



Virginia Department of Rail and Public Transportation

DC2RVA Project Update

October CTB Workshop

October 23, 2017

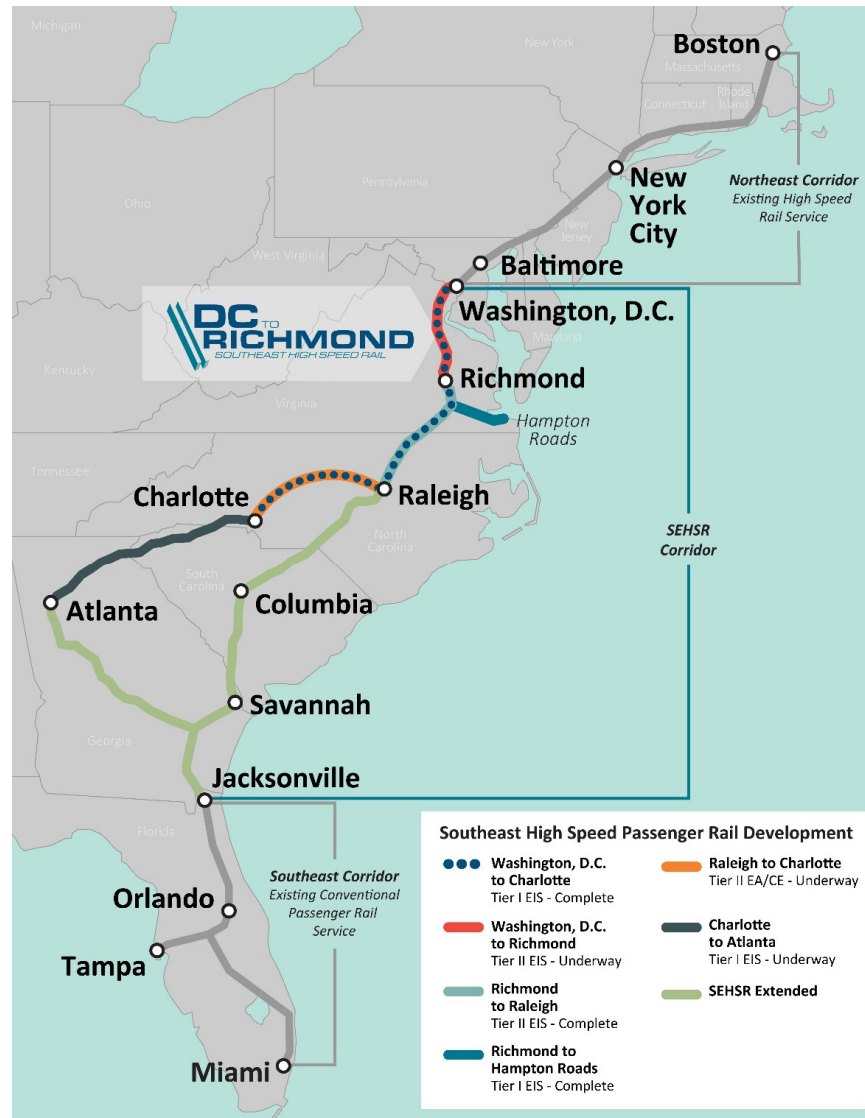
Jennifer Mitchell
Agency Director

Why are we doing this study?



- Increase passenger and freight throughput capacity on the I-95 corridor
 - Most unreliable and heavily congested corridor in Virginia (2013 VTRANS 2035 Update and INRIX US Traffic Hotspot Study 2017)
 - Additional VRE/Amtrak service impossible without more rail capacity
 - Additional I-95 truck diversion not possible without more rail capacity
- Provide more frequent and reliable intercity passenger trains
 - Double the number of Amtrak round trips in the corridor
 - Improved mobility for future workforce, businesses and customers
- Build upon rail projects already underway in corridor and region

The SEHSR Network



↑
IMPROVED
Reliability



↑
INCREASED
Frequency of Service

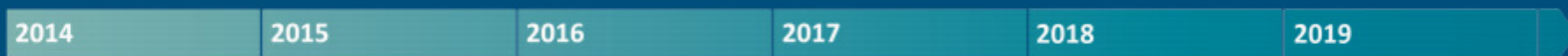


↓
DECREASED
Travel Time



DC₂RVA
Purpose
and Need

DC2RVA Timeline



Scoping
Solicit public input on the issues and concerns the project should address

Purpose & Need
Establish why the project is needed

Alternatives
Identify and consider alternatives that address the program's Purpose and Need

Screening
Review alternatives to determine if they are reasonable and feasible considering socio-economics, engineering, the environment, and cost

Draft EIS
Document has a full description of the affected environment, a range of alternatives, and an analysis of the impacts of each alternative

Final EIS
Announce Proposed Action based on the comments received on the Draft EIS

Ashland Alternatives Study
Identify and consider alternatives for the Town of Ashland / Hanover County Area

Record of Decision
Issued by FRA; determines selected alternative and mitigation requirements

