



Virginia Department of Rail and Public Transportation

DC2RVA Update

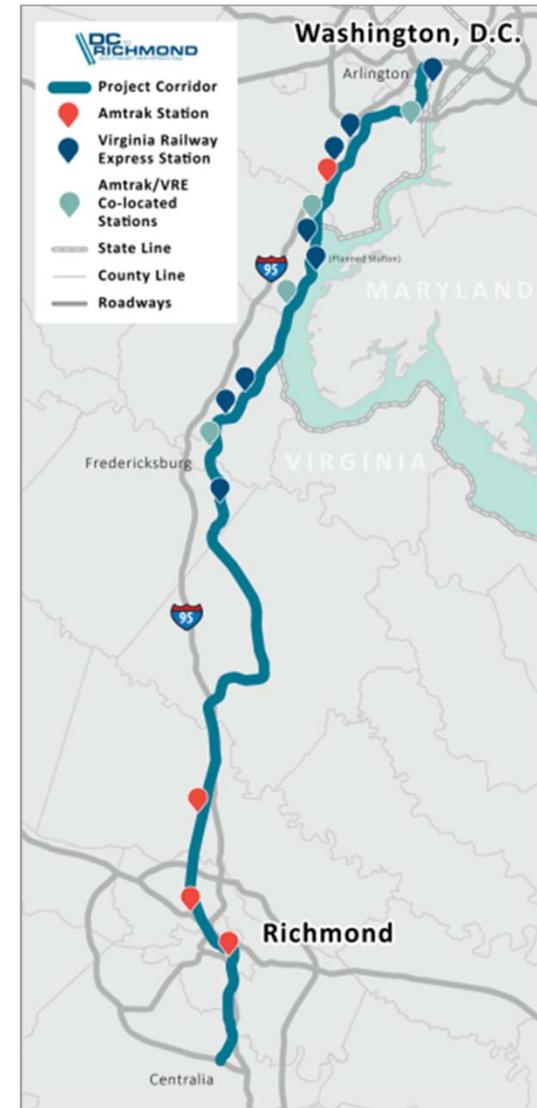
CTB Rail and Transit Subcommittee Briefing

May 14, 2019

Emily Stock
Manager of Rail
Planning

Purpose of DC₂RVA Project

- Increase passenger and freight capacity on the I-95 corridor
 - Least reliable and most 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



