RESOLUTION NO. 2793

RESOLUTION TO ENDORSE STAFF COMMENTS OF THE D.C. TO RICHMOND (DC2RVA) HIGH SPEED RAIL PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, the DC2RVA project corridor is a segment of the federally-designated Southeast High Speed Rail Corridor (SEHSR) in the northernmost part of a five-state network of a high speed rail corridor under development, stretching southward from Washington D.C. through Richmond to Raleigh, Charlotte, Atlanta and Jacksonville; and

WHEREAS, track and signal improvements for the SESHR will provide capacity for more trains operating at speeds up to 90 miles per hour in rural areas and up to 79 miles per hour in urban areas, although trains are expected to travel much slower in urban areas such as Alexandria; and

WHEREAS, the SEHSR states, in conjunction with the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA), completed a Tier I Environmental Impact Statement (EIS) for the implementation of high speed rail passenger service within the SEHSR corridor from Washington, D.C. to Charlotte, NC in 2002; and

WHEREAS, the DC2RVA project corridor is a 123-mile stretch of railroad along the northern most segment of SEHSR, between Richmond, Virginia and Arlington, Virginia; and

WHEREAS, the goal of the DC2RVA project is to improve reliability and on-time performance, reduce travel time and improve trip times, and increase frequency by adding up to nine (9) additional Amtrak round-trips daily between D.C. and Richmond from the current service of 10 trips per day; and

WHEREAS, infrastructure improvements from the DC2RVA project will enable future growth and expansion of Virginia Railway Express (VRE), a vital transit service along the I-95 corridor; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) is engaged in a Tier II Environmental Impact Statement (EIS) process for DC2RVA that evaluates the benefits, costs, and environmental effects of several possible alternatives; and

WHEREAS, the Draft EIS was released in September 2017, and a 60 day comment period began on September 8, 2017, and ends on November 7, 2017; and

WHEREAS, city staff has reviewed the Draft EIS to determine impacts to the City and consistency with the City's Strategic Plan;

WHEREAS, the Commonwealth of Virginia has received a Federal FAST LANE grant ($165M) which includes funding to construct a 4th track within CSX right-of-way between Arlington County and the vicinity of Telegraph Road in Alexandria and modify existing CSX tracks in Alexandria;

WHEREAS, staff comments document both technical and key high level concerns of the City, including the impact of shifting existing tracks toward residential areas, property acquisition, noise and vibration impacts and mitigation, and impacts to Alexandria Union Station parking;

WHEREAS, staff has identified comments on the Draft EIS that will be submitted to DRPT by November 7, 2017;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. That the City Council endorses staff comments on the DC2RVA project.

2. That the City Manager be authorized to submit the provided staff comments to DRPT before November 7, 2017; and

3. That this Resolution shall be effective immediately.

Adopted: October 24, 2017

ALLISON SILBERBERG MAYOR

ATTEST:

Gloria Sitton, CMC City Clerk

October 24, 2017

Emily Stock
Manager of Rail and Planning
Virginia Department of Rail and Public Transit
801 East Main Street, Suite 1000
Richmond, Virginia 23219

Reference: D.C. to Richmond Southeast High Speed Rail – Tier II Draft Environmental Impact Statement

Dear Ms. Stock:

The City of Alexandria appreciates all of the work that the Commonwealth and the Department of Rail and Public Transportation (DRPT) are doing to improve transportation throughout the Commonwealth, including the Northern Virginia region. Thank you for the opportunity to provide comments on the D.C. to Richmond Southeast High Speed Rail – Tier II Draft Environmental Impact Statement (EIS) and for facilitating a meeting between City and DRPT staff to address some of our preliminary concerns.

The City has reviewed the Draft EIS and while supportive in concept of a fourth track through Alexandria, has key concerns related to the impact of shifting existing tracks toward residential areas, property acquisition, noise and vibration impacts and mitigation, proposed retaining walls along the corridor, and impacts to Alexandria Union Station parking. A detailed list of questions and comments is provided in the attached document.

We look forward to continuing to work with DRPT on this important project. If you have any questions regarding these comments, please feel free to contact me.

Sincerely,

Mark B. Jinks
City Manager

Attachment: City of Alexandria Questions and Comments – DC2RVA DEIS

CC

Members of Alexandria City Council
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, Transportation and Environmental Services
Karl Moritz, Director, Planning and Zoning
Matt Melkerson, Acting Deputy Director, Transportation Planning and Transit
Allan Fye, Division Chief, Transit Services

DC2RVA Draft Environmental Impact Statement (DEIS)

