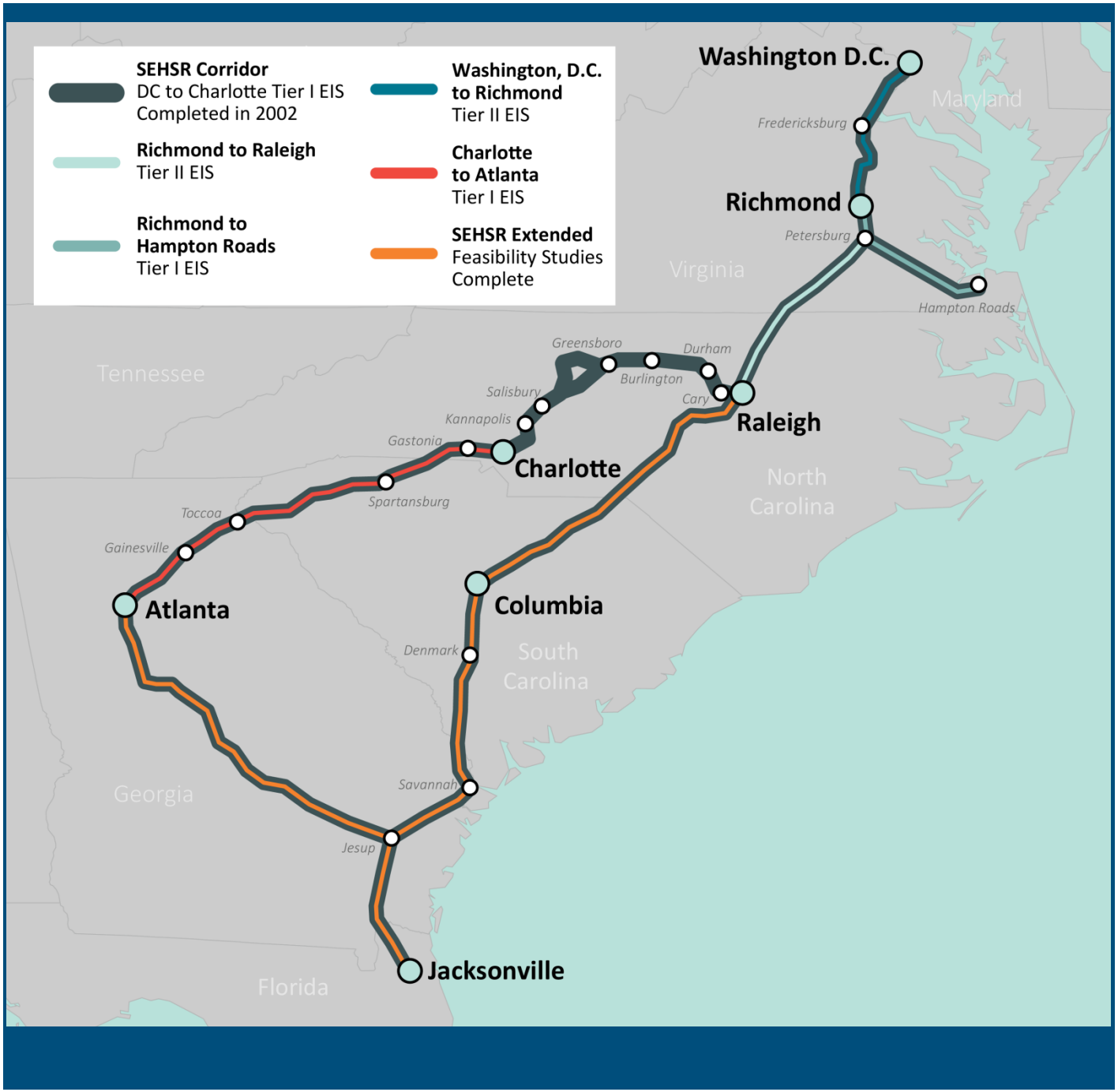
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

DC2RVA MWCOG October Update

October 25, 2016

DRPT Virginia Department of Rail and Public Transportation

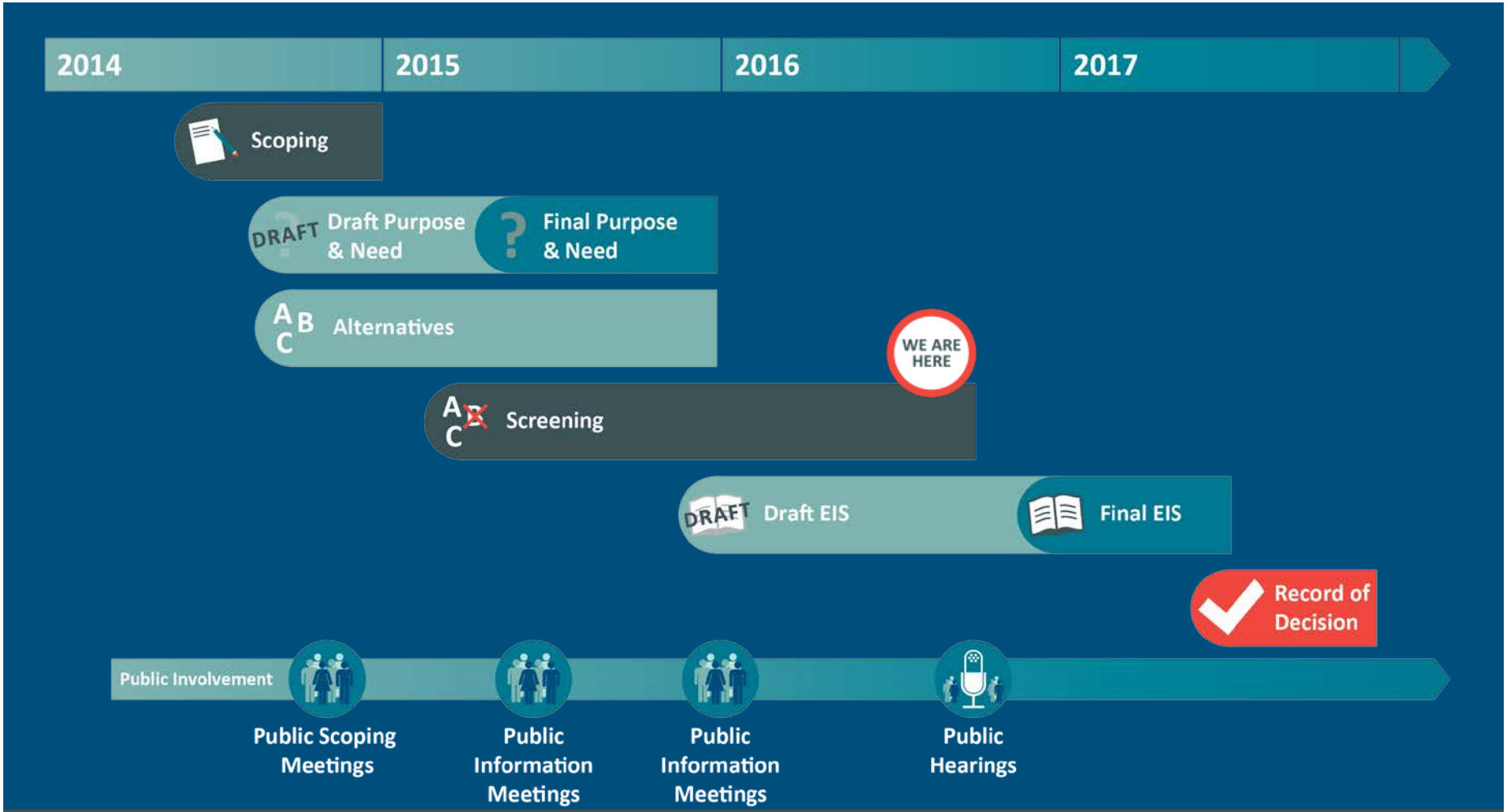
U.S. Department of Transportation
Federal Railroad Administration