Purpose and
Need



IMPROVED
Reliability



INCREASED
**Frequency
of Service**

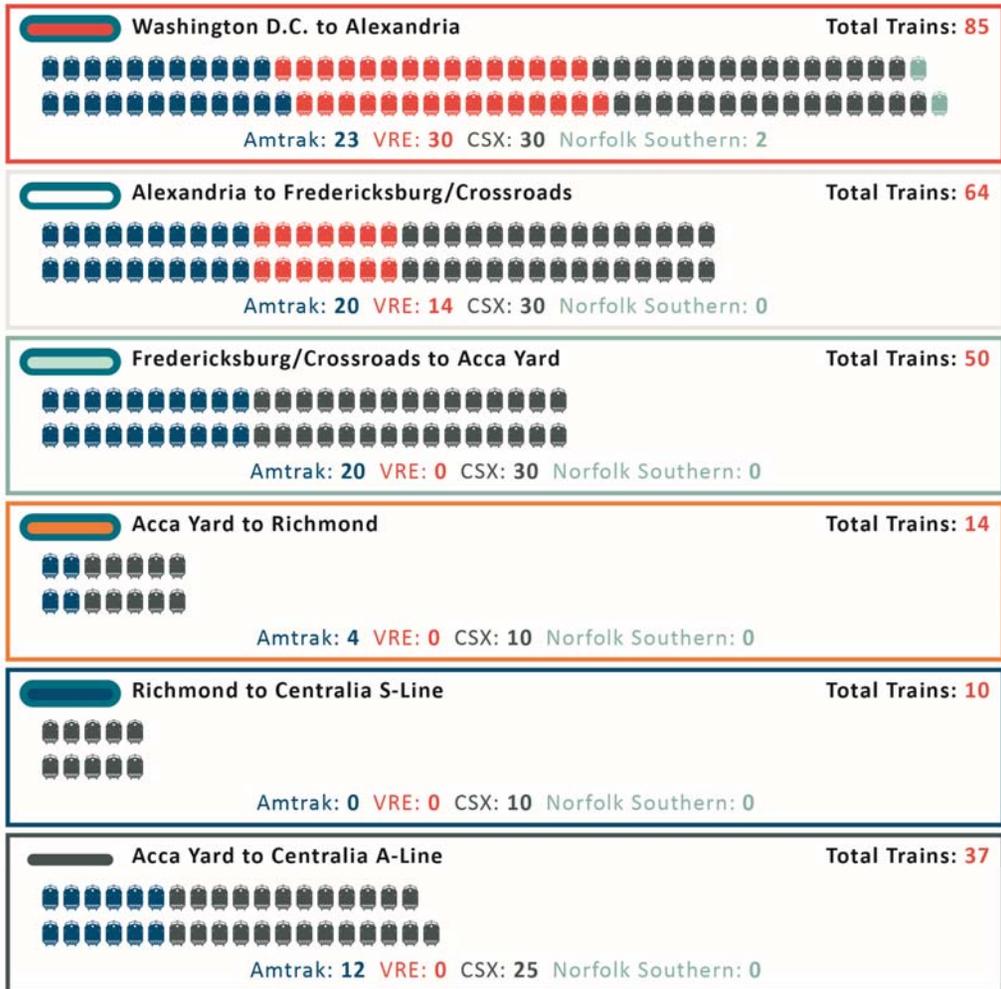


DECREASED
**Travel
Time**



DRPT

Number of Trains by Segment

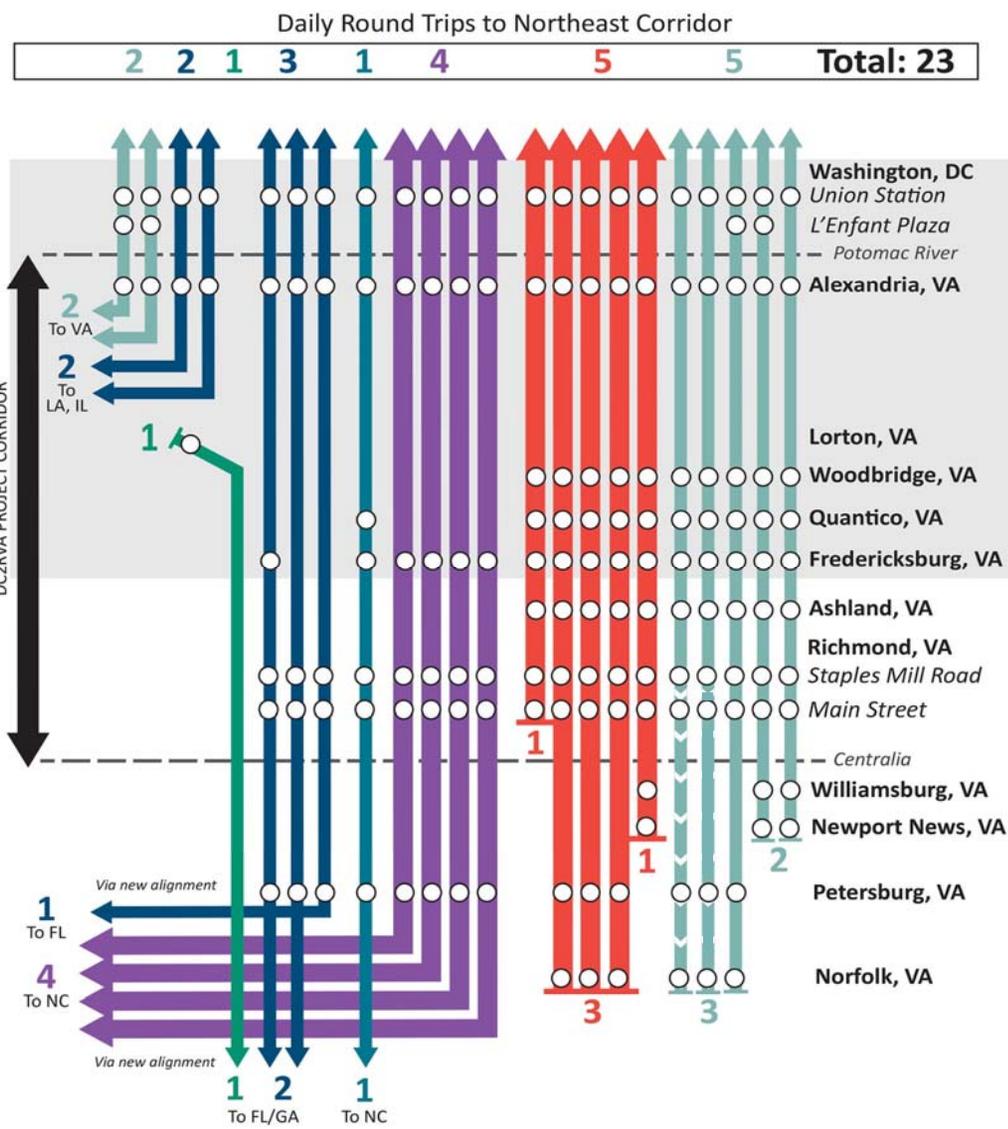


Planned Richmond to DC Passenger Trains

- █ Long Distance
- █ Northeast Regional (Virginia)
- █ Interstate Corridor (Carolinian)
- █ Auto Train
- ▤▤ Existing train extended to Norfolk
- Station Stop
- ▭ Also served by VRE

New Service Proposed by the Project: 9 daily round trips

- █ Northeast Regional (Southeast High Speed Rail): 5 daily round trips
- █ Interstate Corridor (Southeast High Speed Rail): 4 daily round trips