DRAFT City of Alexandria Question and Comment Matrix

TOPIC	DEPARTMENT	ID #	QUESTIONS/COMMENTS
Impact on planned future projects	**Transportation & Environmental Services**	**1**	Did the analysis consider only existing facilities? Or did it consider pipeline projects or planned development in Alexandria? For example, the North Potomac Yard Phase 1 development between Potomac Avenue and the railroad is anticipated to be completed by approximately 2021, which includes a linear park, mixed use development (including residential). Did the DEIS consider the North Potomac Yard area regarding park impacts, future trails, aesthetics, noise, aesthetics, the proposed school, etc.
		2	In Section 3.11.4.1., the description of the western part of the city is described as "commercial and industrial development". The project team should consult the Eisenhower West Small Area Plan to understand the future planned land uses in those areas.
Private or Business property Acquisition	**Transportation & Environmental Services**	**3**	Please clarify that there is no need to permanently acquire private property (residential) or business property in the City of Alexandria
Construction Impacts and Timeframe	**Transportation & Environmental Services**	**4**	Has any timeline been established for when construction would need to begin in order for operations to be in effect by 2025?
		5	How would the DC2RVA project construction and operations potentially affect the North Potomac Yard Metro station construction?
		6	Section 4.19 – How will the project construction affect roadway operations, especially where new overpasses are built, such as over King Street, and Commonwealth Avenue.
		7	Would private vehicle traffic be affected during construction? This includes potential traffic affectations related to grade-separated crossing improvements and for bridge stabilization or material removal?
		8	Would any rail spurs within the City of Alexandria be used during construction that could potentially bring affectations to regular traffic (cars, buses, metro rail bike/ped)?
		9	In the technical appendix Figure 2-24 Alexandria Union Station, the VRE pedestrian tunnel under the rail ROW is shown. Can you clarify how the DR2RVA project may impact the construction of this tunnel? How is the DC2RVA project coordinating with "others"?
		10	With the proposed track realignment and 4th line at King Street station, how does this affect the

			design and timing of the pedestrian tunnel project?
Projected Population	**Transportation & Environmental Services**	**11**	What was the data utilized to project future population growth? For example, Ch. 3 - Table 3.11-2 Shows Alexandria's population declining through 2040. This is contradictory to projections, and potential population increases due to additional growth areas the City is planning for. [
Noise from train operations and locomotive horns	**Transportation & Environmental Services**	**12**	Ch. 4 - Section 4.7.1.5 (Environmental Consequences – Noise Mitigation Measures) states that noise mitigation has not been specifically recommended, due to prematurity of a recommended preferred alternative. Did the air pollution, noise and vibration analysis take into consideration the [potential impacts on the] planned mixed-use development and linear park within North Potomac Yard, and specifically the Phase 1 development between Potomac Avenue and the railroad? (See comment 1)
		13	Have the noise/vibration receptors been identified inside the City of Alexandria? Please clarify the locations within the City that were used in the DEIS noise and vibration analysis?
		14	What is the process for determining the need and implementation of a sound barrier and what is the method for determining effectiveness of a sound mitigation (apparently, available technology may not be effective against train whistles, etc…)
Vibrations	**Transportation & Environmental Services**	**15**	Ch. 4. Section 4.7.2.4. notes that Alexandria Union Station is within all vibration impact, however states that the impacts are not significant, that the building is not vibration sensitive. Can the project team consider further studying the impacts of construction and operation vibrations on Alexandria Union Station as it is a Historic Building? What is the vibration impact category the station is subject to?
		16	Ch. 4 - Table 4.7-7 (Environmental Consequences - Vibration) shows 15 receptors to have vibration impacts in Northern Virginia, but doesn't specify where they are located (Other than Union Station). Also, please clarify the process for identifying and implementing mitigation.
		17	What are the locations of sensible noise receptors for alternative 2A? Ch. 4 Sec 4.7.2-4 only lists Alexandria Union Station as one of the 15 receptors.
Road network changes, Traffic impacts and Rail Corridor Operations	**Transportation & Environmental Services**		
		18	While the project is under construction, and tracks are being aligned, how will the corridor maintain the demand for existing operations of all users, including Amtrak, VRE and freight?
		19	Are there any changes to the grade separated crossings in Alexandria, particularly King Street? What are the impacts of the construction of the 4th rail on the King Street, and Commonwealth Ave Bridges?
		20	Ch. 4 - Section 4.15.1.3 – says that for each alternative, the project ridership equates to 2,000 new daily vehicle trips at each station (for each single station alternative), or combination of stations (for each two-station alternative). This is unclear – Please clarify what this means. In addition,

			2,000 additional daily trips does not seem to equate with the low annual ridership (25,000) increase at Alexandria station.
		21	Table 4.15-1 (Environmental Consequences – Ridership of DC2RVA) - Under No Build, it's projected that annual ridership will increase from 174,238 under existing conditions, to a future ridership of 208,496. Under the Build scenarios, the maximum projected ridership would be 233,602 (or an increase of 25,000 over the No Build). This seems low given that there will be an increase of 9 trips per day. Please clarify how these ridership projections were developed.
		22	What percentage of high-speed rail trips going into Alexandria Station come from private car, vs. transit, vs. ped/ bike? In other words, what is the mode split assumption of the increased demand for rail?
		23	At the bridge over Van Dorn St. at the City of Alexandria and Fairfax Co. line, please clarify it there are any proposed improvements, and will there be any impacts on the bridge or surrounding areas?
Parkland Resources	**Transportation & Environmental Services**	24	Will there be any potential impact during construction, or upon project completion to the existing pedestrian tunnel that connects Mill Road to Witter Field? A fourth line is proposed in this location.
		25	Ch. 4 - Section 4.14 (Environmental Consequences – Parklands, Recreational Areas, and Refuges) of DEIS notes that the only impact is a 0.04 acre impact to the dog park at Carlyle. However, Sheet 4 of 89 in the mapbook D-1 shows a temporary limit of disturbance within the future North Potomac Yard park to be completed as part of the North Potomac Yard Small Area Plan (Phase 1) development. Please clarify if or how the permanent limit of disturbance will impact the future North Potomac Yard park.
		26	Sheet 6 of 89 in the mapbook D-1 appears to show a temporary disturbance to the community park (where tennis courts located) in Potomac Greens. Please clarify the impact that is anticipated here, especially to the temporary or permanent use and design of the park.
		27	Would the permanent affectation in Dog Run Park @ Carlyle require removing the trees that are currently there?
	Recreation, Parks and Cultural Activities	28	Update Figure 3.14-1 to show the undocumented public/private with public access parks. (See comments below.)
		29	Update Figure 3.14-1 to show the correct location/boundaries of Braddock Park/Lenny Harris Memorial Field at Braddock Park.
		30	Update Table 3.14 under City of Alexandria parklands to include Four Mile Run/Landbay E as a City owned park.
		31	Update Table 3.14 under City of Alexandria parklands to include Rose Square as a private ownership park open to the public with no fee for access.