We are here



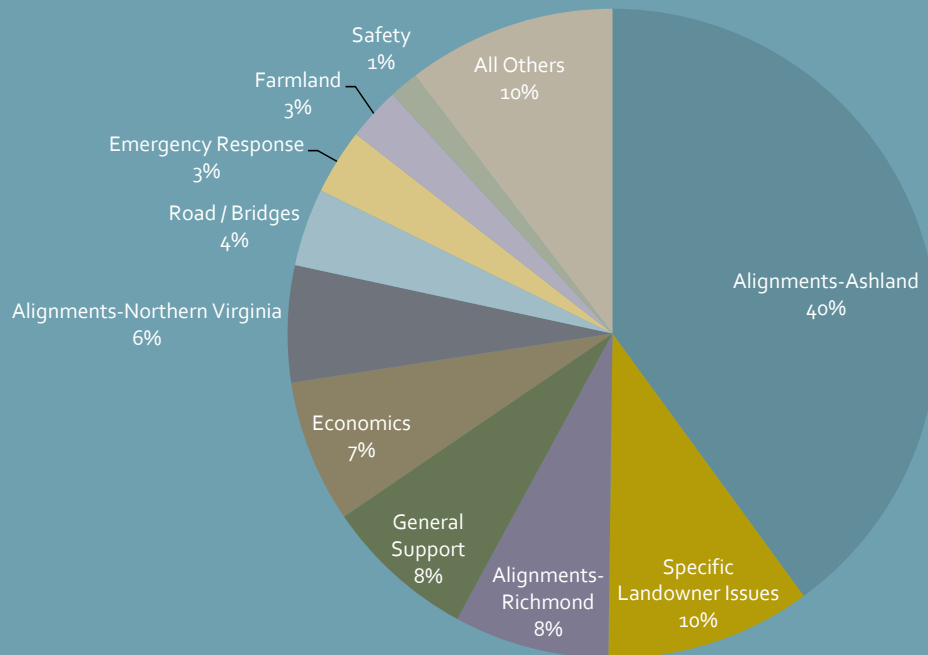
Public Hearings were held in the following locations

Richmond	Ashland
Tuesday, October 10 6:00 p.m.	Wednesday, October 11 6:00 p.m.
Main Street Station 1500 East Main St. Richmond, VA 23219	Patrick Henry High School 12449 West Patrick Henry Rd. Ashland, VA 23005

Alexandria	Fredericksburg	Quantico
Tuesday, October 17 7:00 p.m.	Wednesday, October 18 7:00 p.m.	Thursday, October 19 7:00 p.m.
Hilton Alexandria Old Town 1767 King St. Alexandria, VA 22314	James Monroe High School 2300 Washington Ave. Fredericksburg, VA 22401	National Museum of the Marine Corps 18900 Jefferson Davis Highway Triangle, VA 22172



Total Primary Issues Coded to-Date: 3891
Total Individual Comments Recieved to-Date: 1129

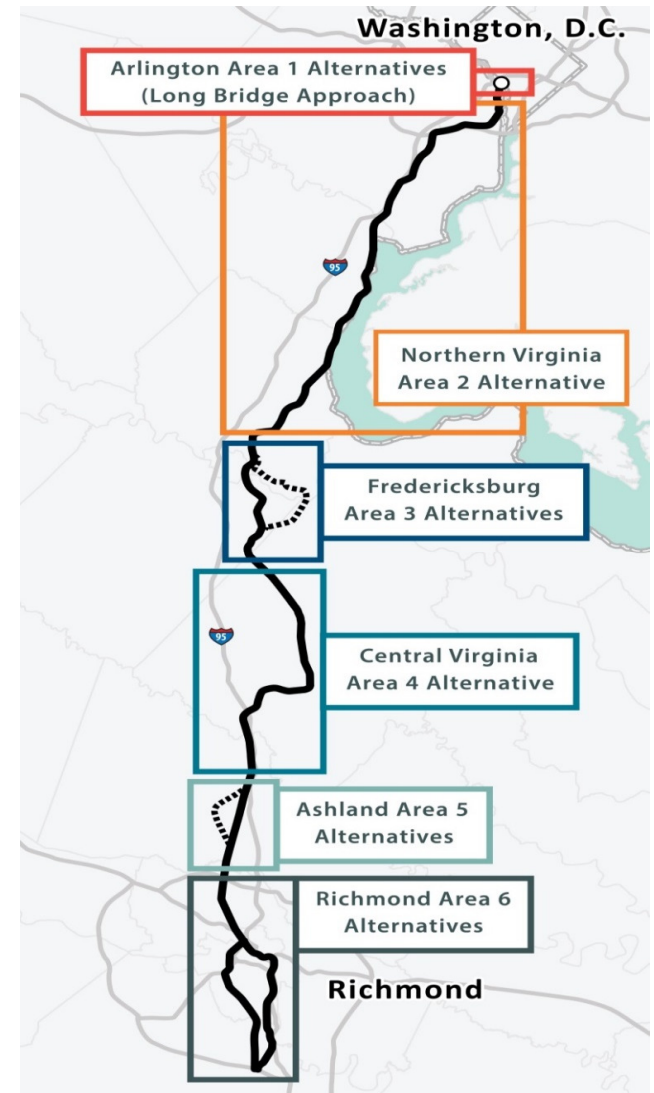


Public Hearing Comment Summary (To date)