Connections to Virginia's Rail Service



DC2RVA builds on previous rail investments throughout the Commonwealth:

- Lynchburg (2009)
- Richmond (2010)
- Norfolk (2012 + 2019)
- Roanoke (2017)
- Continued VRE service growth



Improvement Elements

Construction of additional main line tracks and crossovers.



Straightening of curves.



Station area improvements.



Improvements to sidings and signals.



Improvements to grade crossings.



Area 1: Arlington

DRPT Recommendation: Alternative 1B

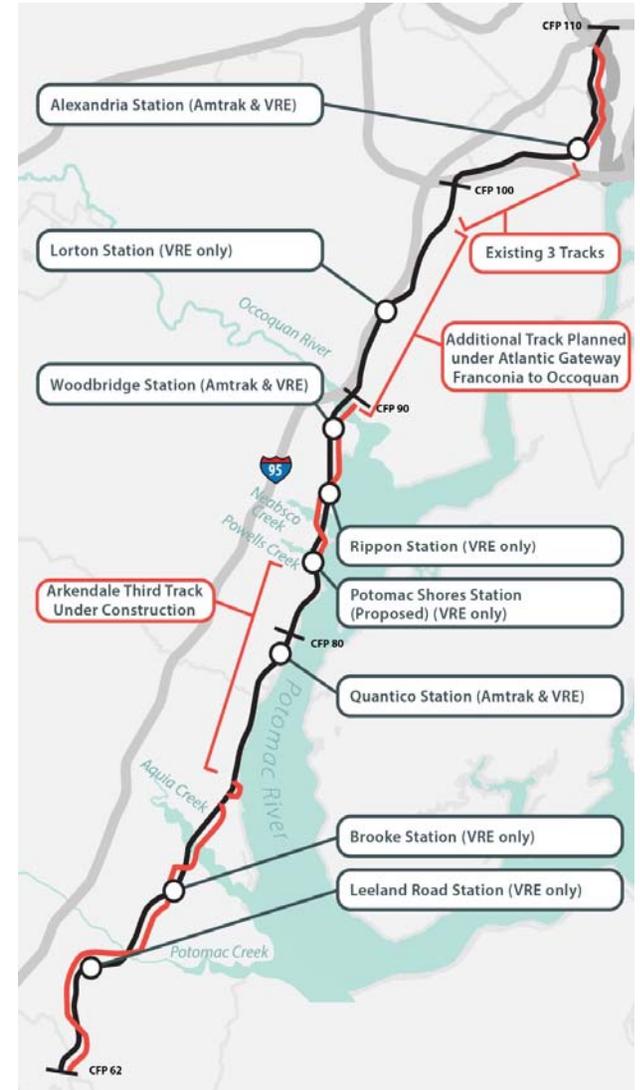
- Add two tracks within existing right-of-way to the west of the existing bridge
- Decision consistent with DDOT Long Bridge EIS Recommendation