Southeast High Speed Rail (SEHSR)

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

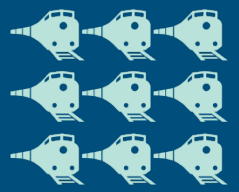
Schedule


2014
2015
2016
2017
Scoping
DRAFT
Draft Purpose & Need
Final Purpose & Need
A
B
C
Alternatives
WE ARE HERE
A
C
Screening
DRAFT
Draft EIS
Final EIS
Record of Decision
Public Involvement
Public Scoping Meetings
Public Information Meetings
Public Information Meetings
Public Hearings

DC2RVA Purpose & Need

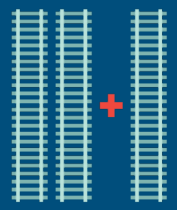
Increase Reliability

Improve Frequency



Reduce Travel Time

Increase System Capacity

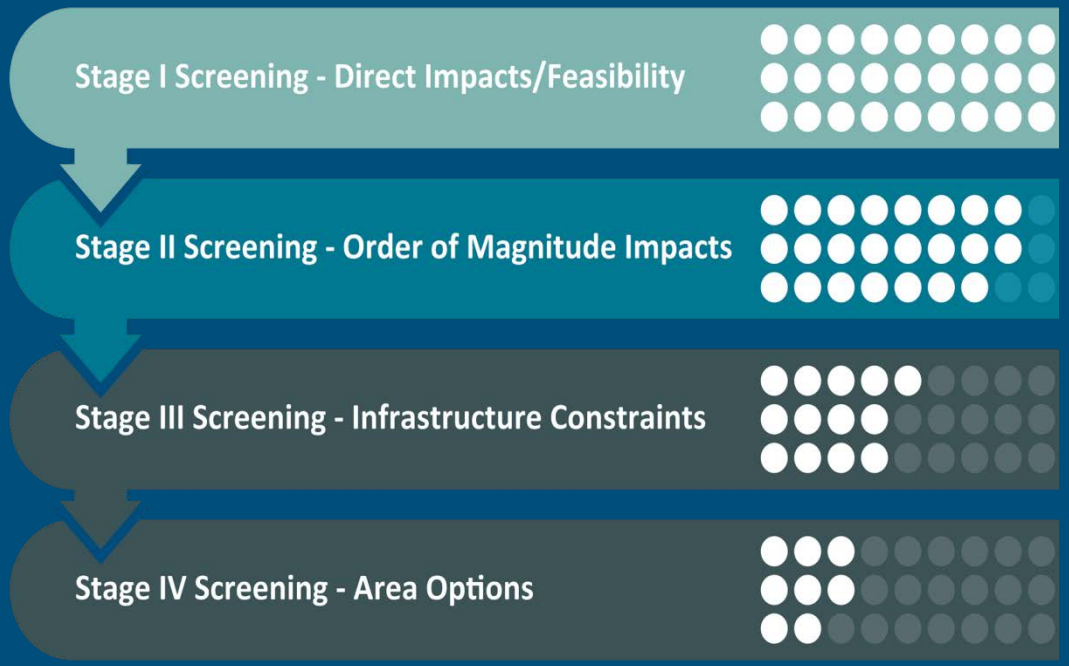


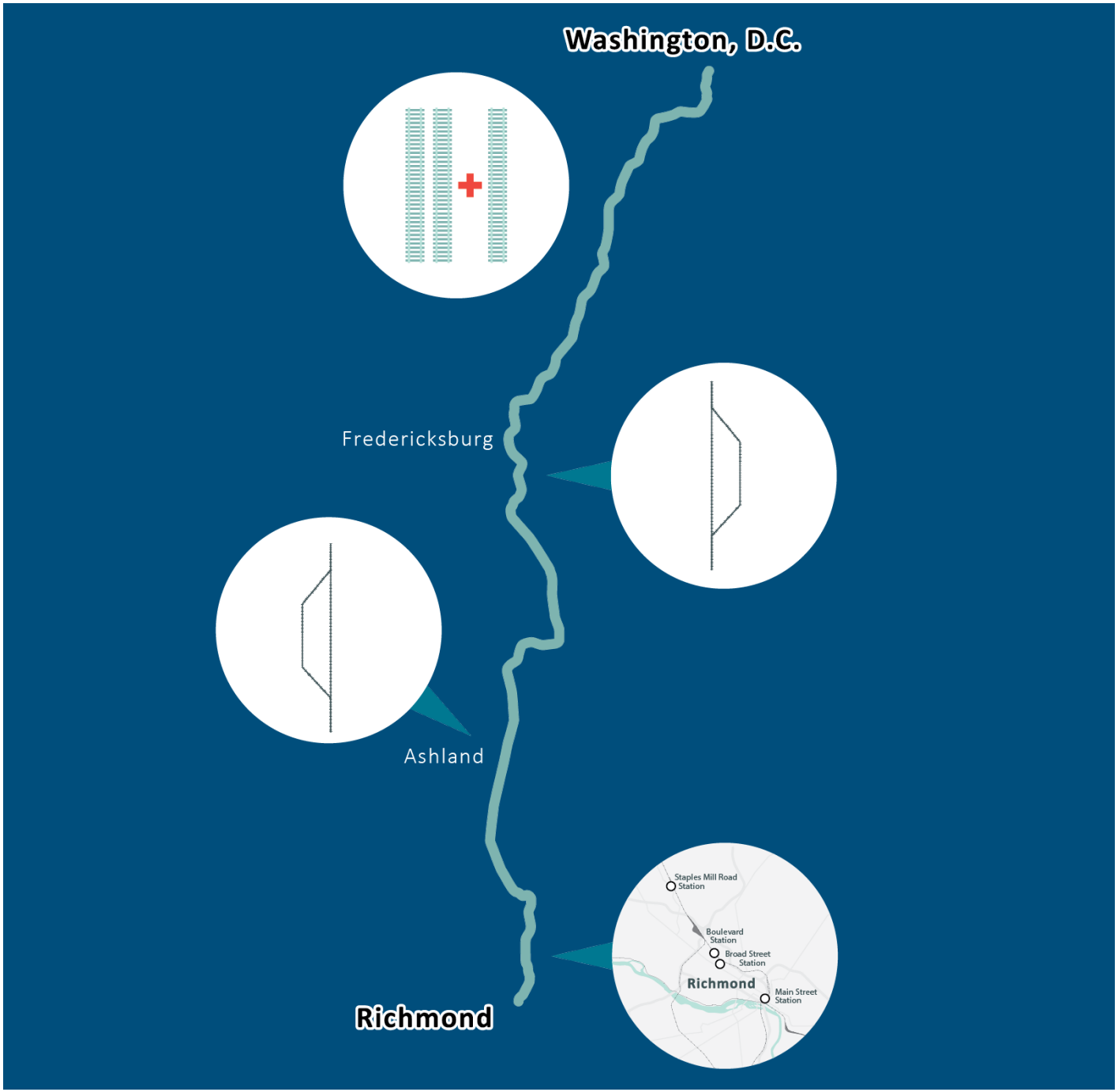
Existing and Future Service Assumptions

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

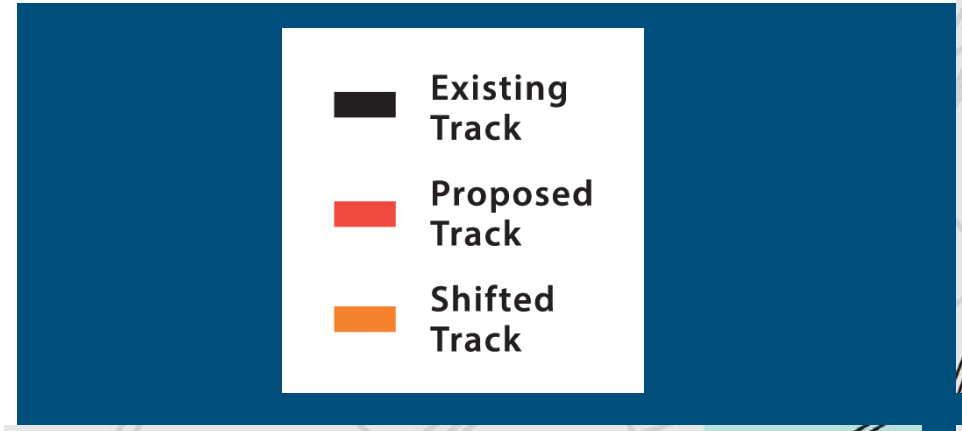


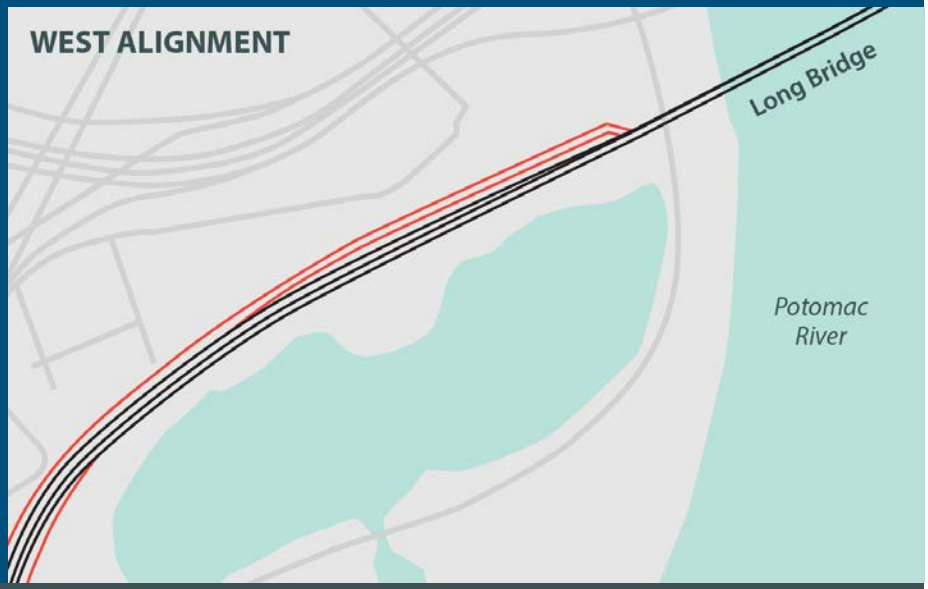


Summary of Alternatives Carried Forward

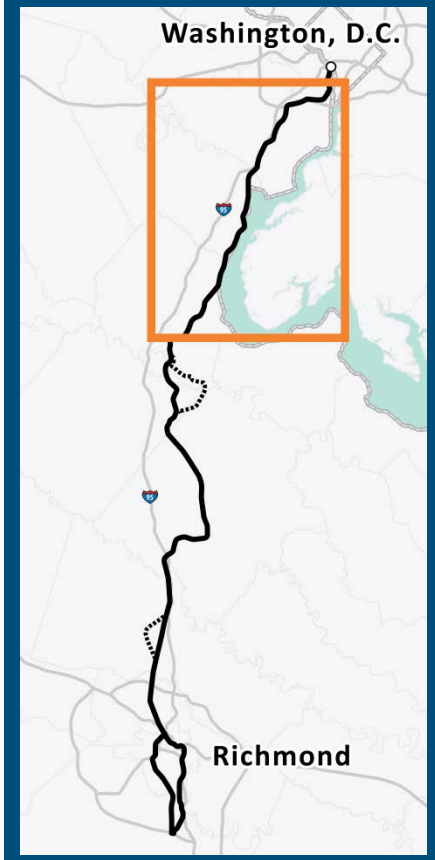
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Long Bridge Lead