DRPT

Recommendations for DC₂RVA

- Must have additional track capacity to support passenger, commuter, and freight growth on the corridor
- Northern Virginia is most congested area, needs to be implementation priority
- Expanding capacity on the Long Bridge across the Potomac River is critical



Area 1: Arlington (~1 mile)

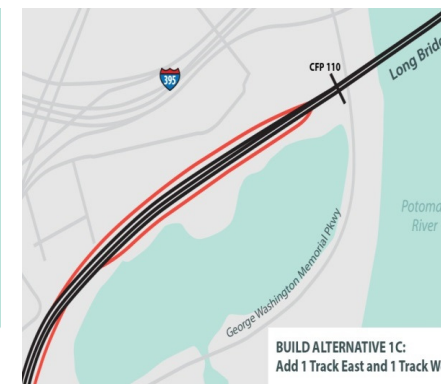
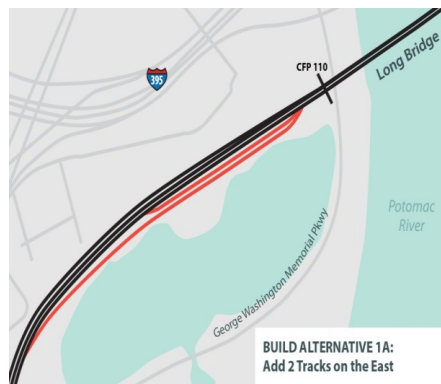
DRPT Recommendation:

Add Two Tracks Within Existing Right-of-Way consistent with Long Bridge Study Recommendation (\$36-\$47 Million)

- 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 (47 miles)

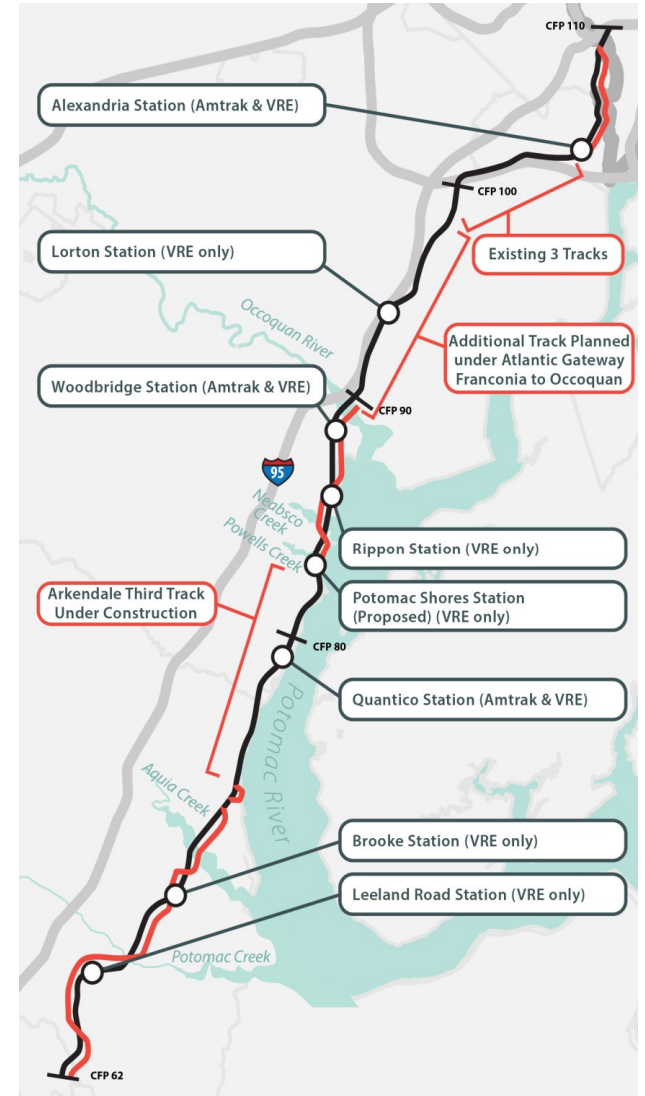
DRPT Recommendation:

Add Fourth Track Crystal City to Alexandria

Add Third Track Alexandria to Fredericksburg within Existing Right-of-Way

(\$1.7 Billion)

Major water crossings at Occoquan, Neabsco, Powells, and Aquia (New bridges parallel to existing rail bridges)



