

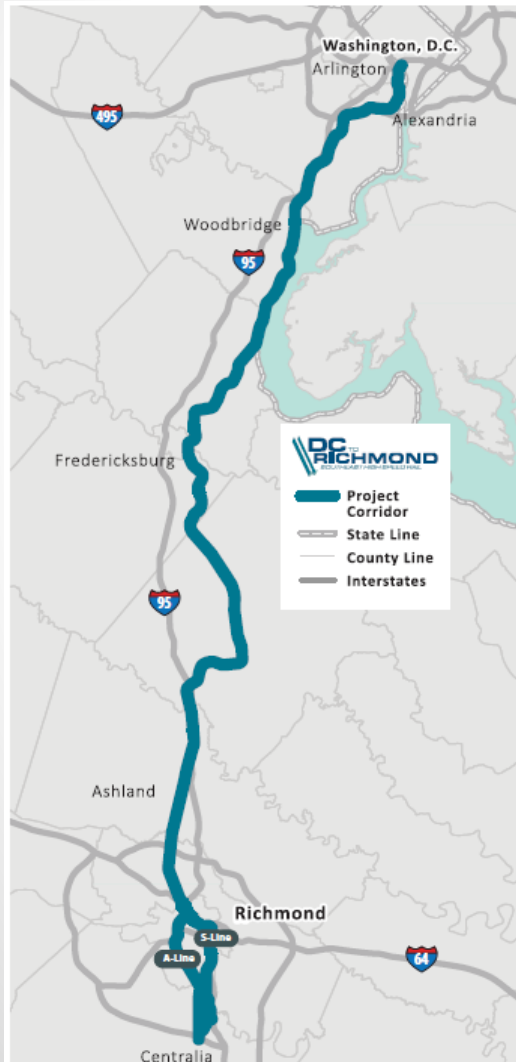


DC2RVA Tier II Draft Environmental Impact Statement

City Council
October 24, 2017

DC2RVA Overview

- Federal Railroad Administration & Virginia Department of Rail & Public Transportation sponsored project
- 123-mile rail corridor from the Long Bridge in Arlington to Richmond
- Project goals:
 - Improve reliability and on-time performance
 - Reduce travel time and improve trip times
 - Increase Amtrak service between DC and Richmond by adding up to 9 round-trips; currently 10 trips per day



Project Description - Alexandria



- Construct a fourth track from Crystal City to Alexandria
- Slight realignment of existing tracks
- Improvements generally within existing ROW

Key City Comments

- Realignment of Existing Tracks
- Proposed Retaining Walls along the Corridor
- Noise and Vibration Impacts
- Parking Facility at Union Station
- Minor Property Acquisition

Additional Stakeholders

- WMATA is providing comments in relation to the Potomac Yard Metrorail station
- VRE is providing technical comments
- Ongoing coordination between DRPT, CSX, and Dominion regarding the 230kV line



DC2RVA Study Update

Alexandria City Council
October 24, 2017

Agenda

- Tier II EIS Schedule
- Project Purpose & Need
- DRPT Recommended Alternatives
- Next Steps
- Atlantic Gateway Projects

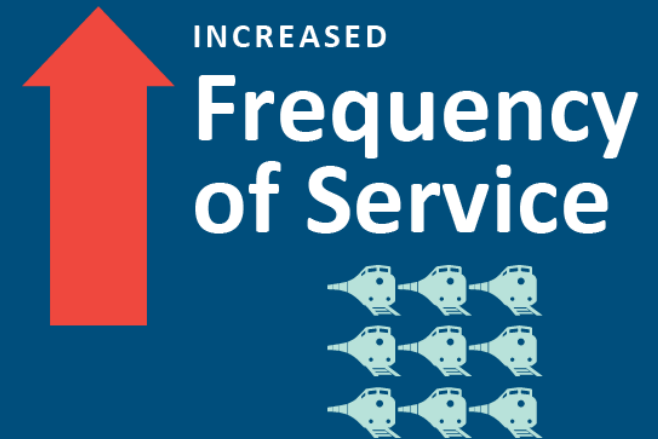
EIS Project Schedule



Why are we doing this study?