		32	Update Table 3.14 under City of Alexandria parklands to include Potomac Plaza as a private ownership park open to the public with no fee for access.
		33	Update Table 3.14 under City of Alexandria parklands to include Neighborhood Park as a private ownership park open to the public with no fee for access.
		34	Update Table 3.14 under City of Alexandria parklands to include Custis Avenue Park as a City owned park.
		35	Update Table 3.14 under City of Alexandria parklands to include Howell Avenue Park as a City owned park.
		36	Update Table 3.14 under City of Alexandria parklands to include Swann Avenue Park as a City owned park.
		37	Update Table 3.14. Potomac Yard Park is a public park owned by the City of Alexandria, includes tennis and basketball courts, and is approximately 23.4 acres.
		38	Update Table 3.14. Daingerfield Island Park is owned by the National Park Service.
		39	Update Table 3.14 to correct the acreage for Eugene Simpson Stadium Park.
		40	Update Table 3.14. King Street Gardens Park includes public art.
		41	Clarify the location of Traffic Circle Park. This is not referenced the same in the City's systems.
		42	Update Table 3.14. Add a 't' to Clermon Natural Area. The correct name is Clermont Natural Park.
		43	Update Table 3.14 under City of Alexandria parklands to include Rail Park as a City owned park.
		44	Table 3.14-6. Eugene Simpson Stadium Park and Joseph Hensley Park each received Land and Water Conservation Funds.
		45	Update Table 3.14-7 to reflect Daingerfield Island as a national park, not owned by the City of Alexandria.
		46	Add Four Mile Run Park/Landbay E to Table 3.14-7.
		47	Add Custis Avenue Park to Table 3.14-7.
		48	Add Howell Avenue Park to Table 3.14-7.
		49	Add Swann Avenue Park to Table 3.14-7.
		50	Add Potomac Yard Park to Table 3.14-7.
		51	Add Rail Park to Table 3.14-7.
		52	Replace 'Clermont National Park' with 'Clermont Natural Park' in Table 3.14-7.
		53	Under Environmental Consequences, page 4-222, are there any impacts to public parks not identified in Chapter 3?
		54	Under Environmental Consequences, page 4-231, the report does not correctly identify that the impacts to Dog Run Park at Carlyle include permanent impacts as well as temporary impacts.

Section 4(f) Evaluation	**Recreation, Parks and Cultural Activities**	**55**	Under 5.4.1 Parks and Recreation Areas, page 5-69, the adjacent dog run area would be impacted by the project. The impacts include both temporary and permanent impacts. How can both temporary and permanent impacts be mitigated?
		56	Under 5.5.1 Summary of Preliminary Section 4(f) Use Determinations, page 5-107, the City of Alexandria has not signed the de minimis letter and requests additional information regarding final design.
		57	Verify that public parks in the City of Alexandria, not identified as such in the DEIS, do not have additional 4(f) impacts.
Affected Environment – Visual Environment	**Transportation & Environmental Services**	**58**	The Alternatives section, page 2-56 and the Aesthetics and Visual Environment section, page 3-54, do not include any mention of retaining or sound walls. How are impacts from the walls shown in the Mapbook included in the DEIS?
	Planning & Zoning	**59**	Preliminary analysis indicates retaining walls not to exceed 10' within the Alexandria portion of the corridor. To the extent possible, retaining walls should utilize landscaping, grading, etc. to minimize visual impact by adjacent communities/properties.
Car Parking	**Transportation & Environmental Services**	**60**	The gravel lot at Alexandria Union Station, where the proposed additional parking is recommended is currently available to City employees that have a permit. How will this city employee parking which uses a portion of the lot be affected? Figure 5.1-23 also shows 150 parking spaces with the reconfigured lot, which likely would not accommodate station employee parking, city employee parking, and rider parking. How will these needs be accommodated? Was any consideration made for structured parking? Has any station parking demand been determined beyond the buildout year of 2040?
		61	Please ensure that any discussion on parking is closely coordinated with the City of Alexandria.
		62	Does the project team anticipate additional parking supply increases in the City of Alexandria due to the project aside from the 150 spaces identified?
	Planning & Zoning	**65**	Can project funding be used for improvements at Union Station, including improvements to parking facilities?
Mapbook D-1 Comments	**Transportation & Environmental Services**	**66**	Please clarify the use of the proposed walls shown in blue in the mapbook. What kind of walls are these, how tall are they and what is their purpose? What other stakeholders are proposing potential walls? (per map doted blue line – "proposed by others" Please describe the process for noise mitigation & the associated timeline
		67	**Temporary Limits of Disturbance -** It's not clear in the maps if the temporary limits of

