



The study area stretches from the banks of the Potomac River in Arlington, Va. to Centralia, in Chester, Va.

Overview

- 115-Mile Segment
- Along CSX's Richmond, Fredericksburg, and Potomac Subdivision
- Shared freight rail and passenger rail corridor

Possible Improvements

- 90-MPH Maximum Authorized Speed (MAS)
- Construct Additional Main Line
- Straighten Curves
- Improve Sidings and Signals
- Improve Stations
- Improve Grade Crossing Safety
- Add four new higher speed passenger round-trips

NEPA Tier II Document

Will analyze and refine the decision from the Tier I effort: make incremental rail improvements that increase efficiency and speed, while using the existing rail right of way to the maximum extent practicable. Tiered study approach will further quantify, analyze and document impacts and identify potential mitigation measures.

Documentation and decisions will lead to a ROD, permitting, final design, right of way acquisition and construction.

Richmond to Washington, D.C.

Southeast High Speed Rail

How Did We Get Here?

The Washington, D.C. to Richmond passenger rail study is funded through a cooperative agreement between DRPT and FRA to complete National Environmental Policy Act (NEPA) environmental review and preliminary engineering for rail improvements in the Southeast High Speed Rail (SEHSR) I-95 Corridor.

The environmental review will be documented in a Tier II Environmental Impact Statement (EIS) and will be accompanied by the preparation of preliminary engineering documents for the individual improvements proposed.

Background

A Tier I EIS and Record of Decision (ROD) were completed in 2002 for the entire SEHSR corridor from Washington, D.C. to Charlotte, N.C., including the area between Washington, D.C. to Richmond. The preferred alternative documented in the ROD called for incremental rail improvements that generate benefits of higher speeds and minimize impacts by using existing rail infrastructure and railroad right of way.

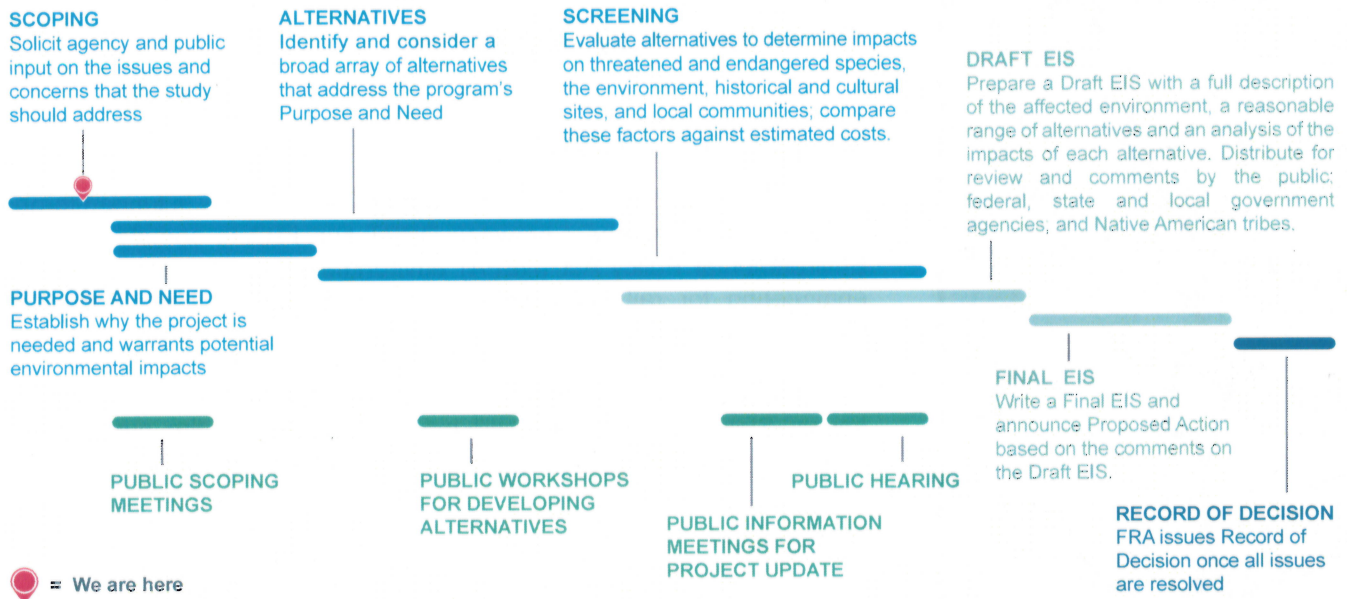
Study Area

The study area to be evaluated for potential environmental benefits and impacts is located on CSX Transportation's Richmond, Fredericksburg, and Potomac Subdivision between the Potomac River in Arlington, Va., and Richmond, Va. It includes the CSX segment south of Richmond to Centralia, located in Chester, Va., which will serve the continuation of the SEHSR corridor to Raleigh, N.C. and the recently reestablished passenger extension to Norfolk.

Public Scoping Meetings

November 5, 2014	November 6, 2014	November 12, 2014	November 13, 2014
5:00 – 7:30 p.m.	5:00 – 7:30 p.m.	5:00 – 7:30 p.m.	5:00 – 7:30 p.m.
Ashland	Richmond	Fredericksburg area	Arlington
Hanover Arts and Activities Center 500 S. Center St.	Department of Motor Vehicles 2300 W. Broad St.	National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Highway	Westin Crystal City 1800 Jefferson Davis Highway

Tier II EIS Analysis Approach Timeline



Scoping Process

The scoping process will kick off the Tier II EIS. Agency scoping meetings will be held to discuss issues related to the Study as identified by affected federal, state and local agencies as well as Native American groups, including tribes.

The goals of the scoping meetings are to:

- Introduce the Tier II Draft EIS study to the regulatory and resource agencies, special interest groups, and the general public.
- Review background from Tier I Final EIS.
- Engage the agencies and the public in active discussion about the study.
- Obtain feedback from the agencies and the public to develop final Purpose and Need.
- Obtain feedback from the agencies and the public to provide input into the final scope of work.
- Hear from You—Obtain feedback on Preferred Alternative and Potential Impacts and possible mitigations.

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Ashland	Richmond	Fredericksburg area	Arlington

Southeast High Speed Rail

Part of a plan dating back to 1994 by USDOT and the states of Virginia and North Carolina to develop a nationwide high-speed rail network as one component of a nationwide intermodal transportation network. The proposed SEHSR project involves the development, implementation and operation of higher speed passenger rail service in the approximately 500-mile travel corridor from Washington, D.C. through Richmond, Va. and Raleigh, N.C. to Charlotte, N.C.

The purpose of the SEHSR project is to offer a competitive transportation mode that will divert travelers from air and auto travel within the SEHSR corridor. The solution will work at providing the traveling public – particularly special populations such as the elderly and the disabled – with improved transportation choices, help ease existing and future congestion (air, highway, passenger rail) within the corridor, and improve safety and energy effectiveness within the transportation network.