



Virginia Department of Rail and Public Transportation

DC2RVA Recommendations

CTB Rail Committee Meeting

November 9, 2017

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Agency 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

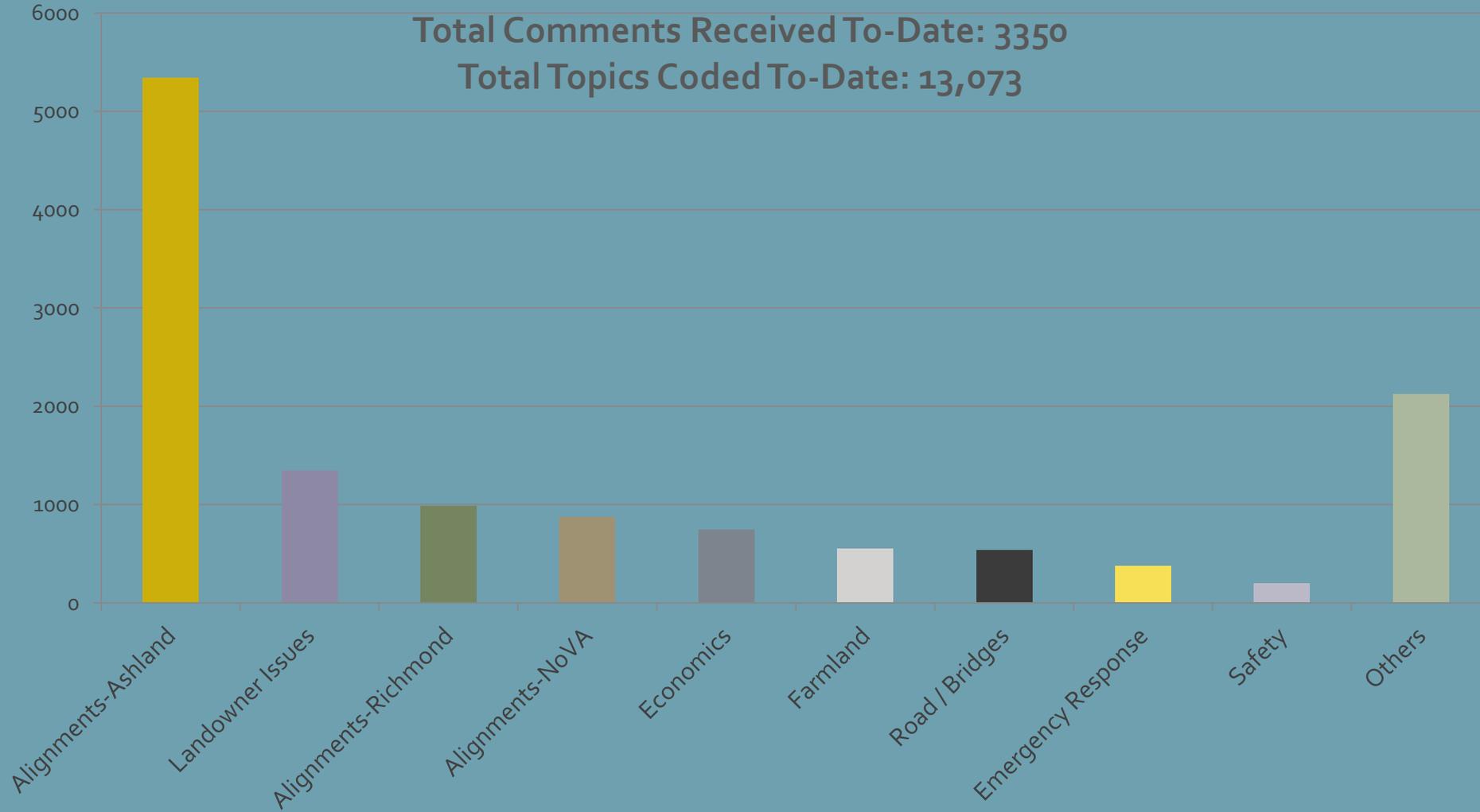


DC2RVA builds on previous rail investments throughout the Commonwealth:

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



Total Comments Received To-Date: 3350
Total Topics Coded To-Date: 13,073



Public Comment Topic Summary

As of 11/08/17

Summary of Comment Trends

As of 11/8/17



- 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%)
- 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 DC₂RVA

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:

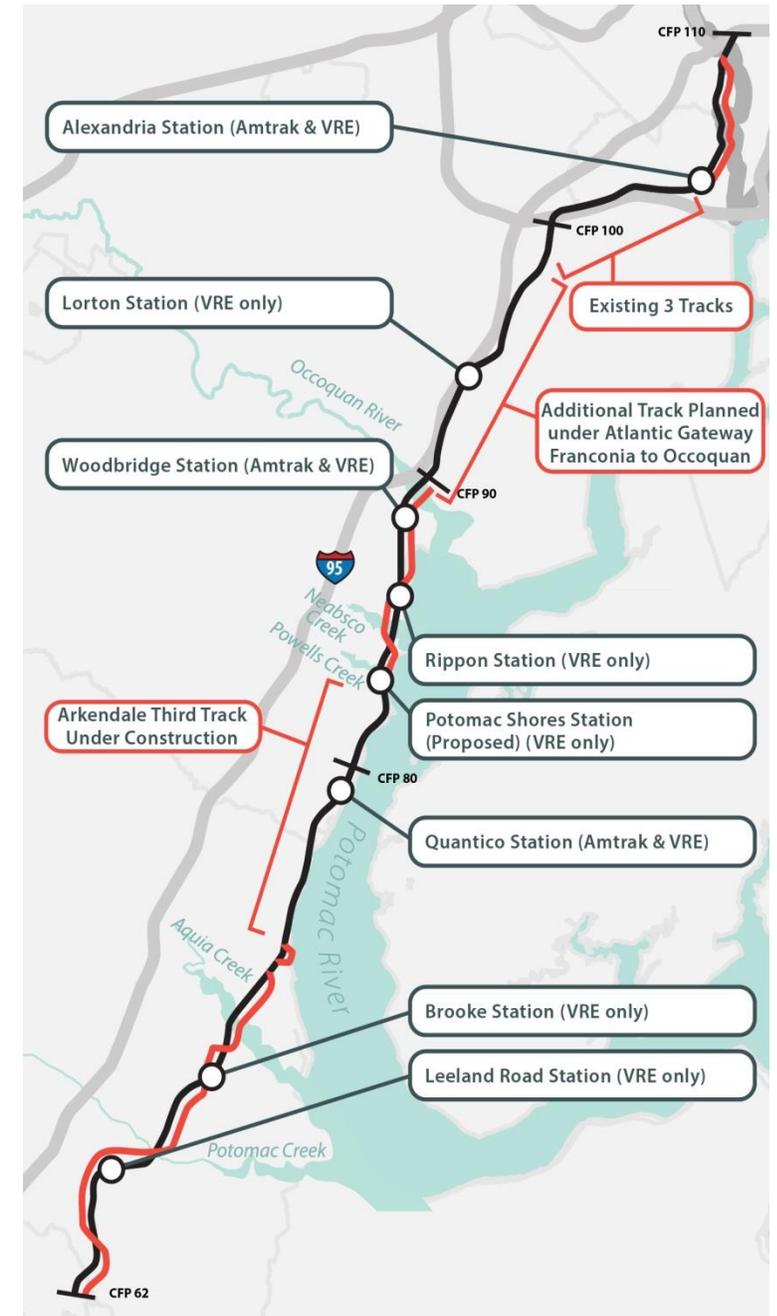
- Final decision tied to DDOT Long Bridge EIS Recommendation