			disturbance, in many cases, are supposed to be aligned with the permanent limits of disturbance or ROW, or beyond them, because they are often shown adjacent / outside them, but using the same line configurations.
		68	**Temporary Disturbance at Potomac Avenue** - Sheet 4 of 89 shows a temporary limit of disturbance on the east side of Potomac Avenue crossing of Four Mile Run – what is the intent of this area and the impacts anticipated?
		69	Sheet 6 of 89 - Will the connection to the CSX / Norfolk Southern Rail spur be maintained during and after construction? This spur will likely be needed for remediation of the GenOn plant site (removing debris etc.), which may be around the same time that construction would occur of the DC2RVA project.
		70	**Temporary Disturbance at Cameron Street** - Sheet 8 of 89 shows a temporary limit of disturbance over a portion of Cameron Street – will the operation of Cameron Street be impacted?
	Recreation, Parks and Cultural Activities	71	Sheets 4-7 of 89 show several City of Alexandria owned parcels as 'CSXT ROW' per the legend. Please verify and clarify the ownership.
	Planning & Zoning	72	Proposed heights of retaining walls will likely have adverse sound impacts to adjacent properties and communities. Some analysis should be conducted to determine impacts
		73	To the extent possible, retaining walls should utilize landscaping, grading, etc. to minimize visual impact to adjacent communities/properties. If the walls in some areas need to be 6-9.5ft for example, that may have visual impacts to neighborhoods like Potomac Greens, Old Town Greens, etc.
Air Quality Impacts	**Transportation & Environmental Services**	74	Has the DEIS identified potential impacts on air quality resulting from construction? And potential contamination from soil removal/pounding? What are the impacts?
		75	What are the impacts on criteria pollutants (NOx, SOx, CO, PM (2.5 & 10), PB & Oz) emissions from rail operation and construction machinery?
Potential contamination	**Transportation & Environmental Services**	76	Did not see any evaluation of past land use for potential contamination. It appears that the DEIS only looked at sites currently available in existing EPA databases, location of current petroleum facilities. Has the project team coordinated with the City of Alexandria to identify other potential sources of contamination?
		77	Has the DEIS identified potential contamination from soil/material removal from construction activities
Potential Storm water Impacts	**Transportation & Environmental Services**	78	Stormwater impacts: this statement needs to be evaluated further: (page 4-8 on executive summary)
		79	Additional runoff as a result of the Build Alternatives would be minimal because the increases in impervious surface are small. Stormwater runoff from railways is generally less pronounced than that from roadways because much of the rail bed is permeable to rainfall (i.e., ballast and side

			slopes).
		80	Short-term adverse impacts on water quality within the study area may result from soil erosion and sedimentation because of land-disturbing activities during construction. Land-disturbing activities include construction of the rail bed, tracks, bridges, signal and communication facilities, and other related structures and facilities of the railroad, including grade crossings, clearing of right-of-way, staging areas, access roads, and borrow/spoil areas. Construction-related effects are likely to be similar for road and rail (see Section 4.19 for descriptions of construction activities). Uncontrolled erosion and sedimentation can affect aquatic algae and submerged aquatic vegetation, benthic macro invertebrate habitat, and fish spawning habitat and it can remove food resources for some stream species.
Wetlands/Natural Resources	**Recreation, Parks and Cultural Activities**	81	The route through the Eisenhower Valley in the City of Alexandria using the color-coded legend (orange track = shift to east or west; black track = existing track), depicts sections of track to be shifted into existing wooded areas between Tarleton Park and Cameron Run Regional Park and the Old Cameron Run Floodplain Forest at the confluence of Strawberry Run and the old Cameron Run channel (OCC in City Flora). If tracks are shifted into these areas there is potential for loss of tree canopy; native vegetation, including uncommon to rare species; and the loss or disturbance of quality wildlife habitats and corridors, which are all concerns to the City of Alexandria.
		82	An isolated forested tract exists in the City of Alexandria Eisenhower Valley consisting of two contiguous parcels: the 12 acre site at 4050 Wheeler Ave. owned by the Norfolk Southern Railway Co. and a similar-sized parcel to the east that is owned by Virginia American Water. The parcels comprise an alluvial bottomland forest community, with seasonally-flooded back swamp depressions and braided waterways, including the undeveloped lower reaches of Strawberry Run. The flora is highly diverse, and includes a number of species that are unknown elsewhere in Alexandria, such as Squarrose Sedge (Carex squarrosa) and Large-seeded Forget-me-not (Myosotis macrosperma). The relatively large size of these two parcels, abundance of forested wetlands, floristic diversity, and wildlife habitat value make them important sites in Alexandria.
		83	Any disturbances near water courses, like Four Mile Run, where earth moving activities will occur, it is recommended to include the control of invasive species that typically rise up out of these construction activities. Native species should be replanted in lieu of typical cold season grass mixes during stabilization.
	Planning & Zoning	84	Within segments of the CSX Corridor there are existing trees/landscaping between the rail corridor and adjacent homes. With addition of the additional rail and associated impacts, to the extent possible, preserve or provide replacement landscaping to buffer adjacent homes/uses.

