

## Note:

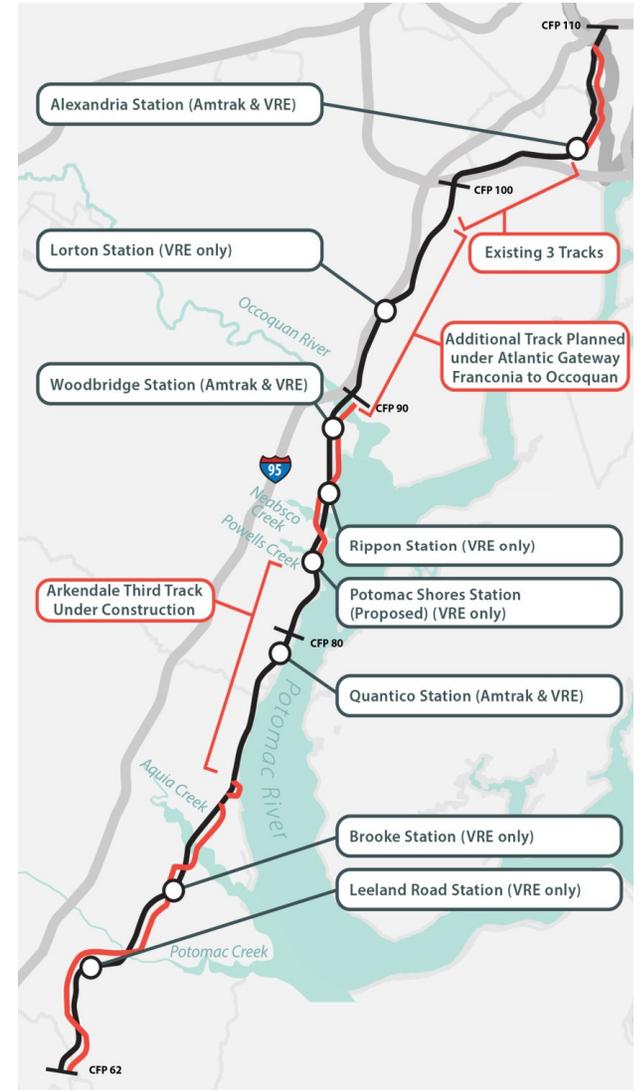
- Final decision tied to DDOT Long Bridge EIS Recommendation



# Area 2: Northern VA

## DRPT Recommendation: Alternative 2A

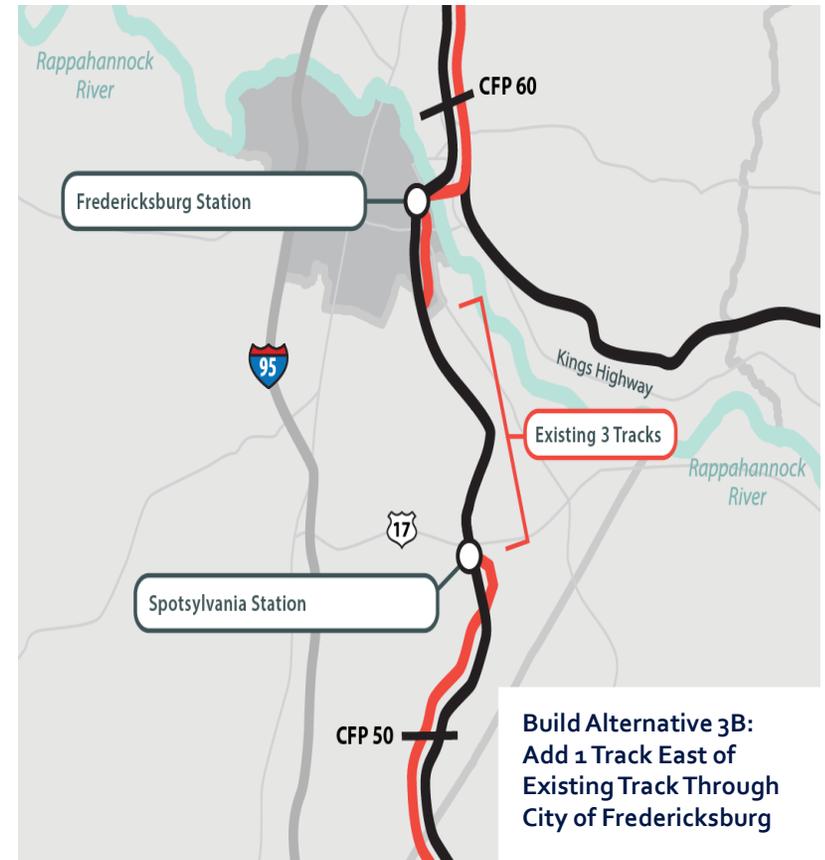
- Add Fourth Track from Crystal City to Alexandria
- Add Third Track from Alexandria to Fredericksburg within Existing Right-of-Way