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

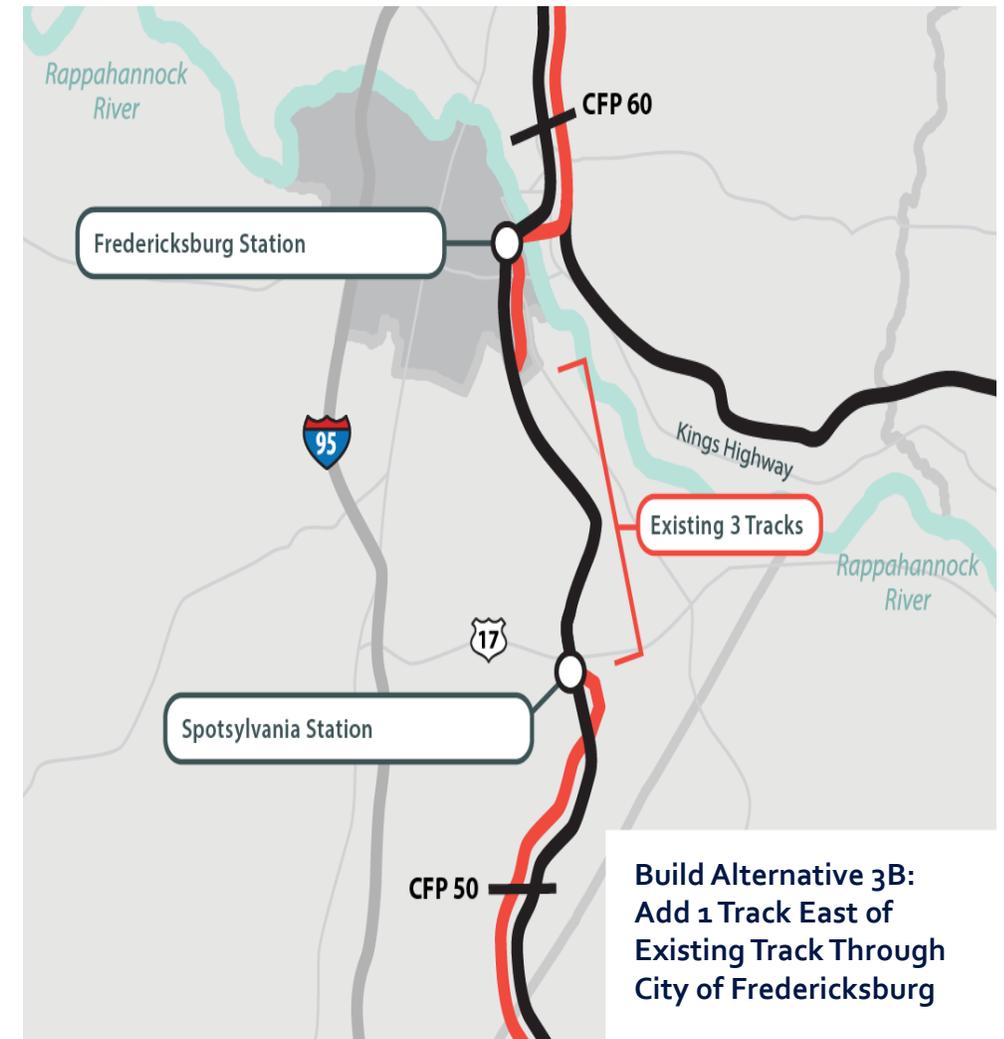


Area 3: Fredericksburg



DRPT Recommendation: Alternative 3B

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

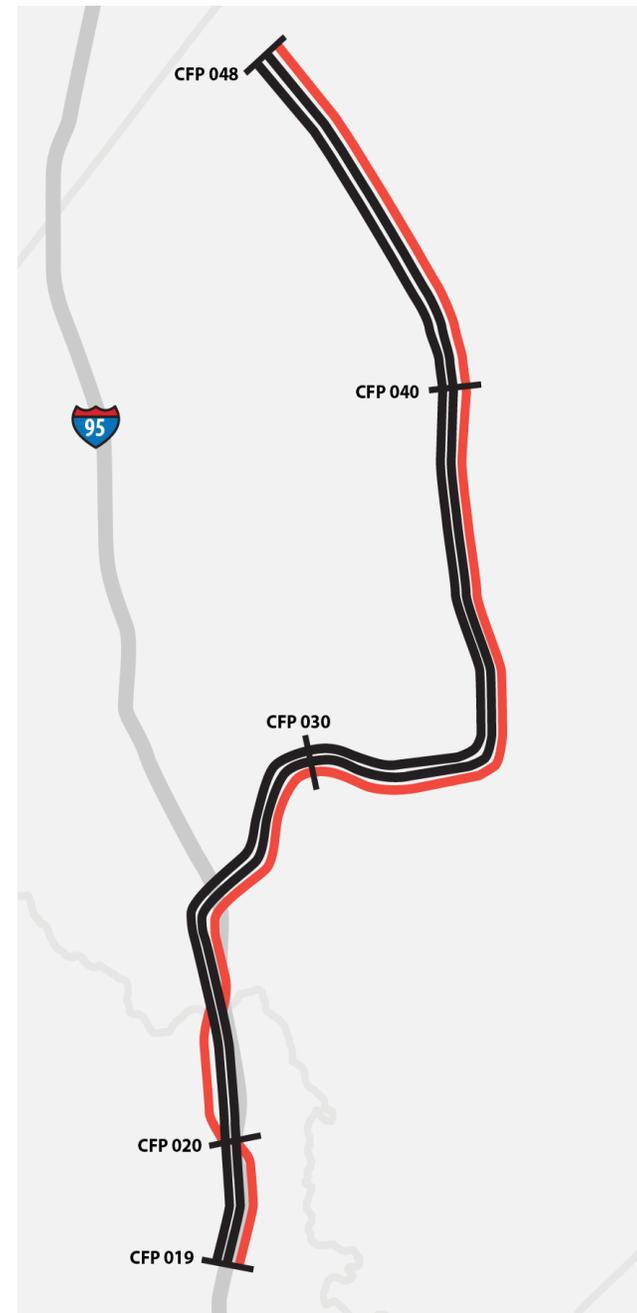


Area 4: Central VA



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)

