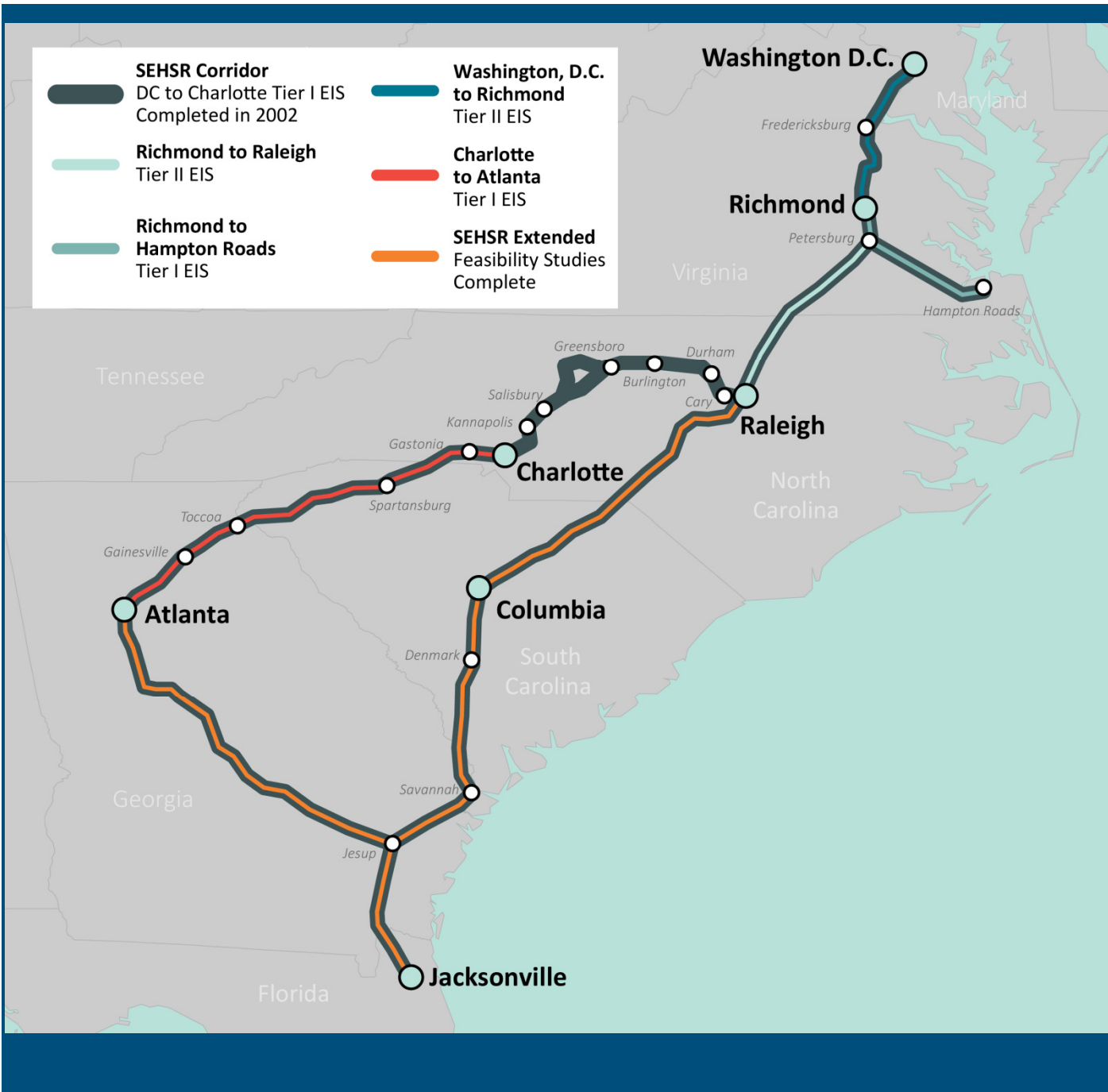




DC2RVA CTB Update

September 20, 2016



Southeast High Speed Rail (SEHSR)