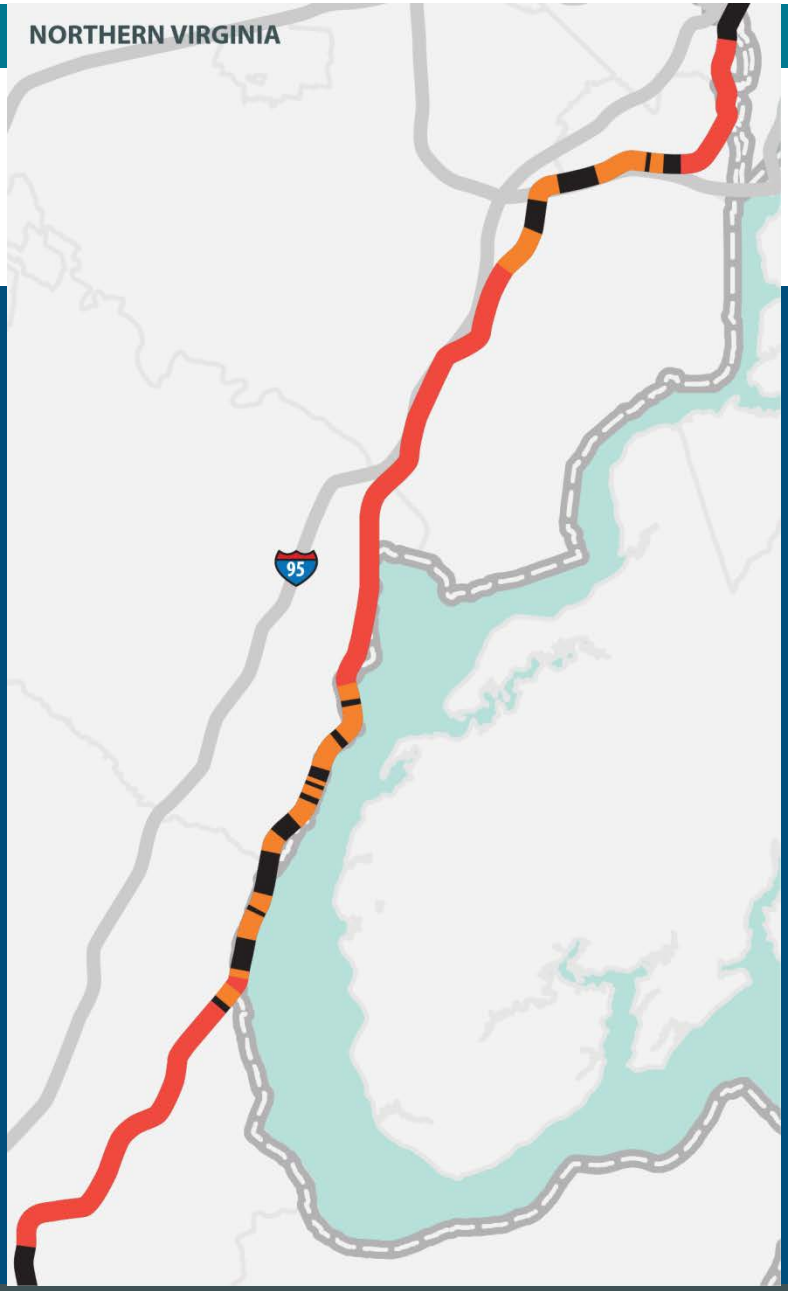
Northern Virginia – Common Corridor



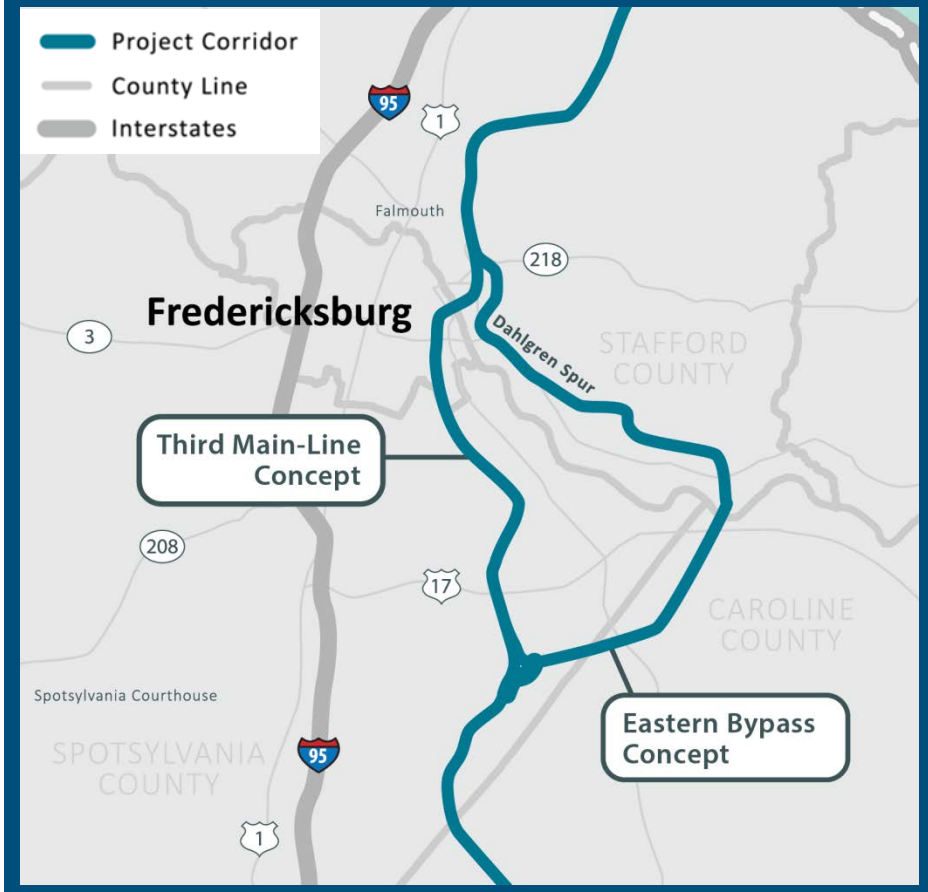
Existing Track

Proposed Track

Shifted Track



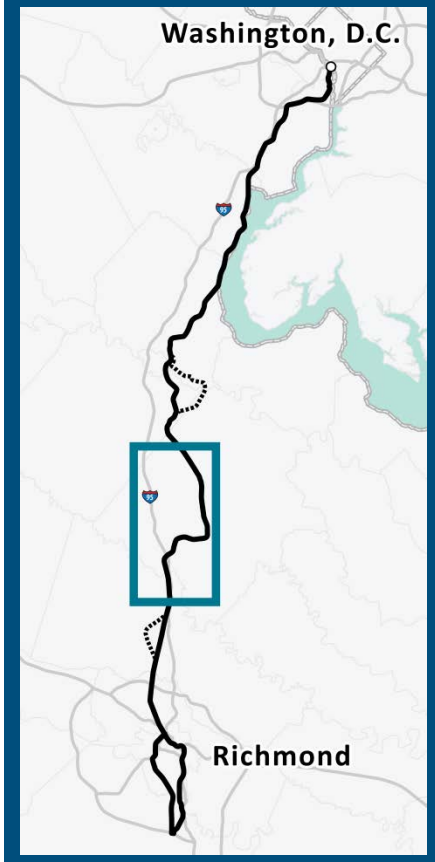
Fredericksburg & Ashland Concepts



Fredericksburg Bypass

Ashland Bypass

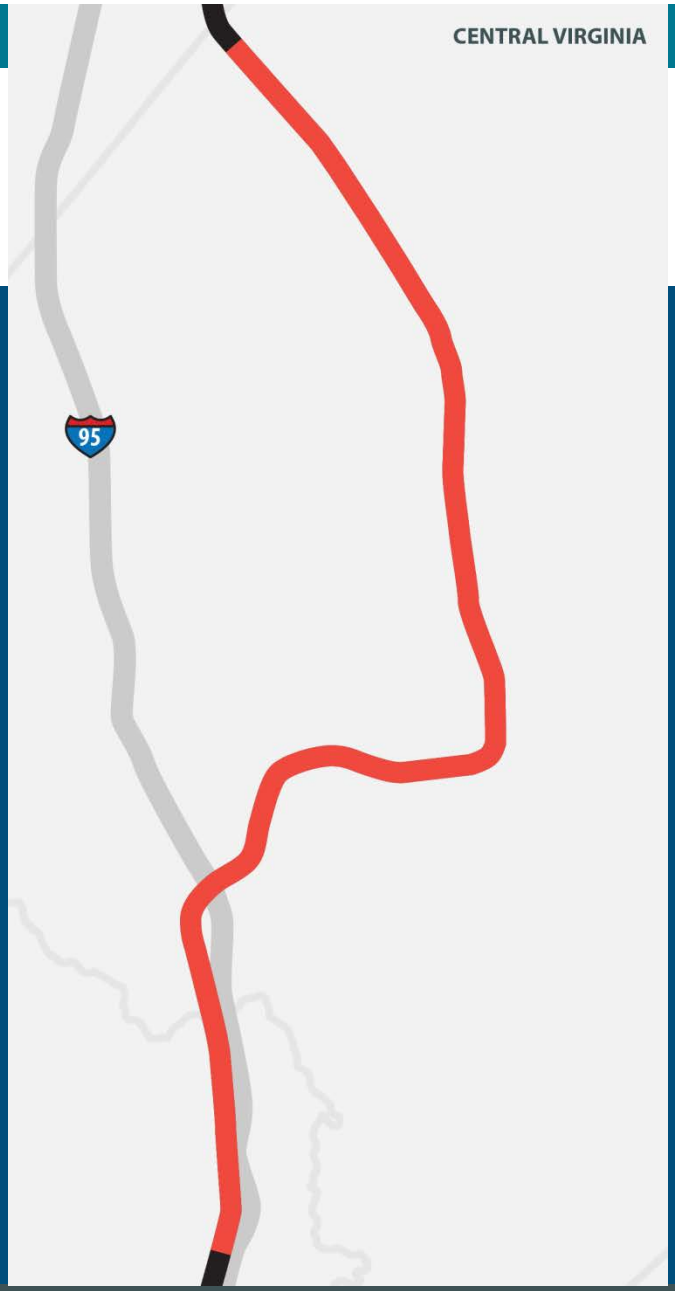
Central Virginia – Common Corridor



Existing Track

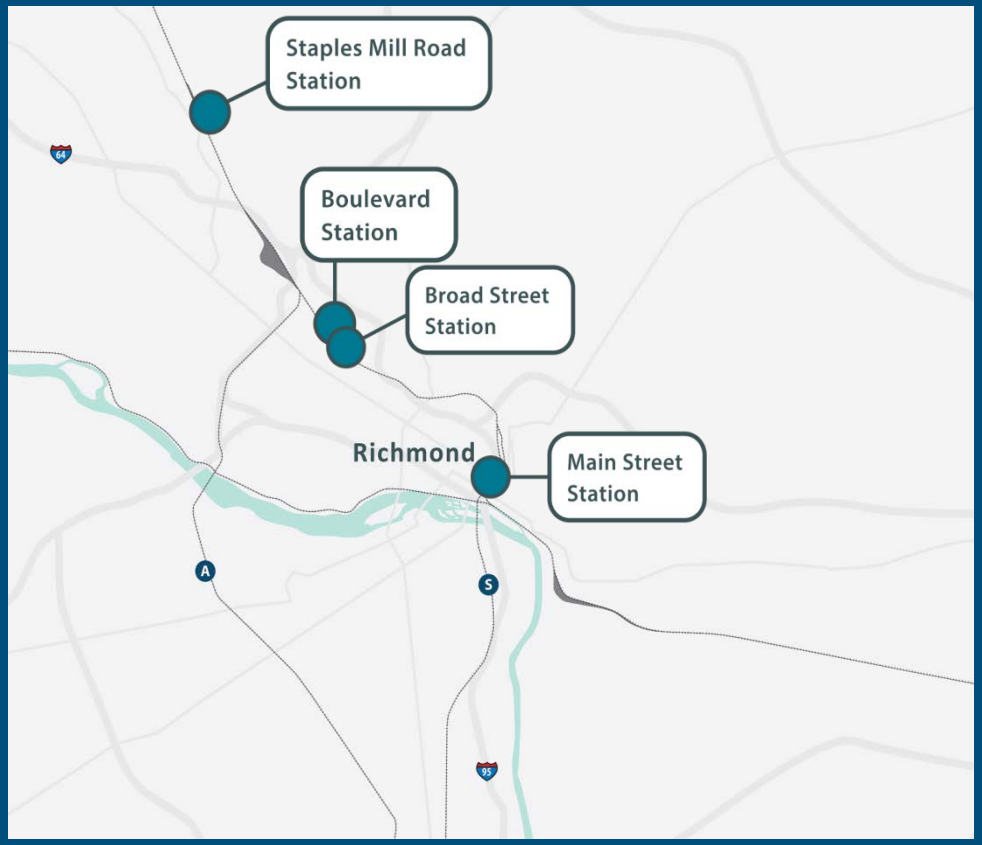
Proposed Track