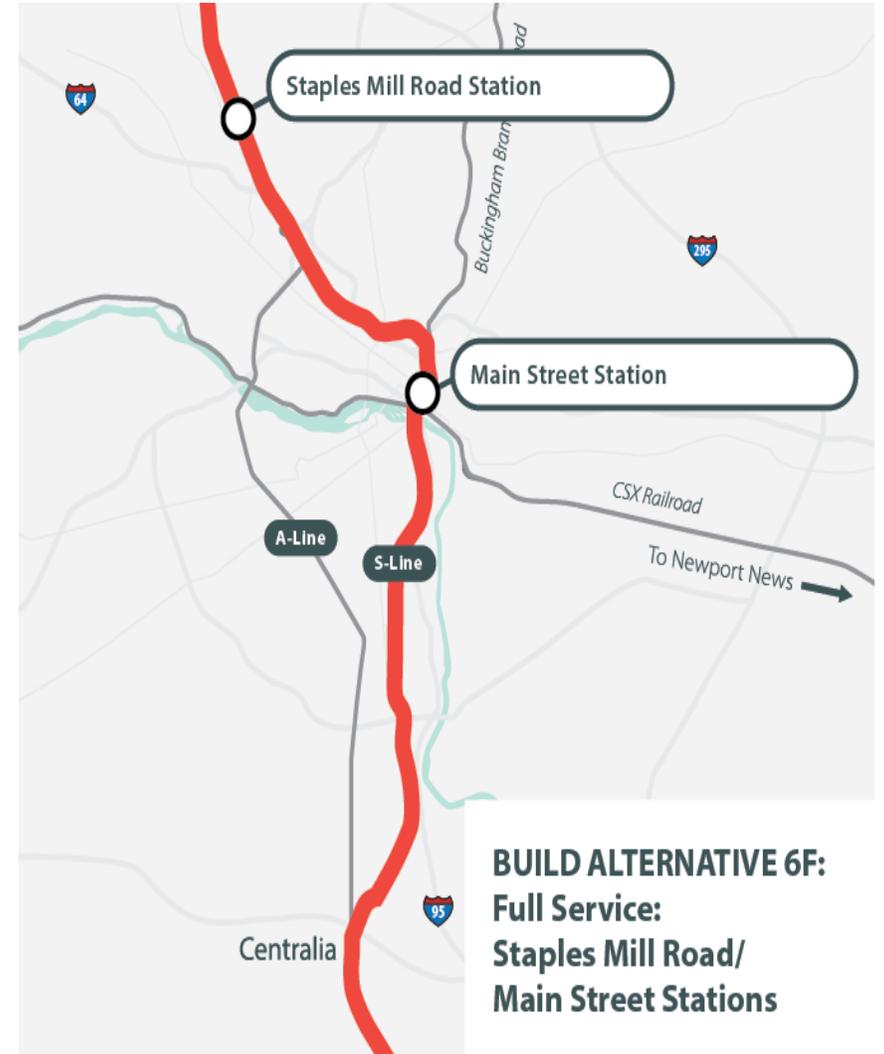


Area 6: Richmond Area



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 work in progress



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



- Coordination with Virginia Department of Historic Resources (DHR) and Advisory Council on Historic Preservation
 - 15 years for SEHSR
 - Since 2014 for DC2RVA
- Work done according to federal and state laws
 - Section 106 of National Historic Preservation Act of 1966
 - DHR Guidelines
- Recorded all buildings, objects, structures, districts, and sites in the Area of Potential Effect (APE)
- Documented five archeological sites and over 50 above-ground resources in Shockoe Bottom
- Overlay analysis with historic maps, known historic resources, and proposed plans for Memorial Park
- Meetings conducted with 25 consulting parties and dozens of other groups and agencies during avoidance analysis

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

DC₂RVA Next Steps

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





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