- Increase passenger and freight throughput capacity on the I-95 corridor
 - Most unreliable and heavily congested corridor in Virginia (2013 VTRANS 2035 Update and INRIX US Traffic Hotspot Study 2017)
 - Additional VRE/Amtrak service impossible without more rail capacity
 - Additional I-95 truck diversion not possible without more rail capacity
- Provide more frequent and reliable intercity passenger trains
 - Double the number of Amtrak round trips in the corridor
 - Improved mobility for future workforce, businesses and customers
- Build upon rail projects already underway in corridor and region

DC2RVA Purpose & Need



DRPT Recommendations for DC2RVA

- Must have additional track capacity to support passenger, commuter, and freight growth on the corridor
- Northern Virginia is most congested area, needs to be implementation priority
- Expanding capacity on the Long Bridge across the Potomac River is critical

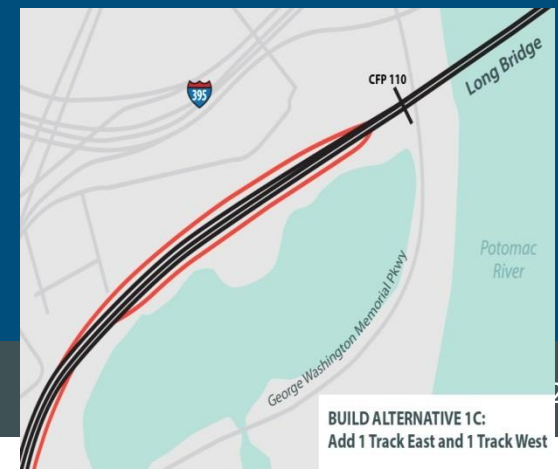
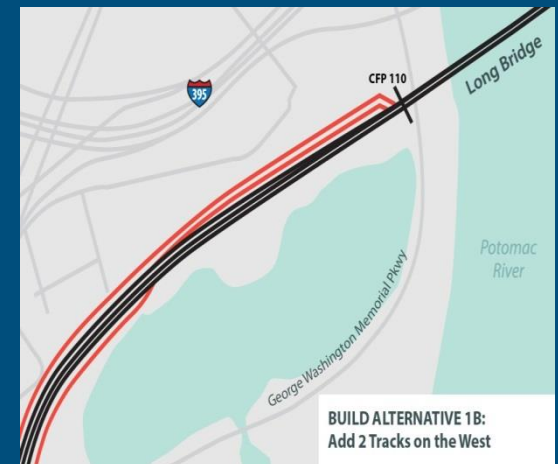


Area 1: Arlington (~1 mile)

DRPT Recommendation:

Add Two Tracks Within Existing Right-of-Way consistent with Long Bridge Study Recommendation (\$36-\$47 Million)