Shifted Track



Richmond Station Concepts

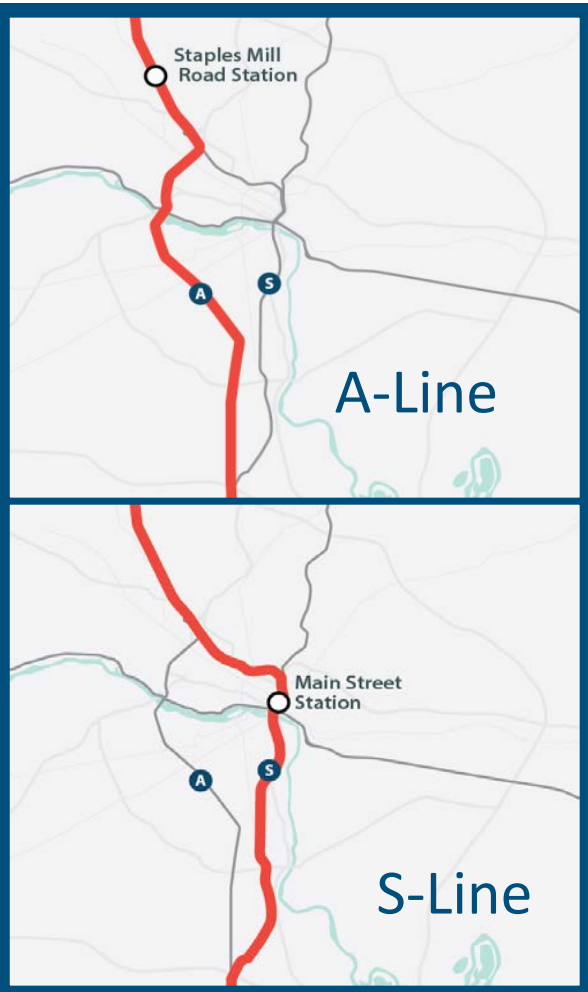
- Single-station options:
  - Boulevard (new)
  - Broad Street (new)
  - Main Street
  - Staples Mill Road
- Two-station option:
  - Staples Mill Road & Main Street



Richmond Route Concepts

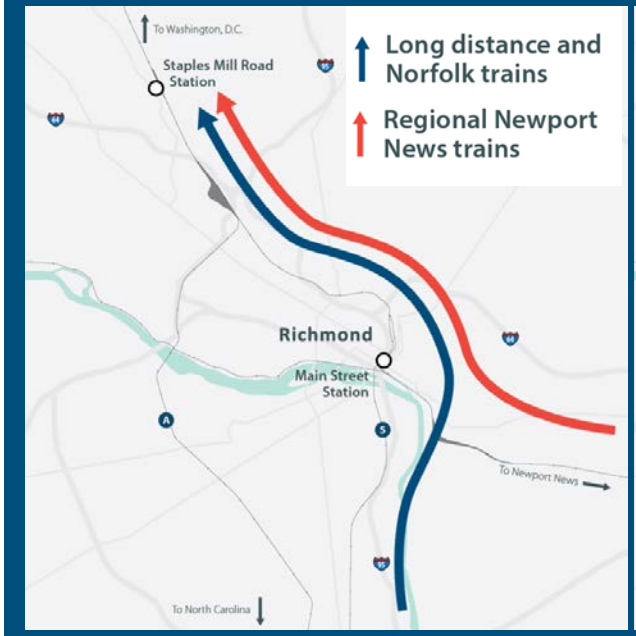
- A-Line:
  - Double main-line capacity
  - Existing primary passenger service route
  - Double-track bridge across James River