Southeast High Speed Rail Timeline

	1990	2000	2010	2020	2030	2040
Southeast High Speed Rail Corridor	<p>1991 – National high speed rail corridors included in the Intermodal Surface Transportation Efficiency Act of 1991</p> <p>1992 – USDOT designated SEHSR from Washington, D.C. to Charlotte, NC as one of the national high-speed rail corridors <i>The designation allowed for federal funds to be spent on rail-related improvements</i></p> <p>1999 – Tier I EIS began for the entire 500-mile corridor Washington, D.C. to Charlotte, NC</p> <p>2002 – Tier I Record of Decision published</p> <p>2008 – Passenger Rail Investment and Improvement Act</p> <p>2009 – USDOT launches High Speed Intercity Passenger Rail (HSPIR) Program</p> <p>2010 – 1st Meeting Virginia North Carolina Rail Compact - approved by Congress, VA and NC</p> <p>2013 – VTRANS 2035 Update highlights I-95 from Richmond to Washington, D.C. as most congested corridor in the state – Current Freight Plan specifically calls for increased passenger and freight in the RF&P – Current Statewide Rail Plan identifies phased approach to HSR & new passenger rail service</p>					
Richmond to Raleigh	<p>2003 – Tier II EIS project began for the Raleigh, NC to Petersburg, VA segment</p> <p>2007 – Tier II EIS extended to Richmond, VA</p> <p>2016 – Tier II Record of Decision expected</p>					
Richmond to Hampton Roads	<p>2012 – Tier I Record of Decision <i>A preferred high-speed rail alternative was identified</i></p>					
Washington, D.C. to Richmond (DC2RVA)	<p>1999 – Amtrak Study for Improving the DC2RVA Corridor</p> <p>2003 – Main Street Station reopened</p> <p>2014 – Tier II EIS project began</p> <p>2017 – Tier II Record of Decision expected</p> <p>2025 – Conceptual ‘build year’ for planning purposes Planning horizon year – 2045</p>					

DRPT Passenger Rail Initiatives



- Roanoke Amtrak Extension – by 2017 (General Assembly Priority)
- Double Lynchburg Amtrak Service by 2018
- Triple Norfolk Amtrak Service by 2022 (General Assembly Priority)
- Restore VRE slots used for Lynchburg & Richmond Amtrak

DRPT Capital Improvements



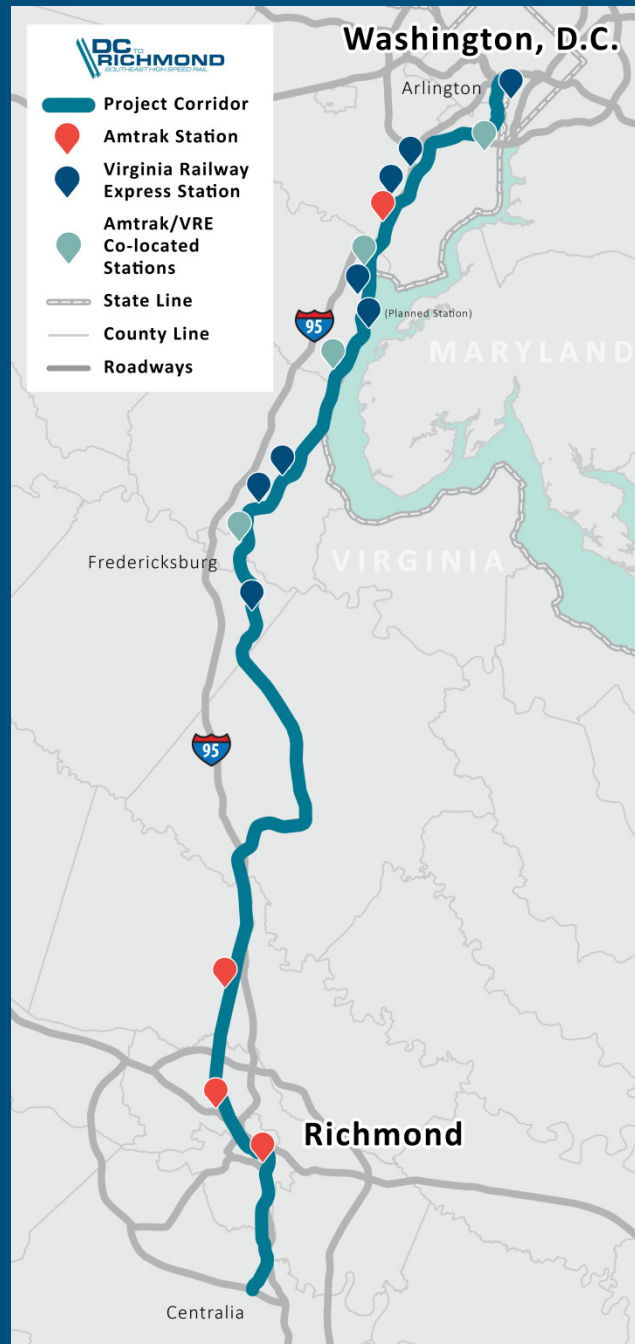
* Supports \$350 million in Port of Virginia improvements authorized by the 2016 General Assembly