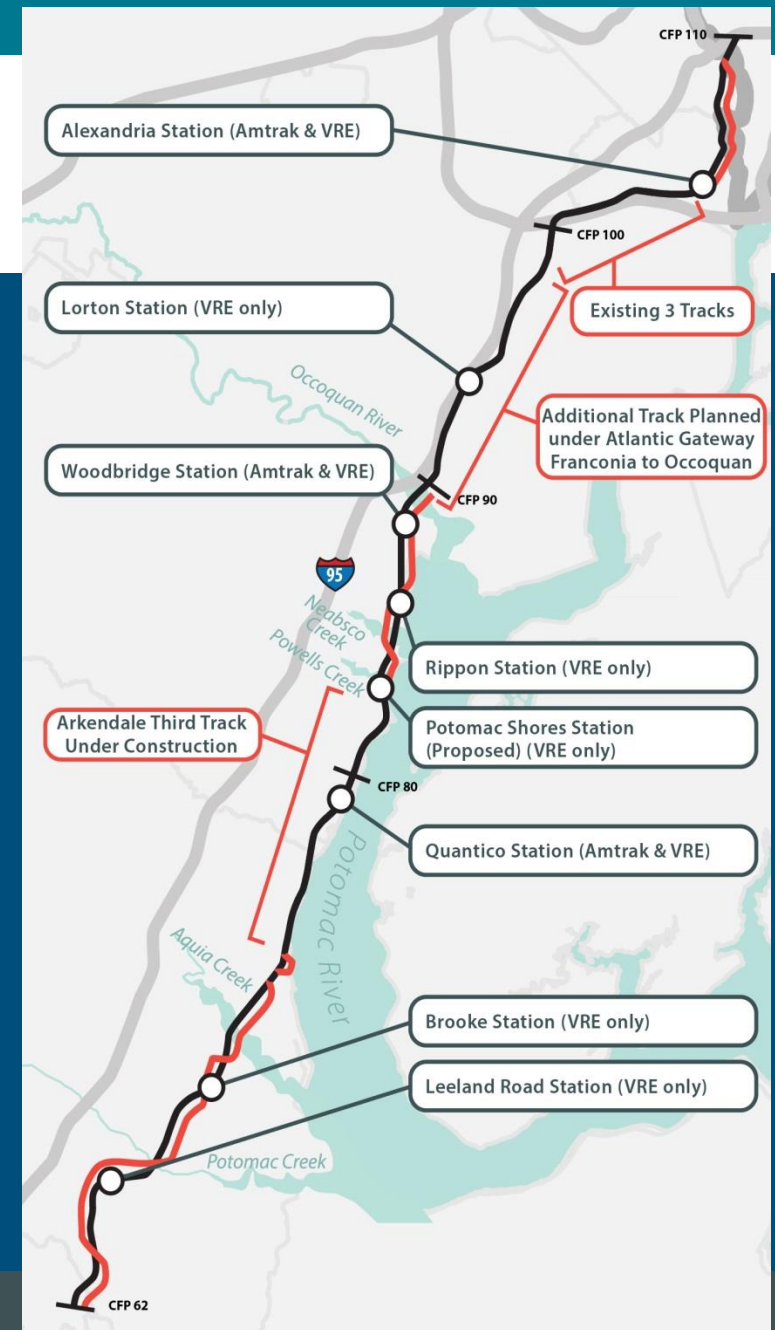
- 1A. Add two tracks east
- 1B. Add two tracks west
- 1C. Add one track west and one track east
- Final decision tied to DDOT Long Bridge EIS Recommendation



Area 2: Northern VA (47 miles)

DRPT Recommendation:
Add Fourth Track Crystal City to Alexandria; Add Third Track Alexandria to Fredericksburg within Existing Right-of-Way (\$1.7 Billion)