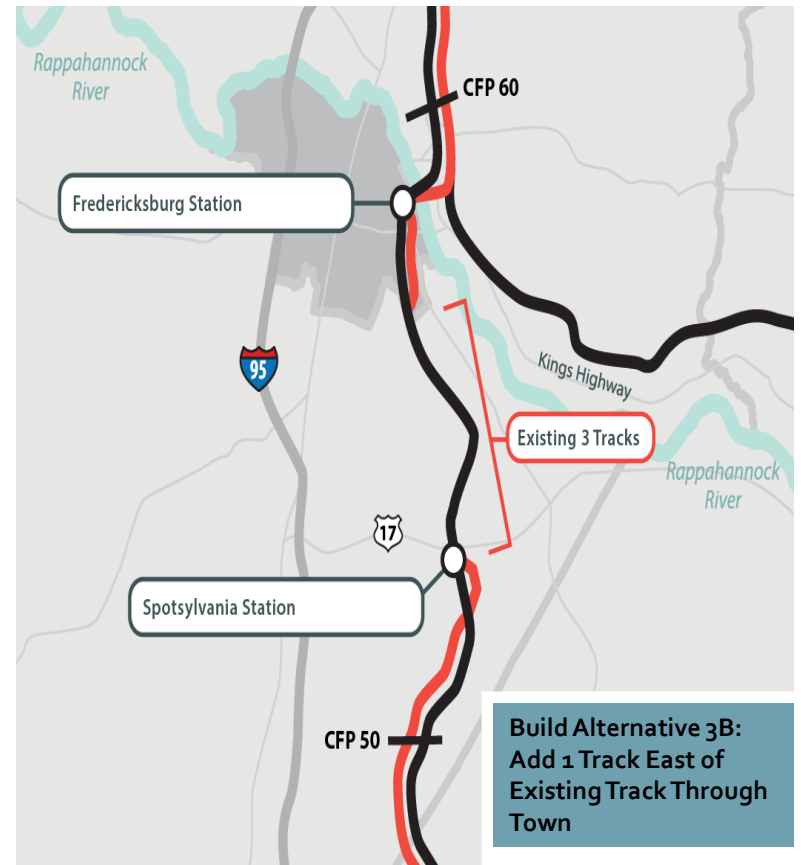
Area 3: Fredericksburg (14 miles)

DRPT

Recommendation:

Add Third Track through
City of Fredericksburg on
Existing Right-of-Way
(\$507 Million)

Major water crossing at
Rappahannock River
(New bridge parallel to
existing rail bridge)



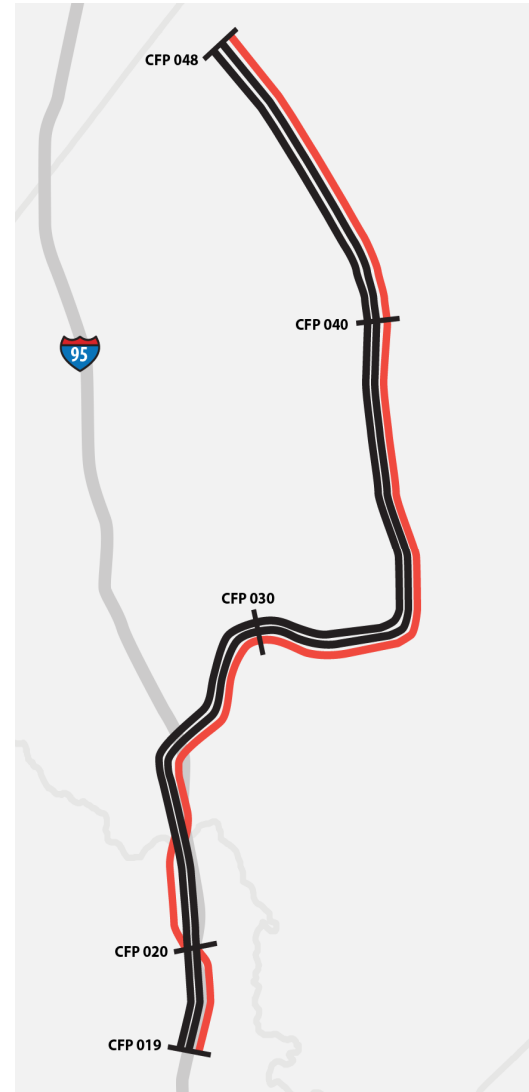
Area 4:
Central VA
(29 miles)

DRPT Recommendation:

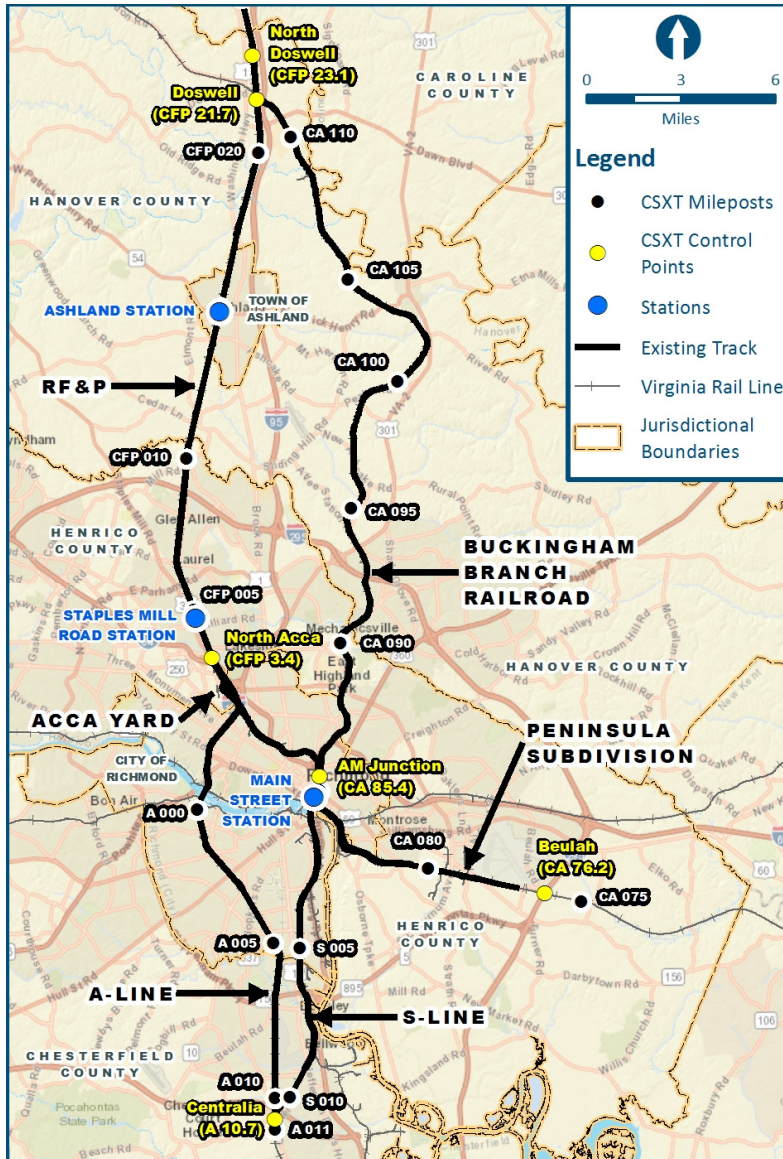
Add Third Track in Existing
Right-of-Way, Spotsylvania to
Doswell

(\$643 Million)

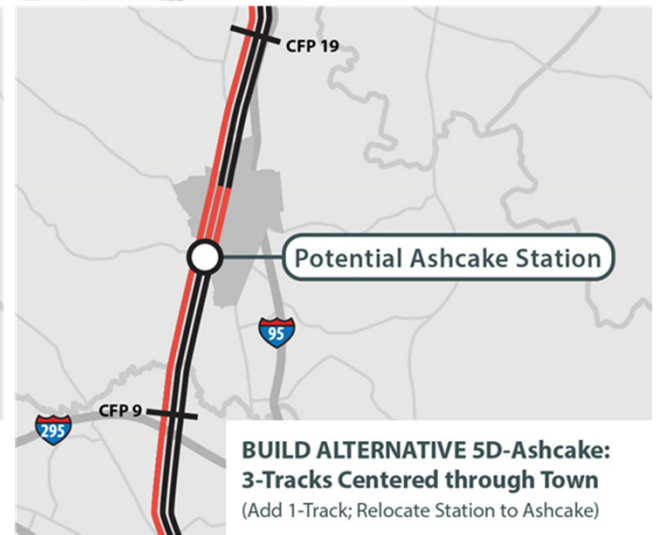
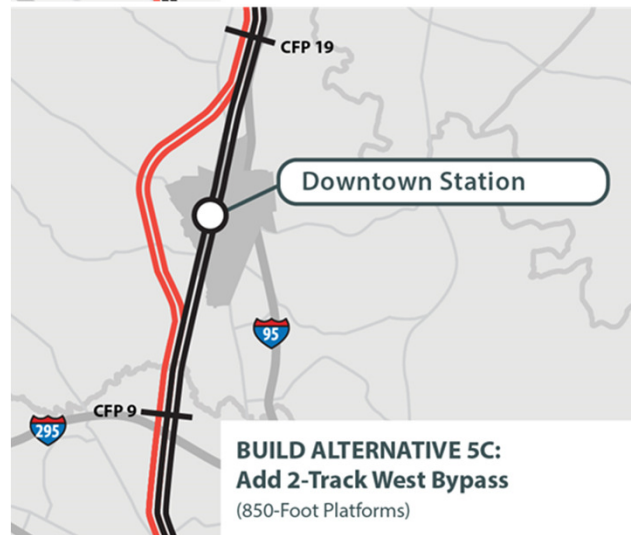
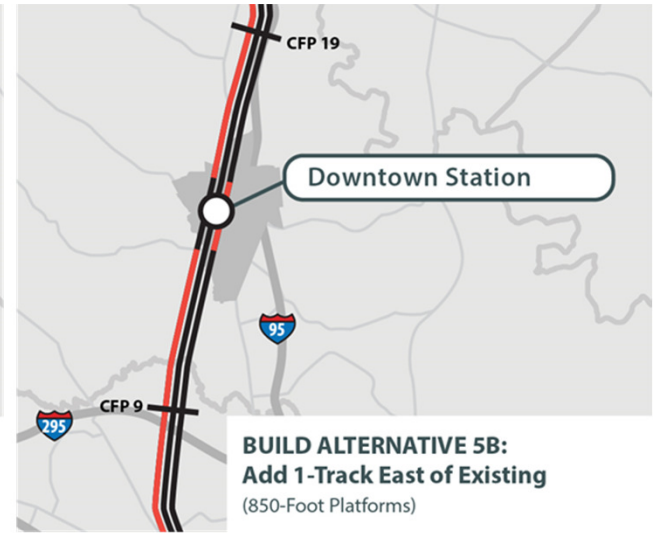
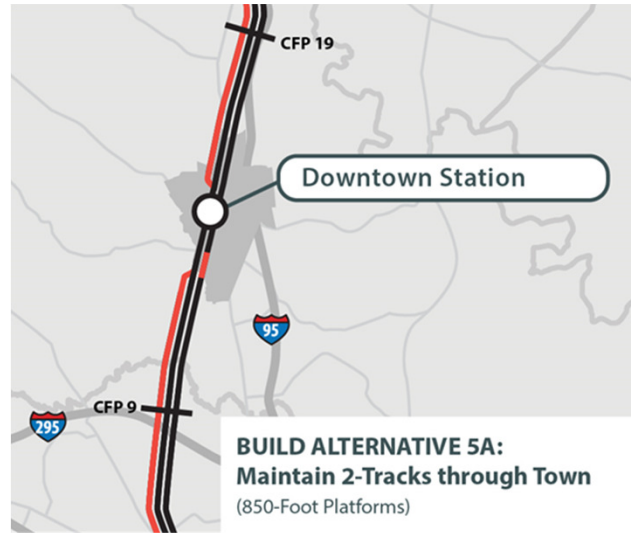
Multiple small waterway
crossings, wetlands