Atlantic Gateway Rail Component



Atlantic Gateway is a \$1.4 Billion multi-modal program of projects that includes the following rail improvements:

- Long Bridge-Phase 1
- Dedicating the S-Line
- Constructing a Third Main Line Track (Franconia to Occoquan)
- Engineering for Long Bridge-Phase 2
- Improving Rail Operations Along the Corridor



DC2RVA Corridor Overview

- 123-mile corridor
- Follows CSX's rail line
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service

Why are we doing this?

- Increase passenger and freight rail capacity on I-95 corridor
 - Despite investments, this is the most unreliable and heavily congested corridor in Virginia (2013 VTRANS 2035 Update) and one of the most congested in the US
 - Additional VRE or Amtrak service is impossible without adding rail capacity
 - Additional truck diversions off I-95 are not possible without adding rail capacity
- Provide more frequent and reliable passenger trains
 - Almost double the current number of round trips
 - Safe, reliable service will improve mobility for workforce and business customer base, now and in the future
- Build upon current projects that are addressing freight and passenger bottlenecks, including Port of Virginia investments

DC2RVA Purpose & Need

 **Increase Reliability** 

 **Improve Frequency** 

 **Reduce Travel Time** 

 **Increase System Capacity** 

Schedule



Scoping

DRAFT Draft Purpose & Need **?** Final Purpose & Need

A
B
C Alternatives

A
C ~~X~~ Screening



DRAFT Draft EIS Final EIS

Record of Decision

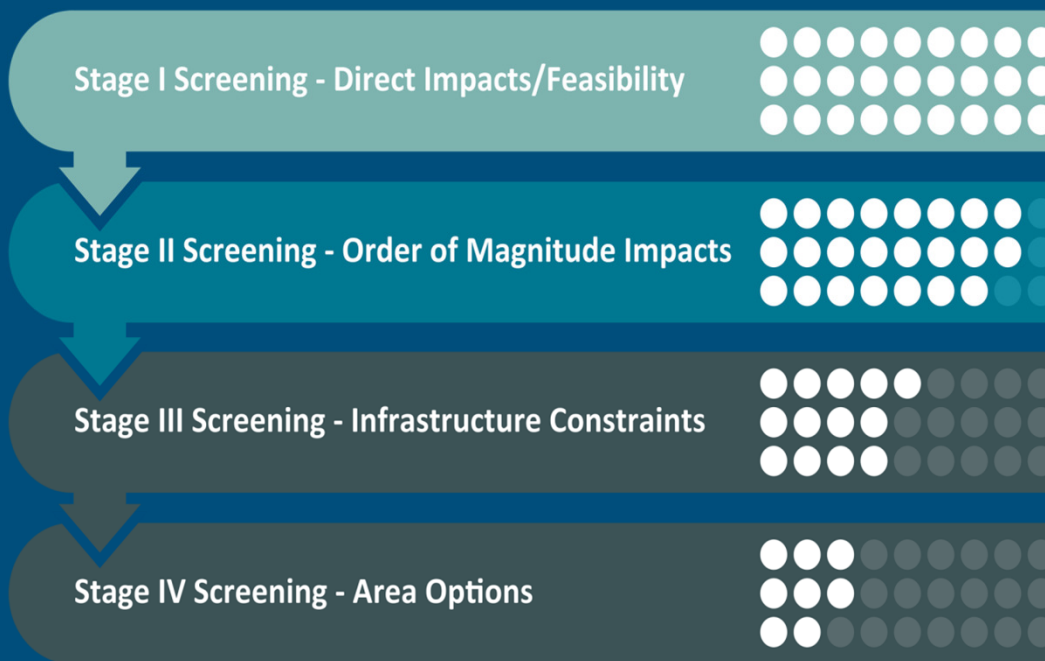


Existing and Future Service Assumptions

Train Service	Existing Service	2025 Build	2045 Build
Freight	20-30 Daily Trains	Existing + 2% annual growth (Est. 24-36 trains)	Existing + 2% annual growth (Est. 36-54 trains)
Amtrak Long Distance	10-11 Daily Trains (1 train 3x a week)	12 Daily Trains	12 Daily Trains
Interstate Corridor (NC)	2 Daily Trains	2 Daily Trains	2 Daily Trains
Northeast Regional (VA)	12 Daily Trains	14 Daily Trains	14 Daily Trains
VRE	34 Daily Trains (Including non-revenue movements)	38 Daily Trains	38-92 Daily Trains
Interstate Corridor (SEHSR)	Currently No Service	9 Daily Trains	9 Daily Trains
Total Daily Trains (est.)	78-89 Daily Trains	99-111 Daily Trains	111-183 Daily Trains