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

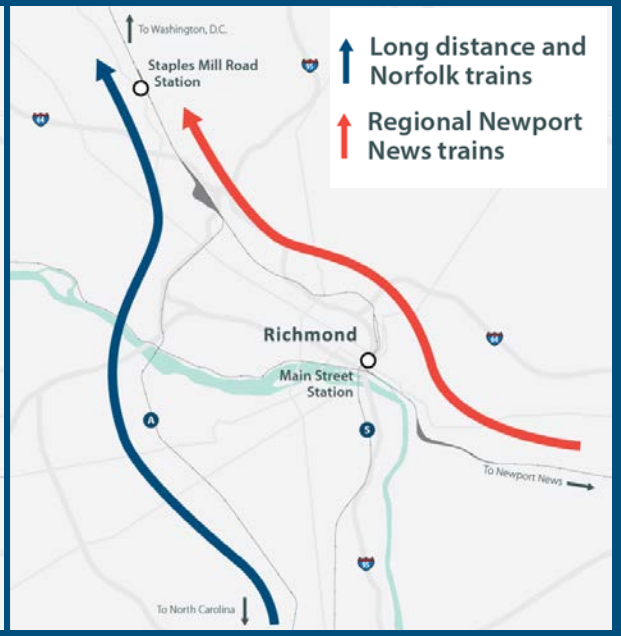


Richmond Two-Station Service Concepts*

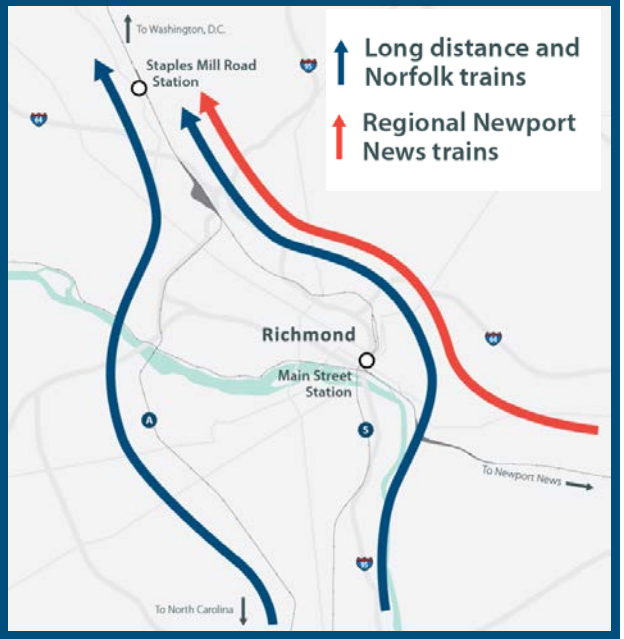
Main Street & Staples Mill Road- Full Service



Main Street & Staples Mill Road- Split Service



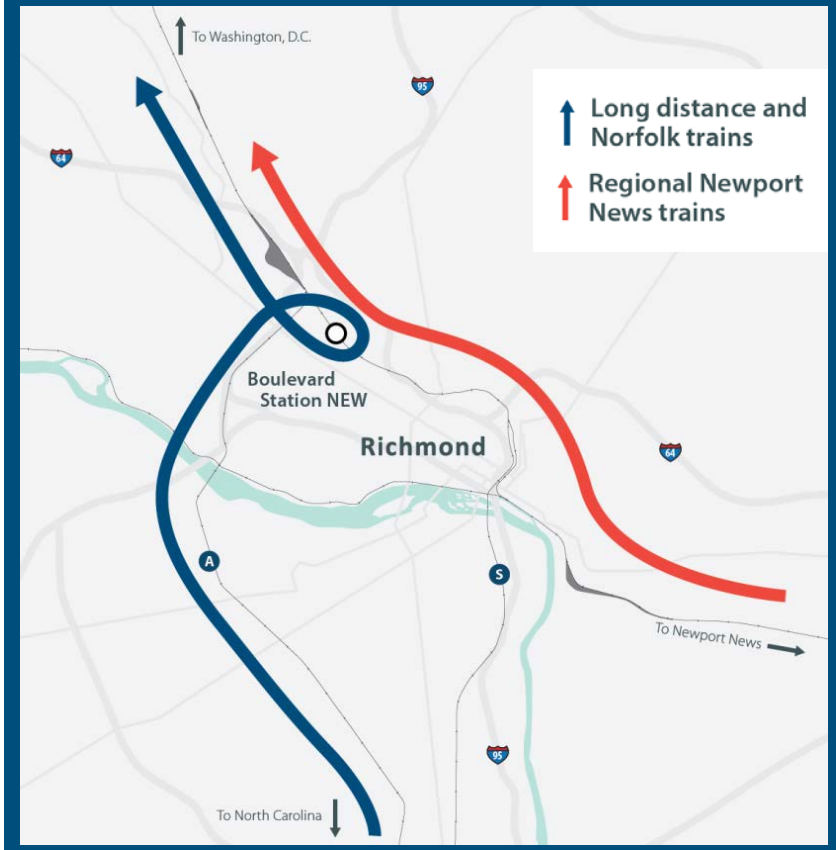
Main Street & Staples Mill Road- Shared Service