Ashland/ Hanover and Richmond Area Rail Corridors



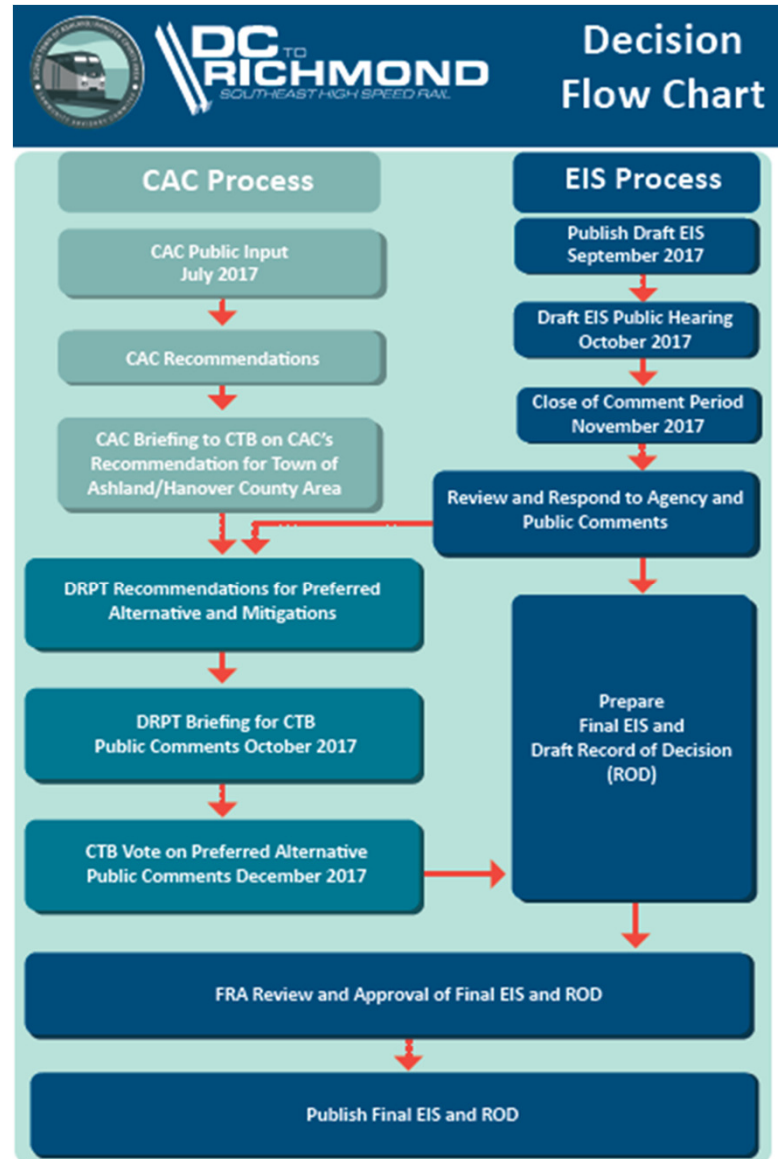
Area 5: Ashland



No recommendation in DEIS

Ashland/Hanover Area Community Advisory Committee (CAC)

1. The **3-2-3 option** is the least objectionable above-ground option through the Town of Ashland
2. A **three-track trench** through the Town of Ashland is the least objectionable option for adding capacity below grade
3. The western bypass closest to the Town of Ashland, **AWB 1**, is the least objectionable option for adding rail capacity outside the Town of Ashland