Electromagnetic field generation/ interference	**Transportation & Environmental Services**	**85**	Even if the operation of engines is powered by diesel, it is important to understand EMF generation/interference during construction. Have these impacts been studied and will they be identified?
Energy Consumption	**Transportation & Environmental Services**	**86**	Table 4.23-1 in Ch. 4 indicates that energy consumption changes (no build to build) are Low-Medium for Area 2A. However, section 4.8.1 does not list the source of energy consumption during operation for alt 2A. It also notes that there will not be important changes in energy consumption during construction. What are the sources of increased (medium-low) energy consumption for Alt 2A?
Land Acquisition and Land use changes (transport)	**Transportation & Environmental Services**	**87**	What are the exact locations and dimensions of the lands that need use change from agricultural to transportation?
Various stakeholder coordination	**Transportation & Environmental Services**	**88**	Has DRPT Coordinated with Dominion Virginia Power for the construction of the 230 kilovolt, underground transmission line between Alexandria and Arlington County?
Water Quality Impacts	**Transportation & Environmental Services**	**89**	Long term and short term impacts on water quality may result from impacts to Four Mile Run, Cameron Run, and Cameron Run Tributaries during and after construction. Short term impacts include increased erosion and sediment entering waterways from construction, habitat destruction, increased pollutant loading during replanting phases, and an increase in chemicals entering waterways during construction. Current plans demonstrate long term impacts to RPAs which may result in long term loss of buffer vegetation, loss of wildlife habitat, increased impairment of water quality, decreased stream stabilization, and an increase of toxic compounds from increased train traffic, snow and ice removal chemicals and herbicides. The permanent loss of the tree canopy may result increased water temperatures. There is a potential for increased runoff due to an increase in impervious area.
		90	Long term and short term impacts on water quality may result from impacts to the streambed at Four Mile Run. The current plan proposes a major river impact at the Four Mile Run crossing. Short term impacts include increased erosion and sediment from construction and habitat destruction. Long term effects may include loss of aquatic habitat, loss of aquatic vegetation, water quality impairments, decreased stream stabilization, and changes in flow patterns and morphology of the stream.
		91	Possible impacts to wetlands include degradation of the wetland habitat through increased erosion during construction and impacts to water quality.
		92	Direct impacts are proposed within floodplain areas which may result in degradation of water

			quality and habitat. If storage is lost within the floodplain, increased flooding may occur.
		93	The proposed plan will be required to demonstrate compliance with stormwater quality requirements, to include state phosphorus reductions and the Alexandria water quality volume default. Although the project is conditionally exempt from additional avoidance or minimization of impacts to RPAs, the City will require Water Quality Impact Assessments to be completed due to the large amount of impacts to the City's RPA In addition to the environmental compliance items in the EIS, is the project in compliance with the Chesapeake Bay Act as incorporated in the City's EMO.
		94	There may be other environmental compliance items associated with Contaminated Lands given the proposed alignment.