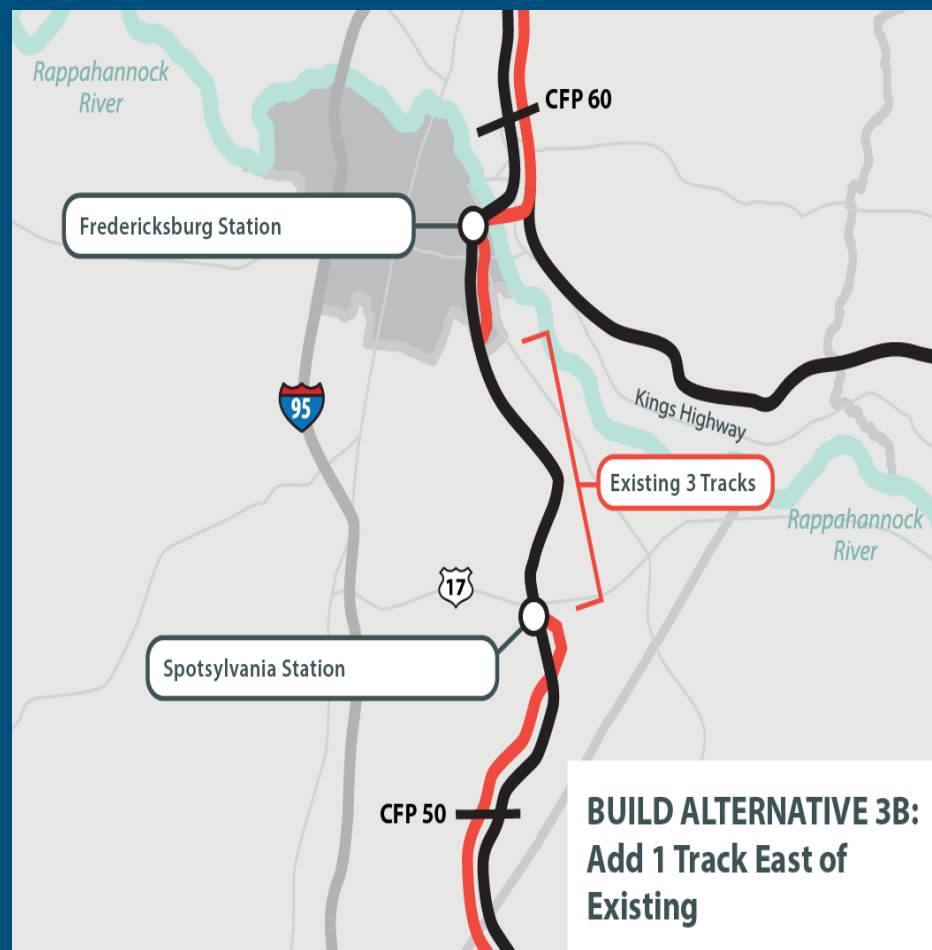
- Major water crossings at Occoquan, Neabsco, Powells, and Aquia (New bridges parallel to existing rail bridges)
- 8 miles of 3rd track from Franconia to Occoquan- environmental clearance through separate categorical exclusion (CE)



Area 3: Fredericksburg (14 miles)

**DRPT Recommendation:
Add Third Track through City of
Fredericksburg on Existing
Right-of-Way (\$507 Million)**

- Major water crossing at Rappahannock River (New bridge parallel to existing rail bridge)



DRPT's Prioritized Recommendation Summary

Area in Order of Construction Priority	Recommendation	Approximate Comparative Cost (millions 2025 \$)
Northern Virginia	Additional third or fourth track	\$1,653
Arlington	Three options depending on Long Bridge	\$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	TBD- with input from Ashland/Hanover CAC	TBD

DC2RVA Project – Next Steps

- Draft EIS 60-day public comment period September 8, 2017 to November 7, 2017 (Northern Virginia Public Hearings were held October 17-19)
- CTB to recommend Preferred Alternative
- Recommendation Report
- Preliminary Engineering for Preferred Alternative
- Service Development Plan
- Final EIS and ROD