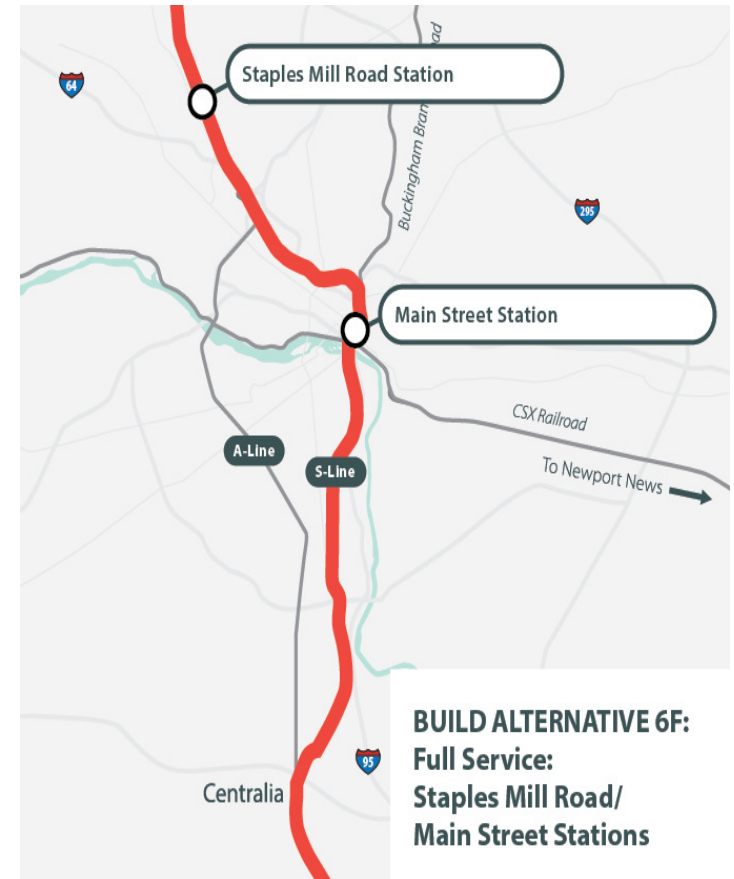
Area 6: Richmond Area

DRPT Recommendation:

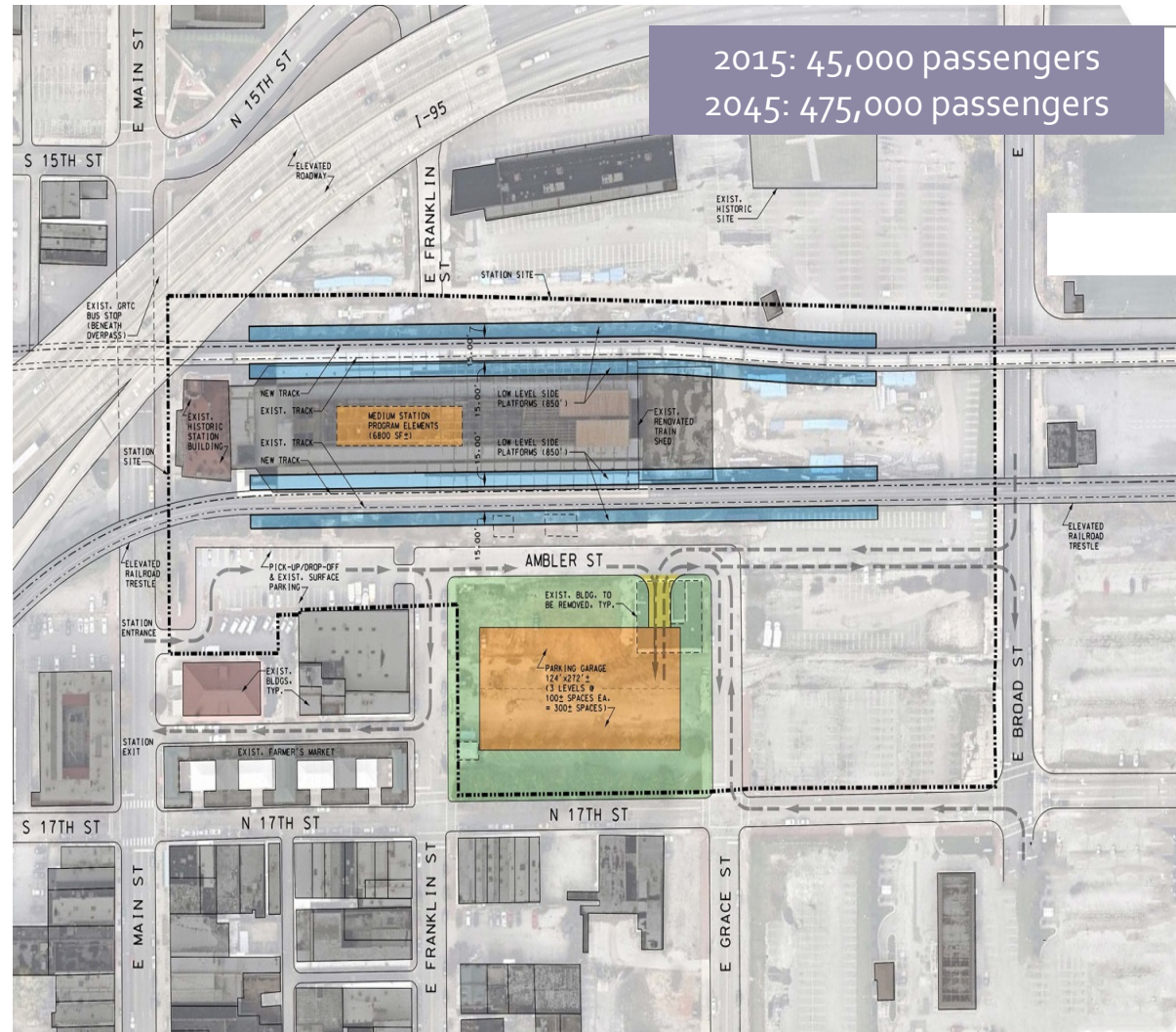
Main Street Station & Staples Mill Road Station: Full Service Option to Both Stations via S-Line within Existing Right-of-Way