Area 2: Northern VA

DRPT Recommendation: Alternative 2A

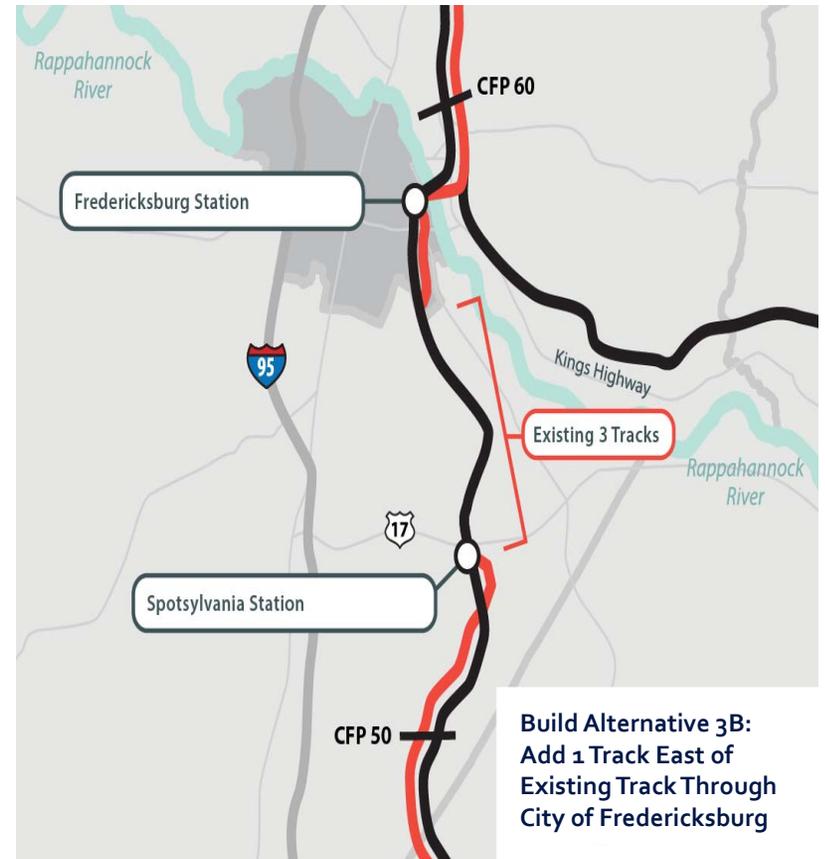
- Add fourth track from Crystal City to Alexandria
- Add third track from Alexandria to Fredericksburg within existing right-of-way



Area 3: Fredericksburg

DRPT Recommendation: Alternative 3B

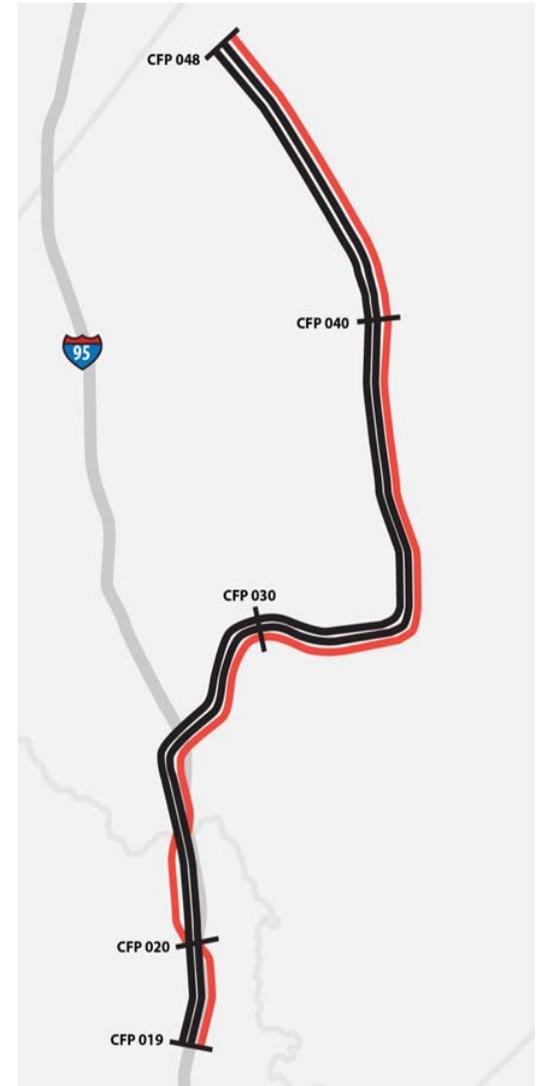
- Add third track through City of Fredericksburg
- Within existing right-of-way