Atlantic Gateway

Partnering to Unlock the I-95 Corridor

Atlantic Gateway

Project Partners

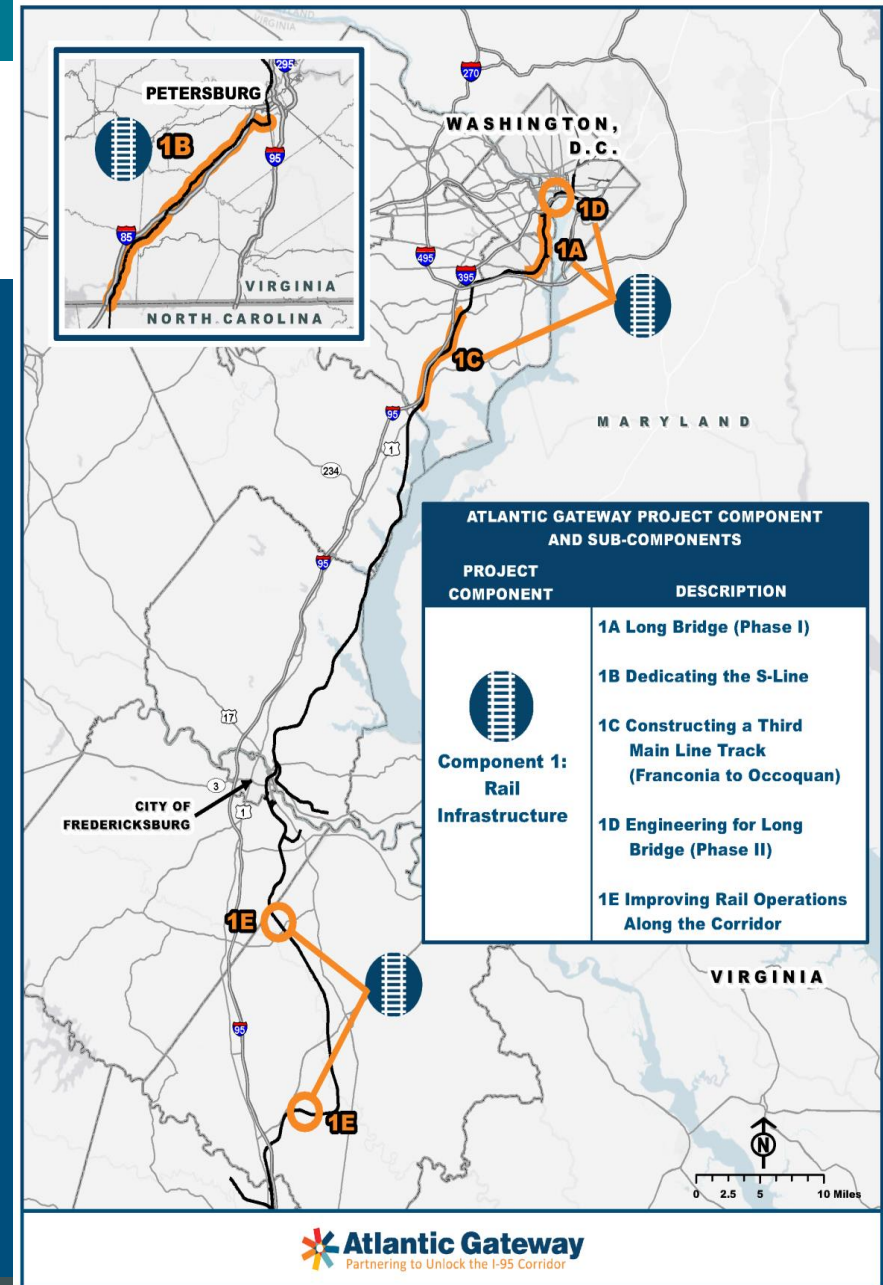
- DRPT, VDOT, Transurban, CSX.