Attachment 4

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

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

DC2RVA Study Update

Alexandria City Council

October 24, 2017

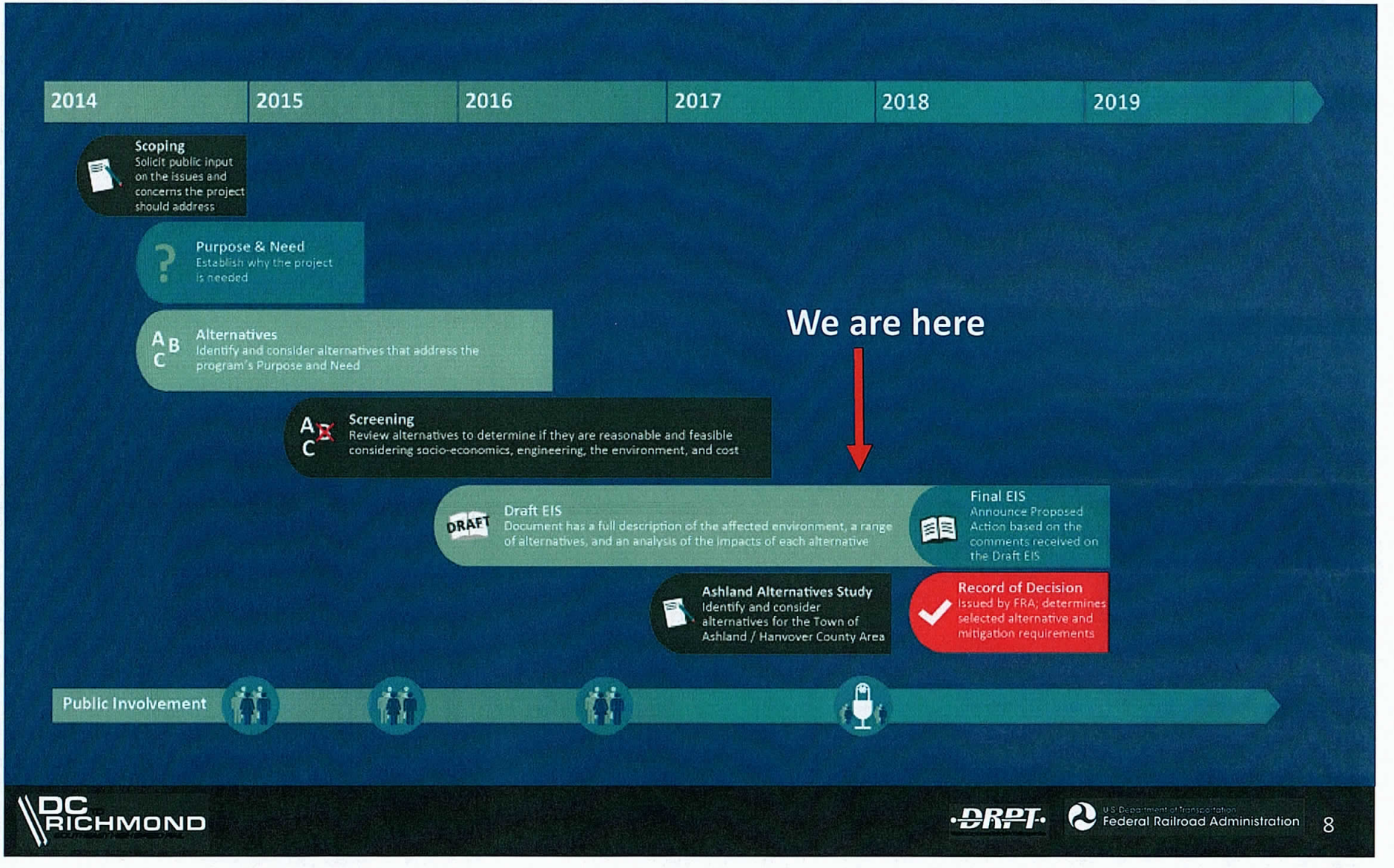
DRPT

U.S. Department of Transportation
Federal Railroad Administration

Agenda

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

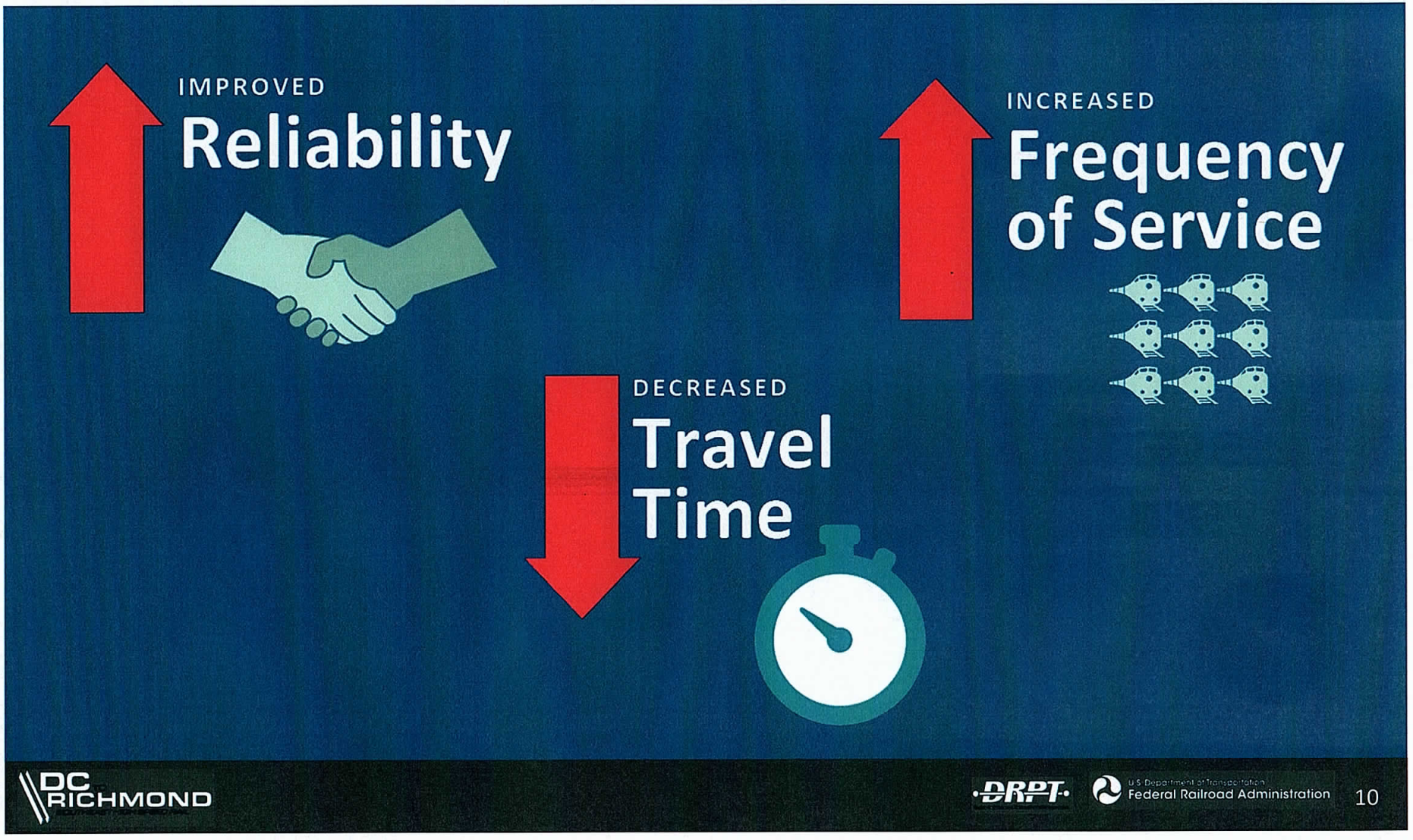
EIS Project Schedule



Why are we doing this study?