* 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*

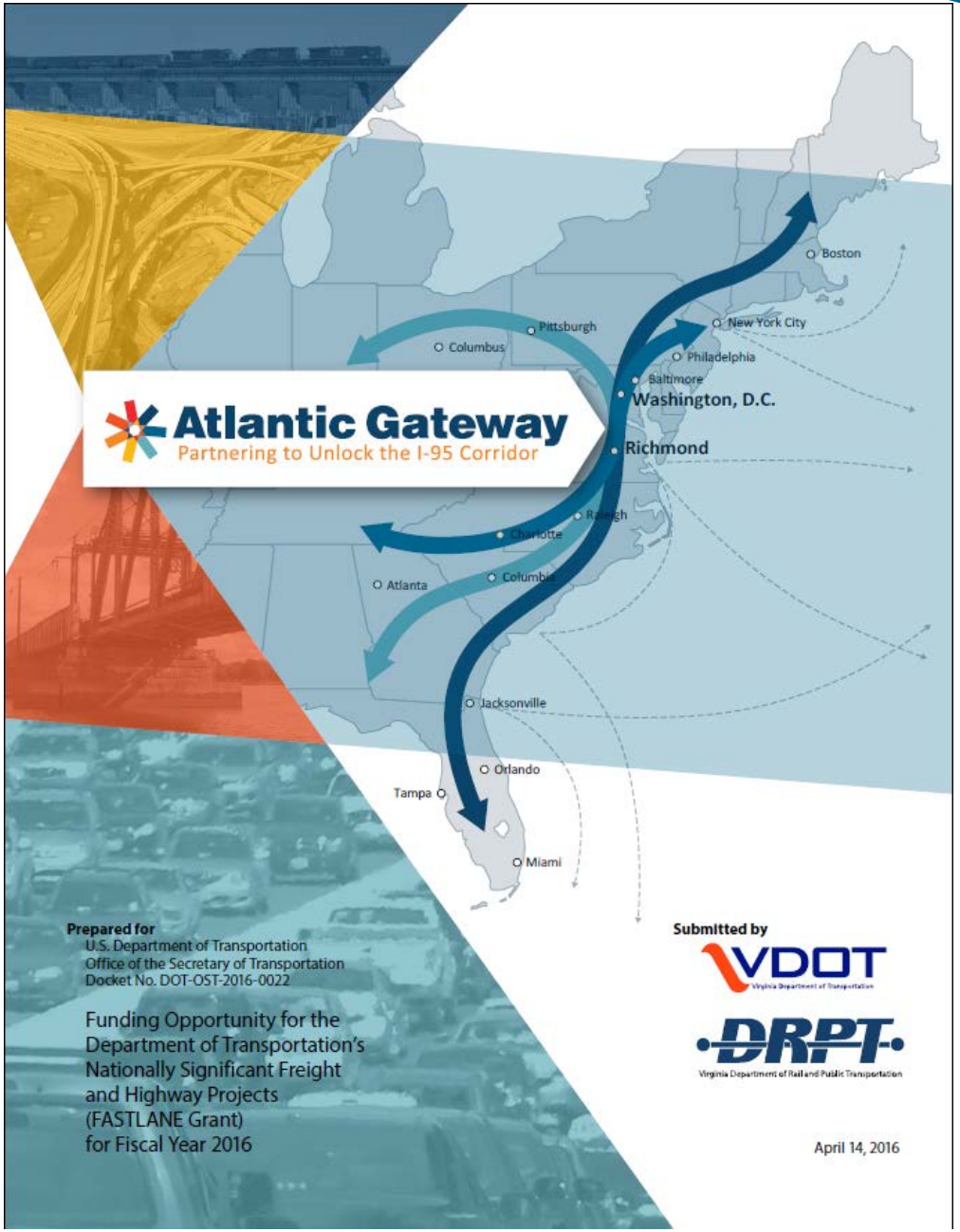
Main Street Only

Staples Mill Road Only

* Drawings are conceptual and not to scale

DC2RVA Project – Anticipated Next Steps

- FRA DEIS review
- Local briefings
- Draft EIS release – 12/2016
- Draft EIS Public Hearings - 1/2017
- 45-day public comment period
- Compile public comments
- CTB review
- Service development planning, preliminary engineering, and additional analysis
- Additional local coordination; ongoing coordination with Atlantic Gateway Program and other related transportation projects
- Final EIS
- Record of Decision to be issued by FRA



Commonwealth of Virginia selected for $165 Million FASTLANE grant

Project Partners

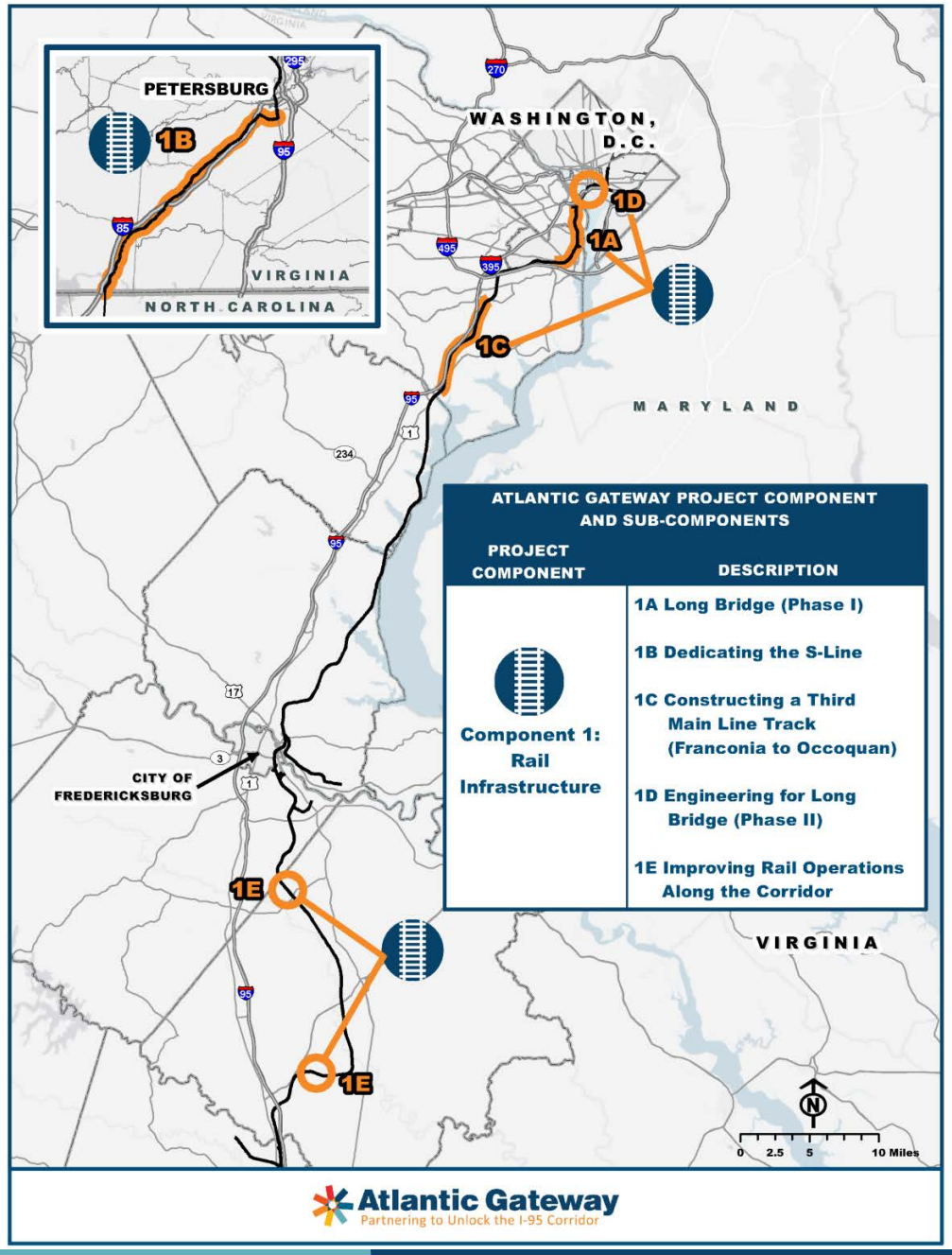
- DRPT, VDOT, Transurban, CSX

Purpose

- Accelerate projects for long-term, multimodal network
- Resolve bottlenecks, congestion, safety concerns
- Accommodate growth