Purpose

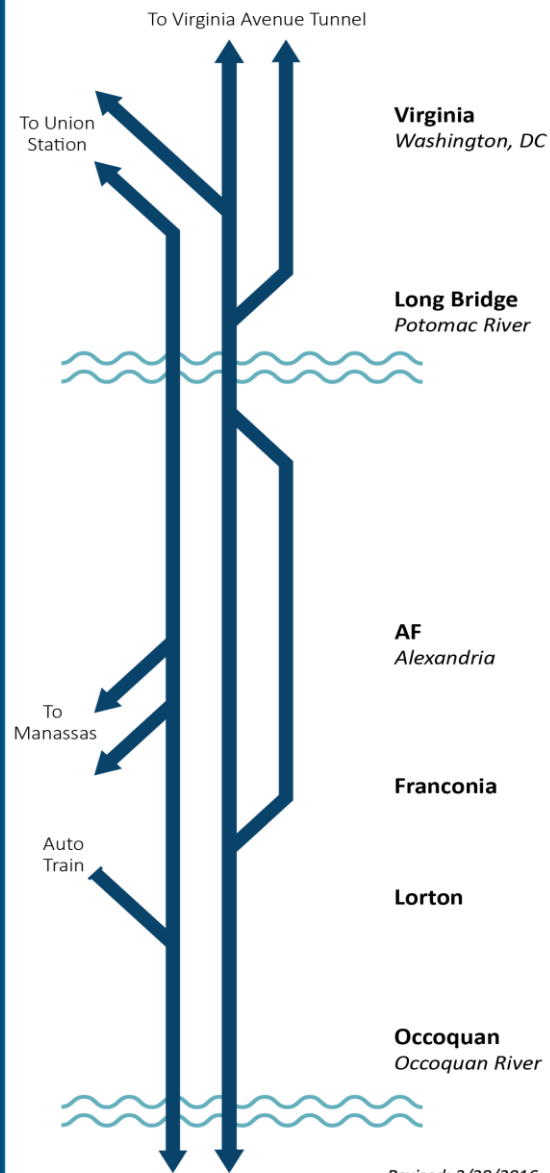
- Accelerate projects for long-term, shared-use multimodal network.
- Resolve bottlenecks, congestion, safety concerns.
- Accommodate growth in freight and passenger volume.

Total Atlantic Gateway Costs

- \$1.4 Billion:
 - \$165 million Federal FAST Lane.
 - \$490 million Rail and Transit.

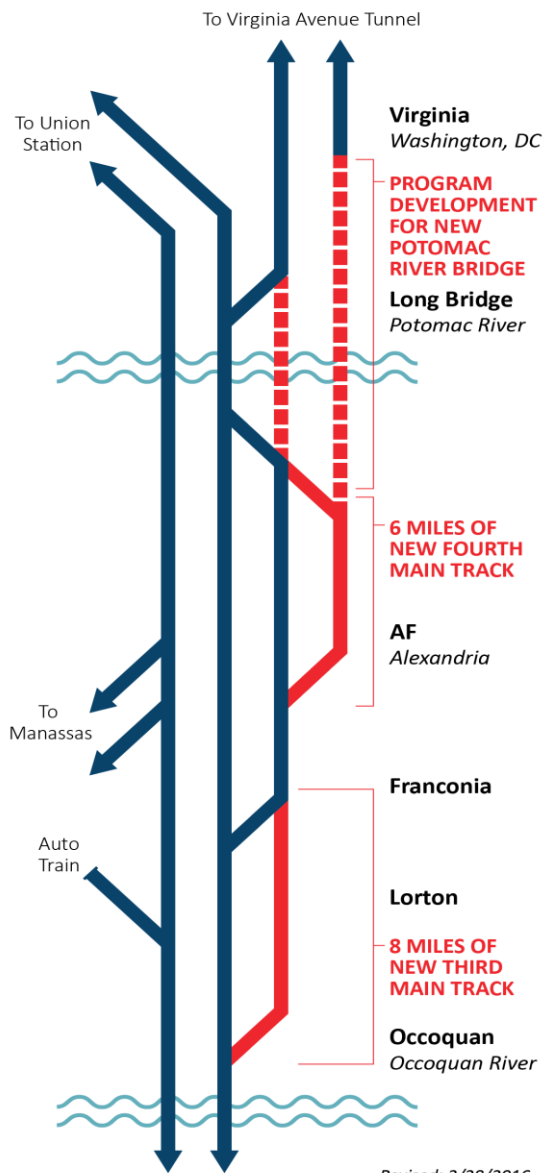


TODAY



Revised: 3/28/2016

FUTURE



Revised: 3/28/2016

Atlantic Gateway

Long Bridge

- Construct six 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 in Summer 2019.



Requested Action

- Adopt Resolution:
 - ✓ Endorses staff comments which are more detailed elements of the key City concerns already noted
 - ✓ Authorize City Manager to Submit Comments to DRPT

Thank You

Questions?