Area 4: Central VA

DRPT Recommendation: Alternative 4A

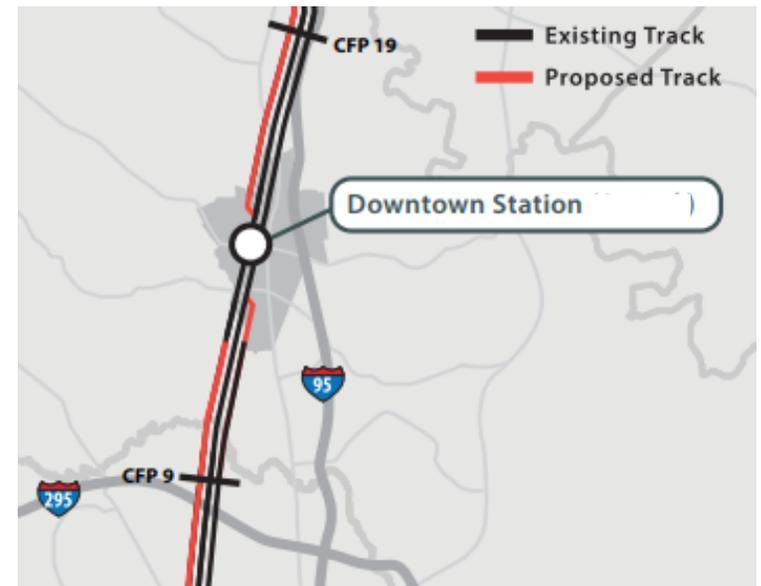
- Add Third Track from Spotsylvania to Doswell
- Within Existing Right-of-Way



Area 5: Ashland

DRPT Recommendation: Alternative 5A

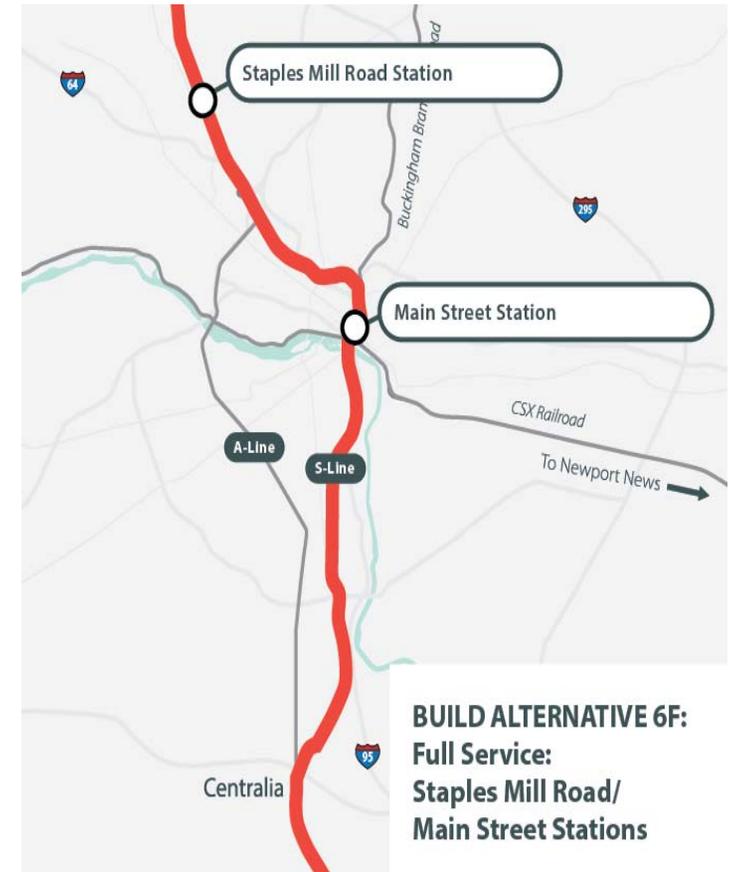
- Add third track north and south of the Town of Ashland
- Maintain two tracks on existing alignment through Ashland (3-2-3)