Total Atlantic Gateway Cost

- $1.4 Billion

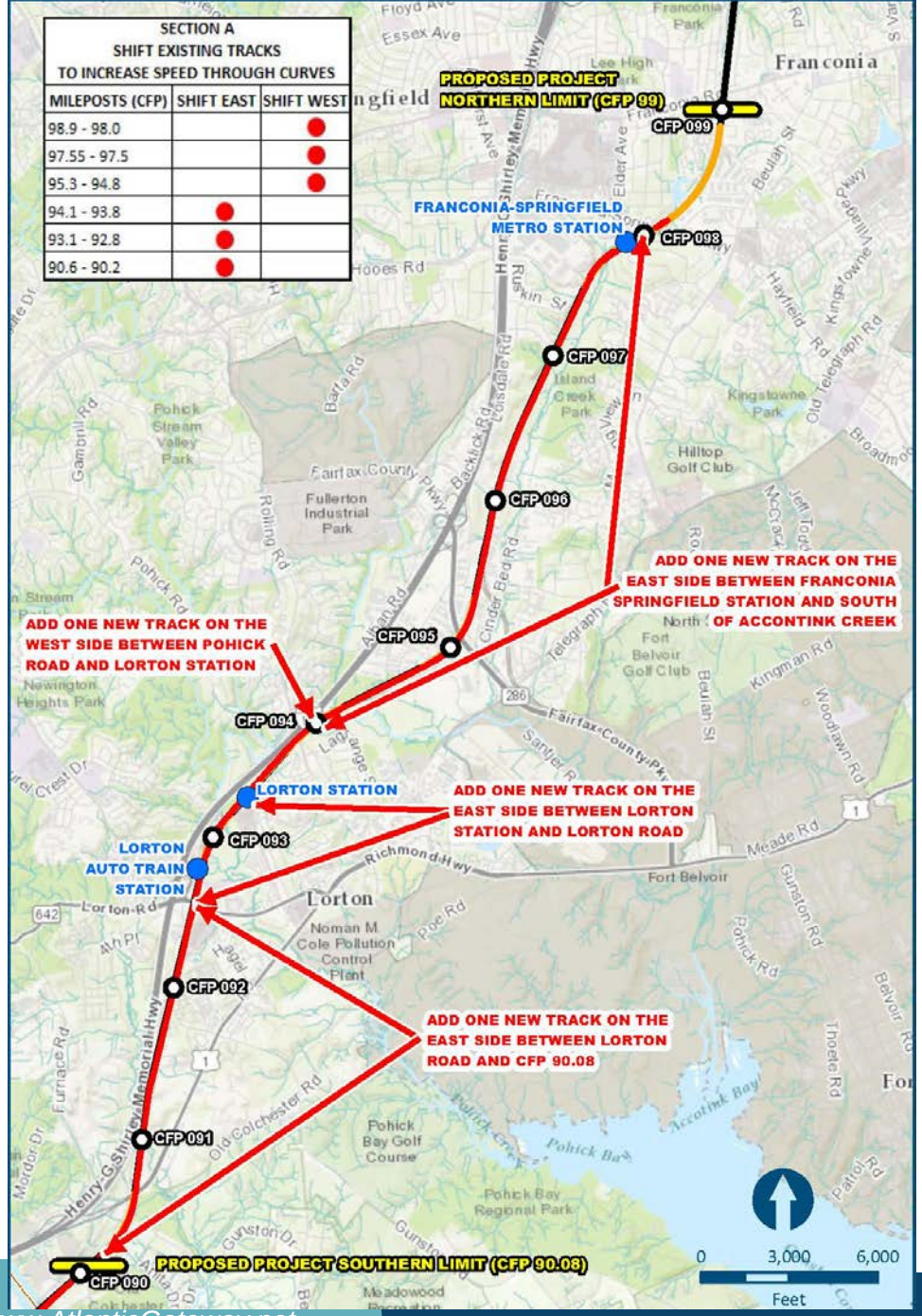


Atlantic Gateway Rail Components

- 6 miles 4th track RO to AF in Arlington/Alexandria (aka Long Bridge Phase 1)
- Dedicate the S-Line South of Petersburg
- Construct a Third Main Line Track (Franconia to Occoquan)
- Engineering for Long Bridge (Phase 2)
- Rail Crossovers in Central Corridor

Long Bridge Phase 1

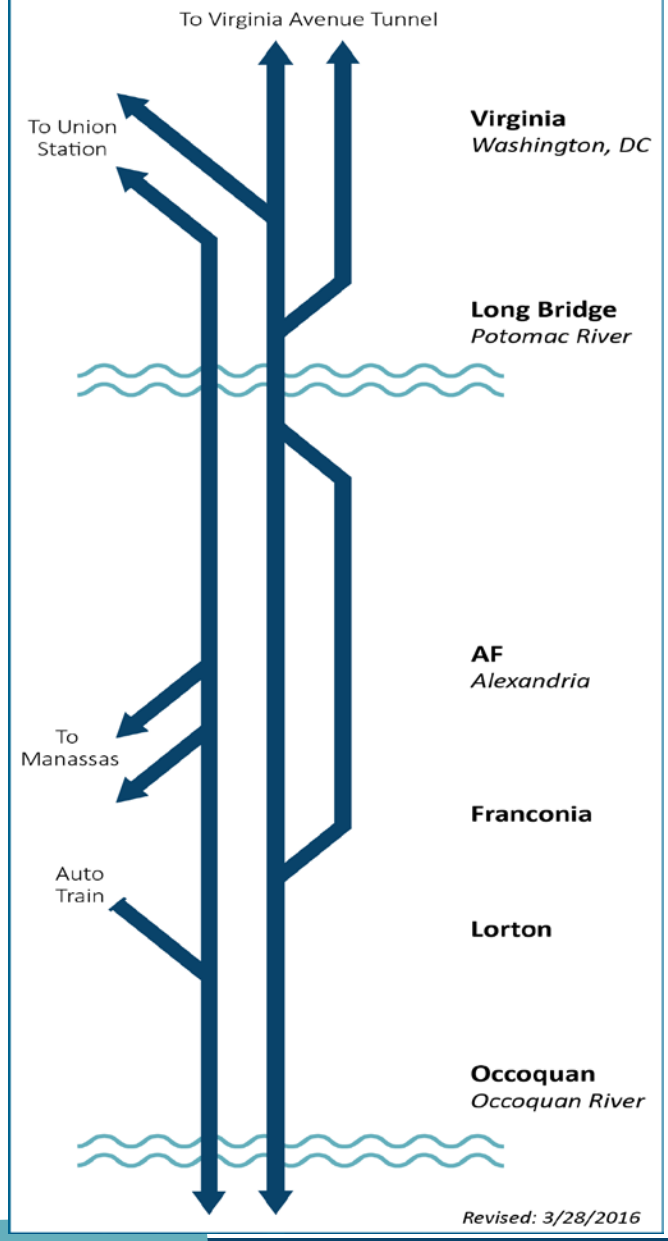
- Construct 6 miles of new, fourth mainline track from Control Point RO in Arlington, Virginia to Control Point AF in Alexandria, Virginia.
- Increase rail capacity between Washington, DC and Virginia across the Potomac River.
- NEPA completion anticipated as part of DC2RVA Fall 2017



Franconia to Occoquan Third Mainline

- Construct approximately eight miles of new third main line track on CSX's RF&P Subdivision between VRE Franconia/Springfield Station to north of the Occoquan River in Fairfax County, Virginia.
- NEPA completion anticipated as part of DC2RVA Summer 2016 as a documented Categorical Exclusion

TODAY



FUTURE