(\$1.5 Billion)

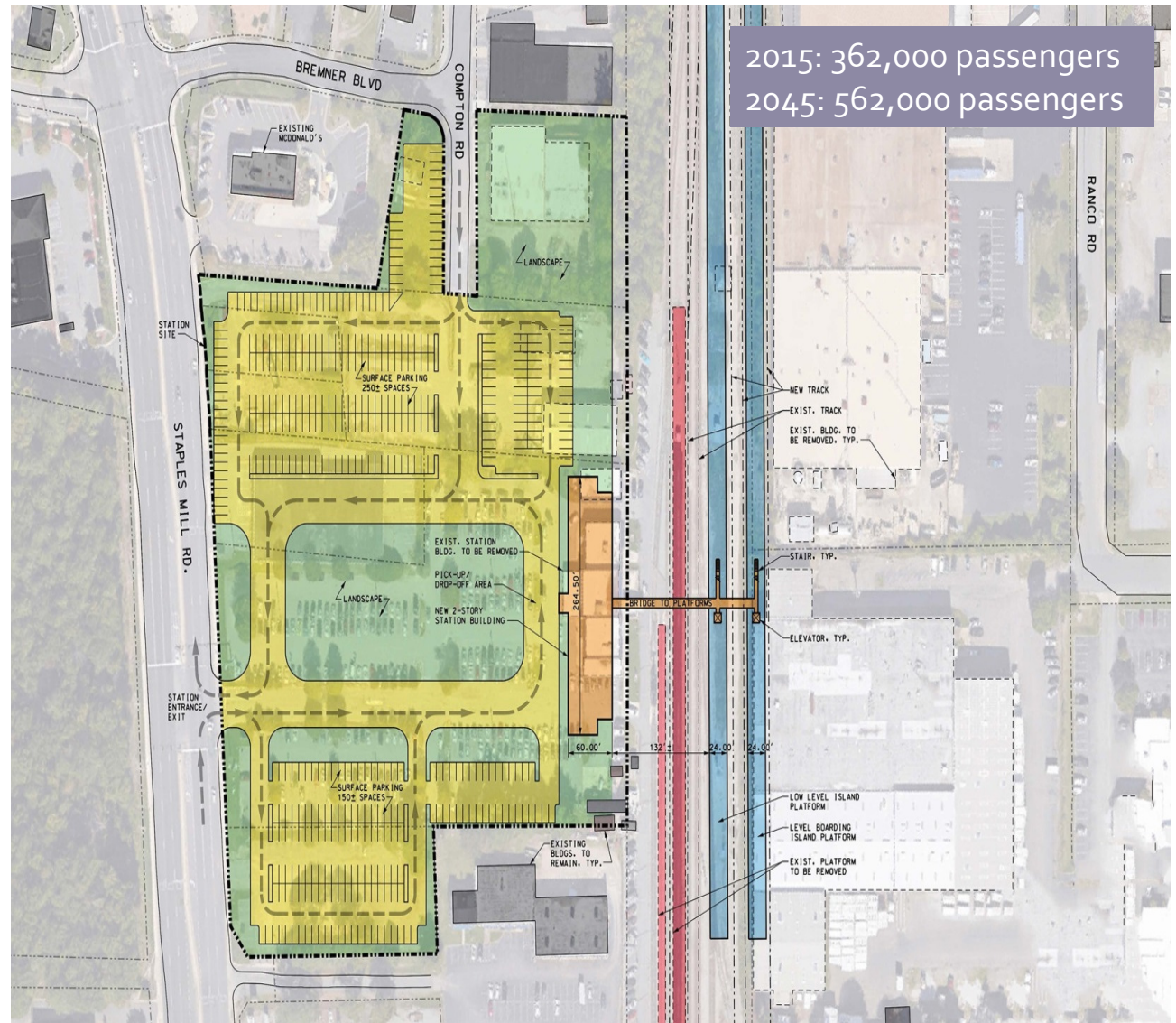
- Requires new bridge across James River parallel to existing S-Line bridge
- Requires new east platforms at Staples Mill Road
- Requires 2 additional platforms at Main Street Station



Full Service Main Street Station Concept



Full Service Staples Mill Road Station Concept



Area in Order of Construction Priority	Recommendation	Approximate 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	TBD	TBD

DRPT's
Prioritized
Recommendation
Summary

DC₂RVA Project – Next Steps

- 60-day public comment period—Happening now until November 7
- November 9th CTB Rail Sub meeting in Ashland—discuss Ashland/Hanover alternatives
- CTB decision on Preferred Alternative in December
- Preliminary Engineering for Preferred Alternative 2018
- Final EIS and ROD expected early 2019





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