# Area 3: Fredericksburg

## DRPT Recommendation: Alternative 3B

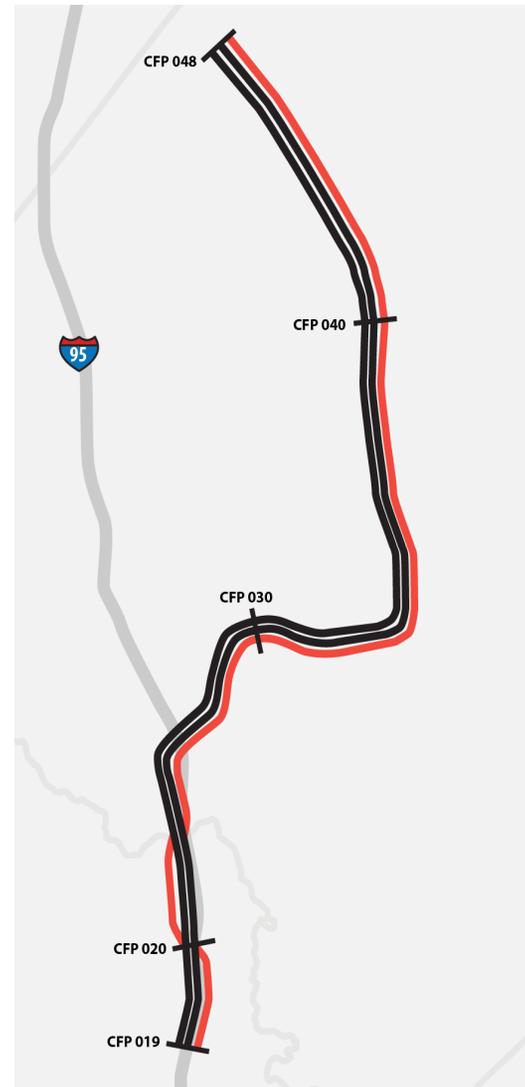
- Add Third Track through City of Fredericksburg
- On Existing Right-of-Way



# Area 4: Central VA

## DRPT Recommendation: Alternative 4A

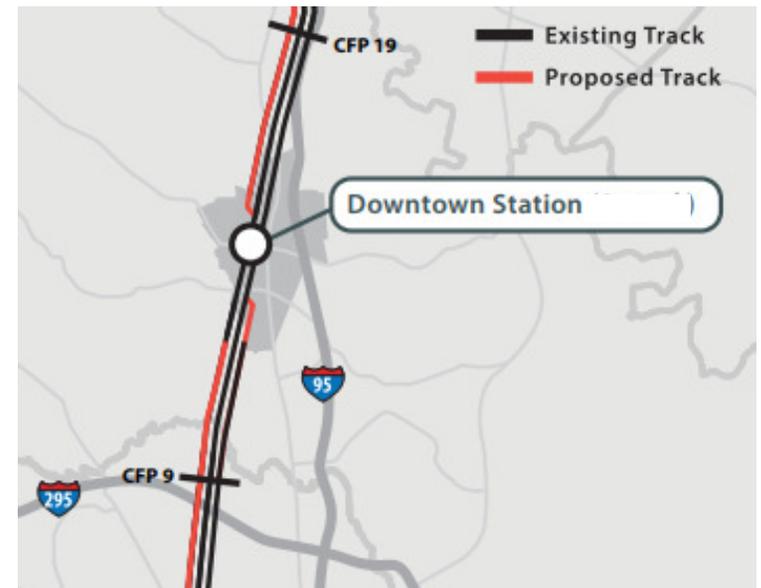
- Add Third Track Spotsylvania to Doswell
- On Existing Right-of-Way



