



Virginia Department of Rail and Public Transportation

# DC2RVA Ashland/Hanover Area Community Advisory Committee Update

September 19, 2017

**Emily Stock**  
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Planning

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## CAC Membership



CAC member organizations include:

- Town of Ashland
- CSX Transportation
- Hanover County
- Randolph-Macon College
- Richmond Regional Transportation Planning Organization



## CAC Purpose

- Advise and inform DRPT on DC2RVA alternatives and issues in Ashland/Hanover
- Review alternatives studied to date
- Recommend modifications or new alternatives
- Identify and represent the concerns of members' communities
- Apply a structured transparent approach seeking consensus



# DC<sub>2</sub>RVA Draft Environmental Impact Statement



CAC worked in parallel with the DC<sub>2</sub>RVA DEIS process. Communities are urged to participate and comment on the Draft EIS once it is complete.

Four Alignment Alternatives carried forward into Draft EIS for detailed review:

- No Additional Track in Downtown Ashland
- Three Tracks Through Ashland:
  - Add 1 Track East
  - Center 3 Tracks
- Add 2 Track West Hanover County Bypass

No recommendation made for Ashland/Hanover area in the DEIS

# CAC Meetings May through September 2017



- **May** – Reviewed NEPA laws, purpose and need, rail operations, and basis of design
- **June** - Alternatives screening summary. CAC requested additional study for eastern bypass and below-grade options through town options.
- **July** – Presented additional analysis for eastern bypass and below-grade options through town options, as requested by CAC in June. Reviewed rail operations modeling results. Public Comment period.
- **August** – Reviewed alternatives in each category. Requested CAC to offer recommendations for “least objectionable.”
- **September** – CAC offered least objectionable alternatives.

# Results

## CAC 's Least Objectionable Alternatives

Note: these are not CAC endorsements of alternatives

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





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