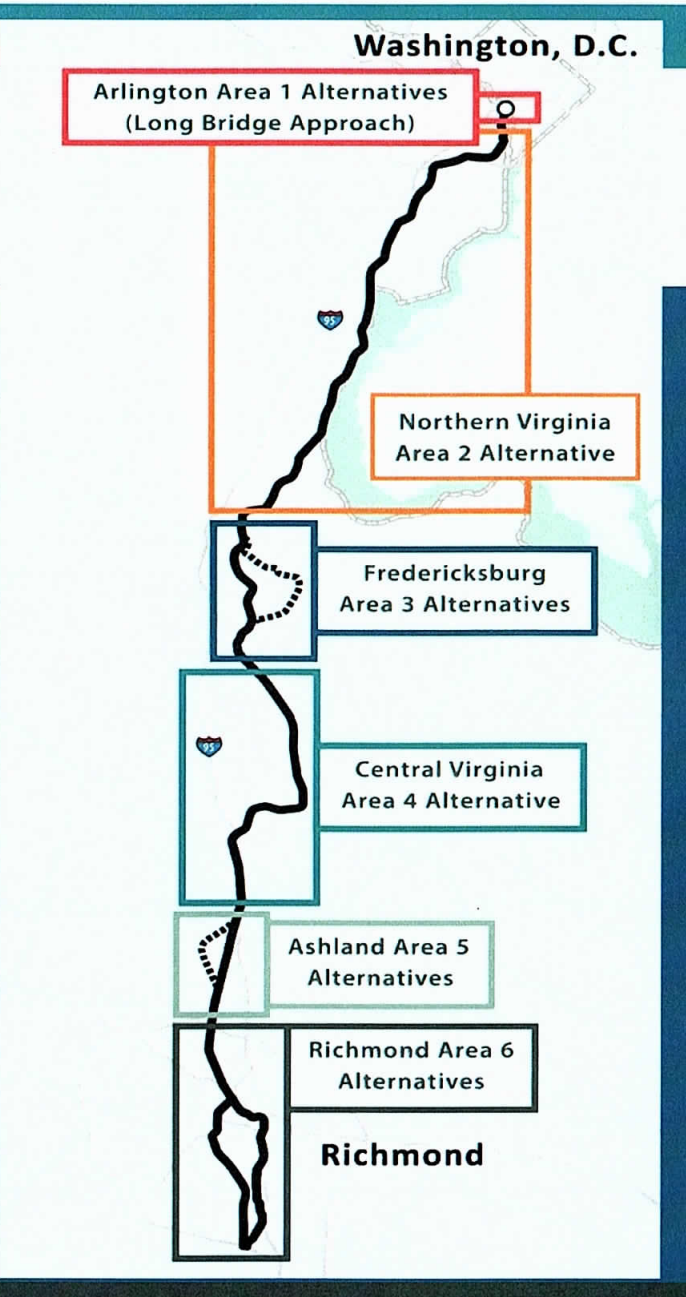
- Increase passenger and freight throughput capacity on the I-95 corridor
  - Most unreliable and heavily congested corridor in Virginia (2013 VTRANS 2035 Update and INRIX US Traffic Hotspot Study 2017)
  - Additional VRE/Amtrak service impossible without more rail capacity
  - Additional I-95 truck 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

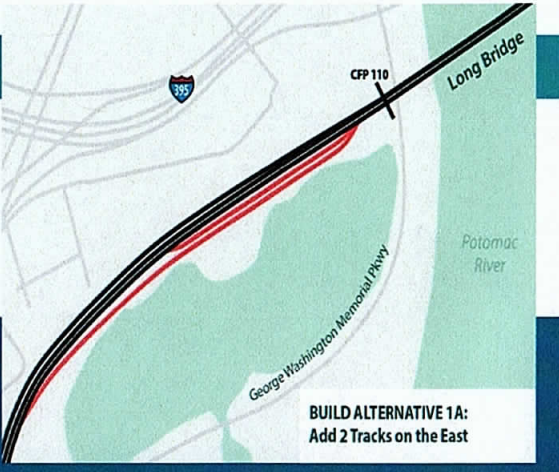


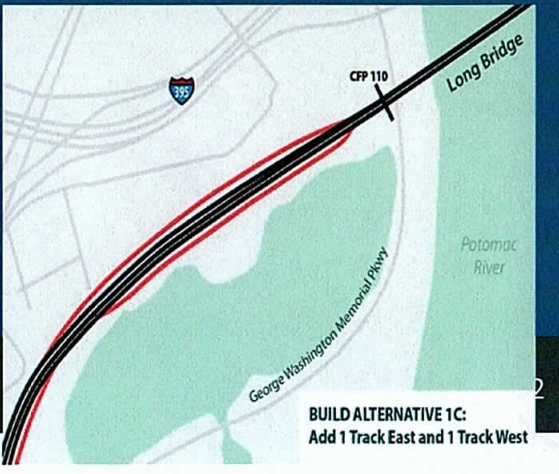
Area 1: Arlington (~1 mile)