## Area 5: Ashland

### DRPT Recommendation: Alternative 5A

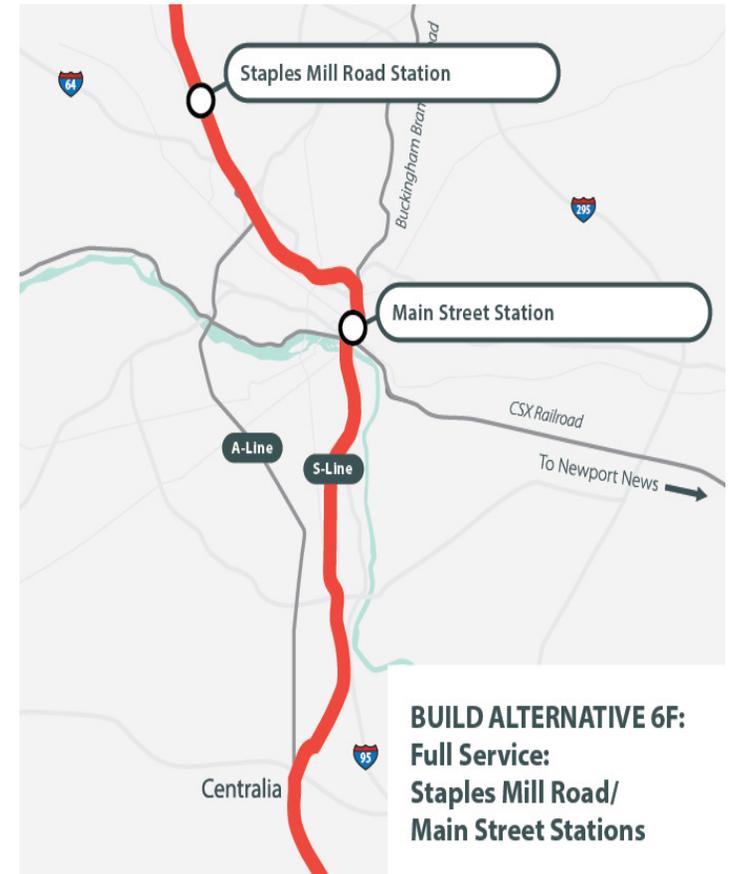
- Build 3 tracks north and south of the Town of Ashland
- Maintain two tracks on existing alignment through Ashland (3-2-3)



# Area 6: Richmond Area

## DRPT Recommendation: Alternative 6F

- Main Street Station & Staples Mill Road Station
- Full Service to Both Stations via S-Line within Existing Right-of-Way



# Ashland/Hanover Recommendation Considerations

# Ashland/ Hanover Outreach

**DRPT**

- CTB site visit to Ashland/Hanover November 2016
- Series of five Community Advisory Committee (CAC) meetings were held—May to September 2017
- Developed report summarizing CAC effort and results
- Over 40 meetings:
  - Hanover County/Town of Ashland elected officials
  - Representatives from Randolph-Macon College
  - Private citizens with potential property impacts
  - Public Hearings



## Ashland/Hanover Recommendation: Community Considerations

- No buildings or parcels affected in downtown or on Randolph-Macon College campus
- No major construction impacts in downtown or Randolph-Macon College
- 56 parcel impacts possible at Vaughan Road and Ashcake Road overpasses



## Ashland/Hanover Recommendation: Operational Considerations

- Can achieve operational goals to 2045 with two tracks in Ashland
- Must accommodate freight rail growth
  - Most 2045 freight delays outside of corridor are caused by natural growth, and not attributable to 3-2-3 in Ashland or DC2RVA build alternatives
  - DRPT recommends phased implementation, coupled with mitigation measures elsewhere in the network that can address projected freight delays
- Service Development Plan to be prepared concurrently with Final EIS