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



Analysis of Cultural Resources in Richmond



- Exceeded all state and federal requirements for historic and cultural resource analysis
- Documented over 50 above-ground resources and archeological sites in Shockoe Valley, including Lumpkins Jail/Devil's Half Acre, the Slave Burial Ground, and the Graveyard for Free People of Color and Slaves
- Analysis included 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
- Worked to minimize the platform length at Main Street Station, removed plans for a parking garage in Shockoe Bottom, and minimized the project footprint at Hospital Street
- Final EIS will summarize research, archeological and historical assets, and other information on the Shockoe Bottom Slave Trade

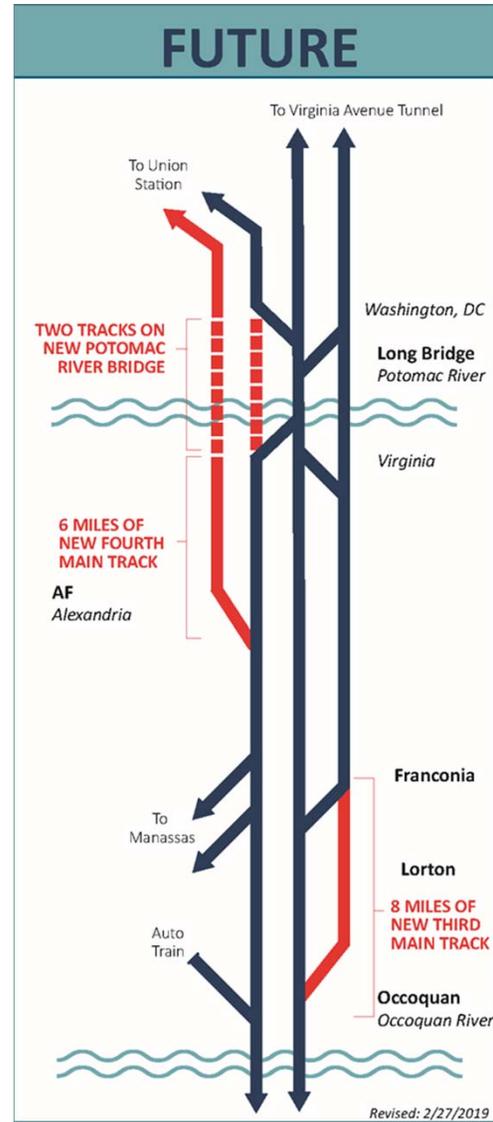
Area	Recommendation	Comparative Cost* (millions 2025 \$)
Northern Virginia	Additional third or fourth track	\$1,653
Arlington	Two additional tracks to match Long Bridge alignment	\$36 to \$47
Fredericksburg	Additional third track through City	\$507
Richmond	Main Street Station and Staples Mill Road Station 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

Current Status and Next Steps

- FRA has signed the FEIS, and it is back on OST's desk for final approval before it can be released for a required 30-day public review period.
- Record of Decision (ROD) document on track for release later this summer. The ROD is the final step in the environmental process.
- Keeping this schedule will ensure that the DOT's \$45 million FASTLANE grant will be obligated by the September 30th statutory deadline.
- FASTLANE grant will help fund a \$185 million 4th track project in Arlington's Crystal City and Alexandria. The 4th track project is important as it connects to the proposed 4-track Long Bridge project at the northern terminus of the DC2RVA project area.
- DRPT/Secretary Valentine's office in close contact with FRA and OST to keep process on track.





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