Draft EIS Evaluation Criteria & Screening Process

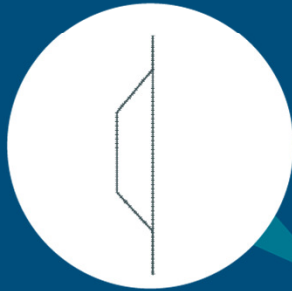
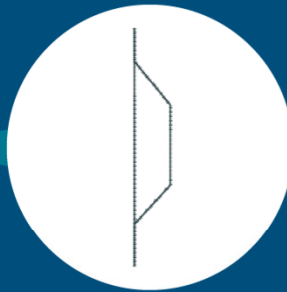
- Purpose and Need
- Natural/environmental
 - Wetlands
 - Air Quality
 - Noise
- Social
 - Cultural Resources
 - Environmental Justice
 - Title VI
 - Public Safety
- Economic
 - Annual O&M Costs
 - Infrastructure Costs
 - Ridership



Washington, D.C.



Fredericksburg



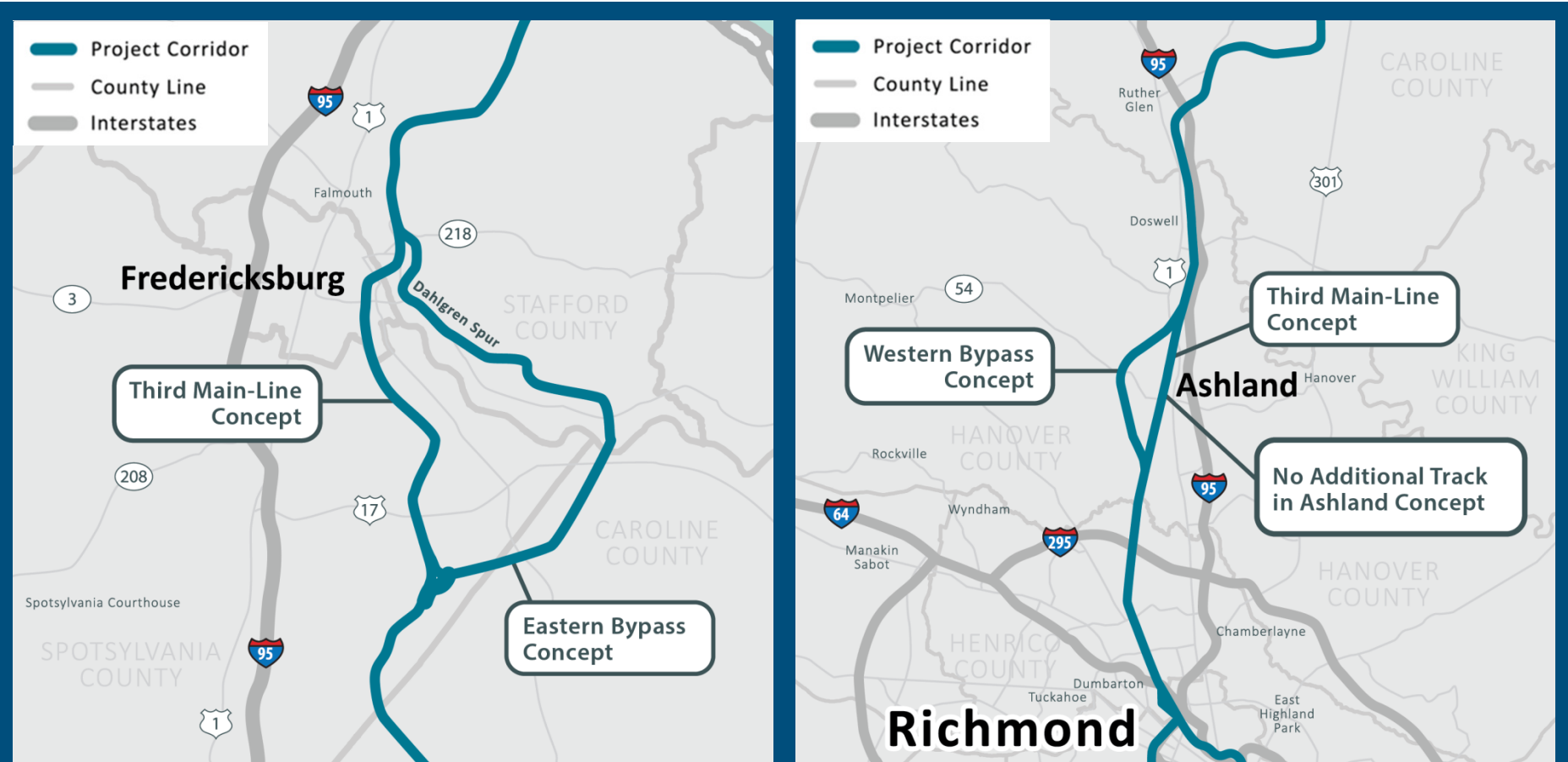
Ashland

Richmond



Summary of Alternatives Carried Forward

Fredericksburg & Ashland Concepts

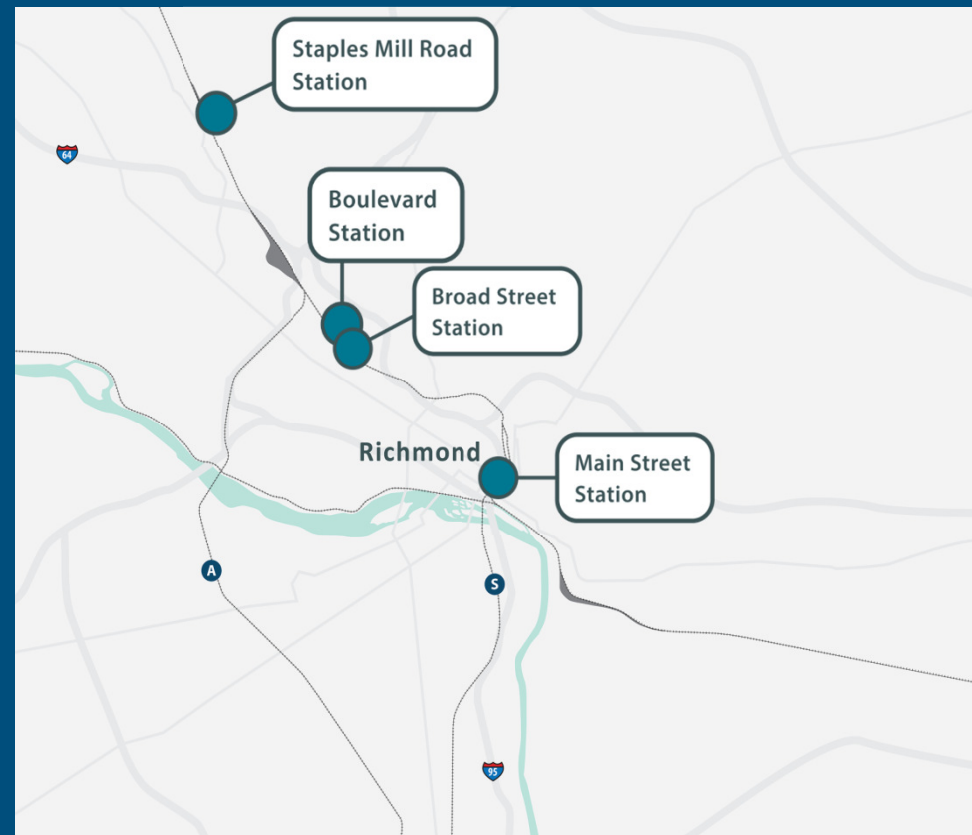


Fredericksburg Bypass

Ashland Bypass

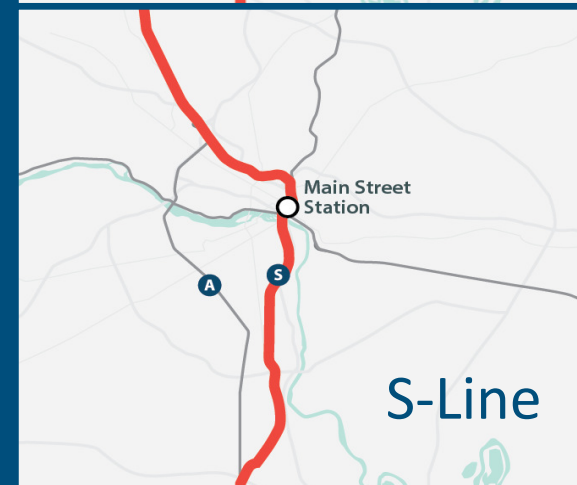
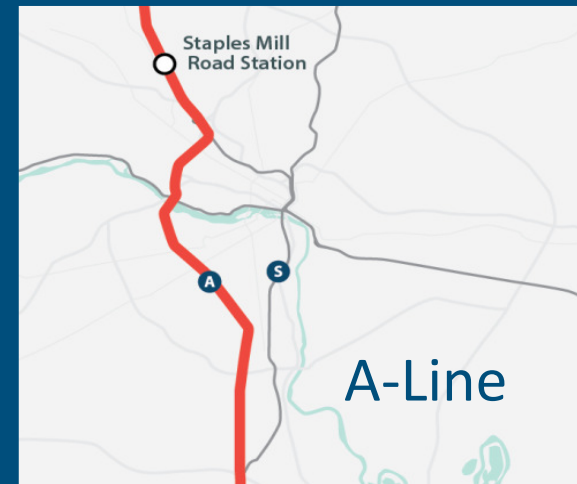
Richmond Station Concepts

- Single-station options:
 - Boulevard (new)
 - Broad Street (new)
 - Main Street
 - Staples Mill Road
- Two-station option:
 - Staples Mill Road & Main Street



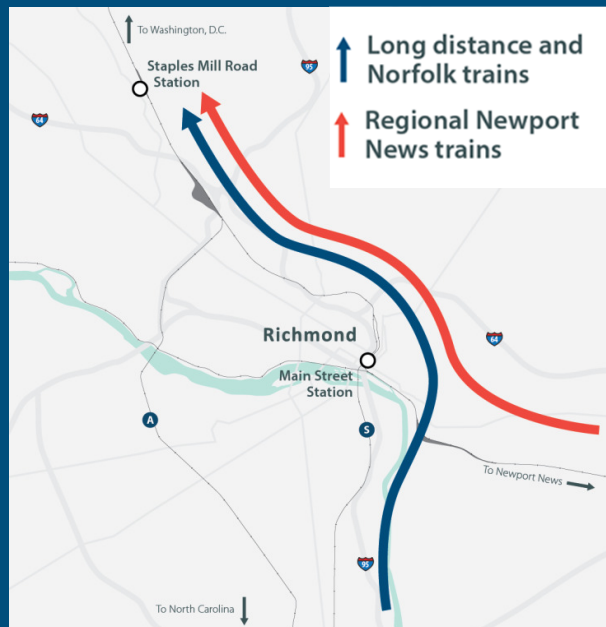
Richmond Route Concepts