# Ashland/Hanover Recommendation: Safety Considerations

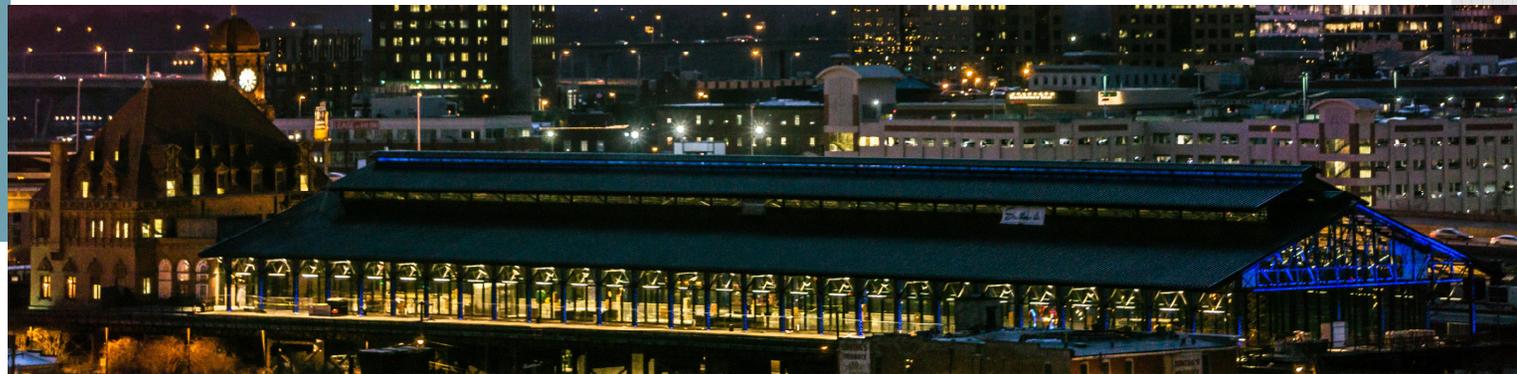
- Safety remains a high priority regardless of the preferred alternative selected
- DRPT will coordinate with local stakeholders and FRA to explore potential safety improvements to protect motorized and non-motorized roadway users, and to facilitate emergency access
- This effort will take place independent of DC2RVA, but will be coordinated with DC2RVA



# Richmond Area Recommendation Considerations

# Richmond Full Service Alternative

- Significant constraints at Main Street Station (I-95, Triple Crossing, sensitive cultural resources, urban development)
- Would need an additional track at Main Street or Staples Mill Station (above and beyond what is recommended) if either were selected as the single station for Richmond
- Meets FRA's "central business district" guidelines for Southeast High Speed Rail (SEHSR)
- Consistent with past rail plans
- Multi-modal connections in downtown
- Frees up "A-Line" for freight while passenger service uses "S-Line"



• **DRPT** •

# Analysis of Cultural Resources in Richmond



- Exceeded all state and federal requirements for historic and cultural resource analysis
- Documented five archeological sites and over 50 above-ground resources in Shockoe Bottom, including Lumpkins Jail/Devil's Half Acre and the Slave Burial Ground
- Analysis included known historic resources, including those related to slave trade, and took into account proposed plans for Shockoe Bottom Memorial Park
- Meetings conducted with numerous consulting parties and other stakeholders as alternatives were developed and analyzed
- DRPT has worked to minimize platform length at Main Street Station
- Final EIS will summarize known research, known and likely archeological and historical assets, and other information on the Shockoe Bottom Slave Trade

# Priorities and Next Steps

Area	Recommendation	Comparative Cost (millions 2025 \$)*
Northern Virginia	Additional third or fourth track	\$1,653
Arlington	Three options depending on Long Bridge	\$36 to \$47
Fredericksburg	Additional third track through City	\$507
Richmond	Main Street Station and Staples Mill Road Station Full Service via S-Line	\$1,483
Central Virginia	Additional third track	\$643
Ashland	Two tracks through Ashland (3-2-3)	\$350

Likely Progression of Corridor Improvements

\*Cost estimates only valid for comparing alternatives, costs will be refined as preliminary engineering progresses

# DC<sub>2</sub>RVA Next Steps

- DRPT to continue to respond to public comments
- CTB action on resolution at December CTB meeting
- Preliminary engineering for preferred alternative: 2018
- Final EIS and ROD: expected early 2019