- A-Line:
 - Double main-line capacity
 - Existing primary passenger service route
 - Double-track bridge across James River
- S-Line:
 - Single main-line capacity
 - Limited passenger service (Hampton Roads)
 - Significant speed restrictions
 - Unwelded track
 - Single-lane bridge across James River



Richmond Two-Station Service Concepts*

Main Street & Staples Mill Road- Full Service



Main Street & Staples Mill Road- Split Service



Main Street & Staples Mill Road- Shared Service



* Drawings are conceptual and not to scale

Richmond Single-Station Service Options*

Boulevard Only (new)



Broad Street Only (new)



* Drawings are conceptual and not to scale

Richmond Single-Station Service Concepts*

Main Street Only



Staples Mill Road Only



* Drawings are conceptual and not to scale

Outreach Summary

DC2RVA Public meetings (live and online)

- Pre-briefings with MPOs and Cooperating/Participating Agencies
- Advertised online and in print
- Notices to local governments and elected officials

Issue-specific outreach

- Field work access letters with early notices to public officials
- Series of meetings with station localities
- Participated in locally-hosted meetings
- Elected officials' briefings by region

Ongoing outreach

- DC2RVA Website – local interest sections, comment portal, FAQs
- Mailing list with over 13,000 contacts
- Newsletters and press releases – 105 news stories
- Social media – Nearly 1,400 Facebook posts and Twitter tweets

DC2RVA Project – Anticipated Next Steps

- Finalize costs, modeling
- Pre-public hearing briefings to localities, elected officials, CTB, etc.
- FRA DEIS review
- Draft EIS release – 11/2016
- Draft EIS Public Hearings - 12/2016
- 45-day public comment period
- Compile public comments
- CTB review
- Service development planning, preliminary engineering, and additional analysis
- Final EIS
- Record of Decision to be issued by FRA