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



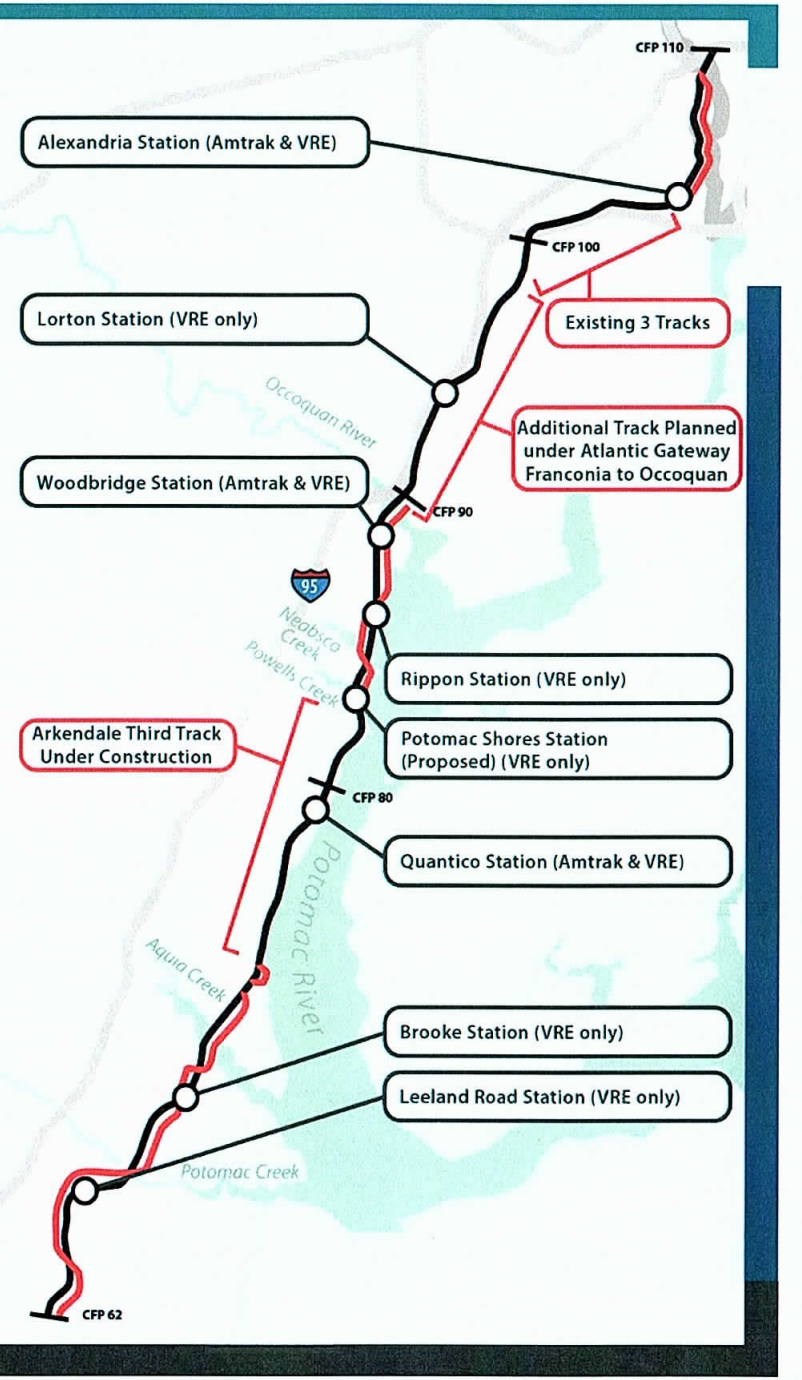


Area 2: Northern VA (47 miles)

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)

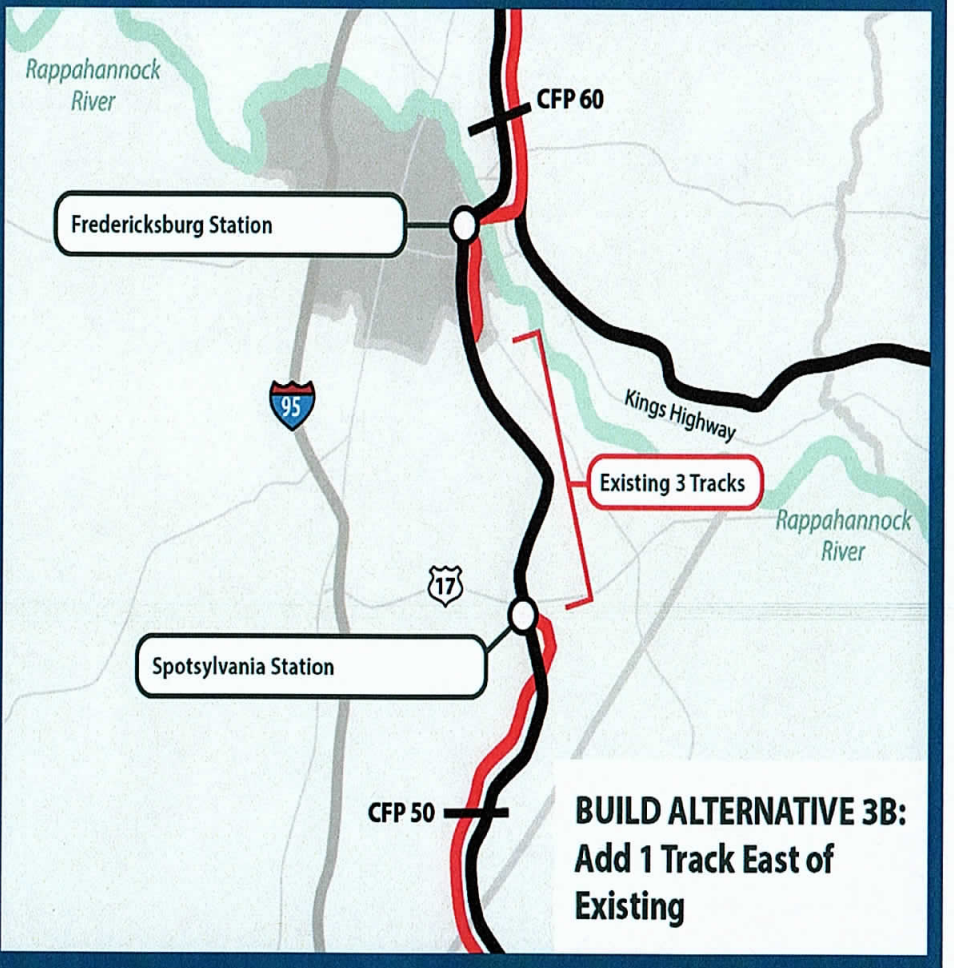


DC RICHMOND

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

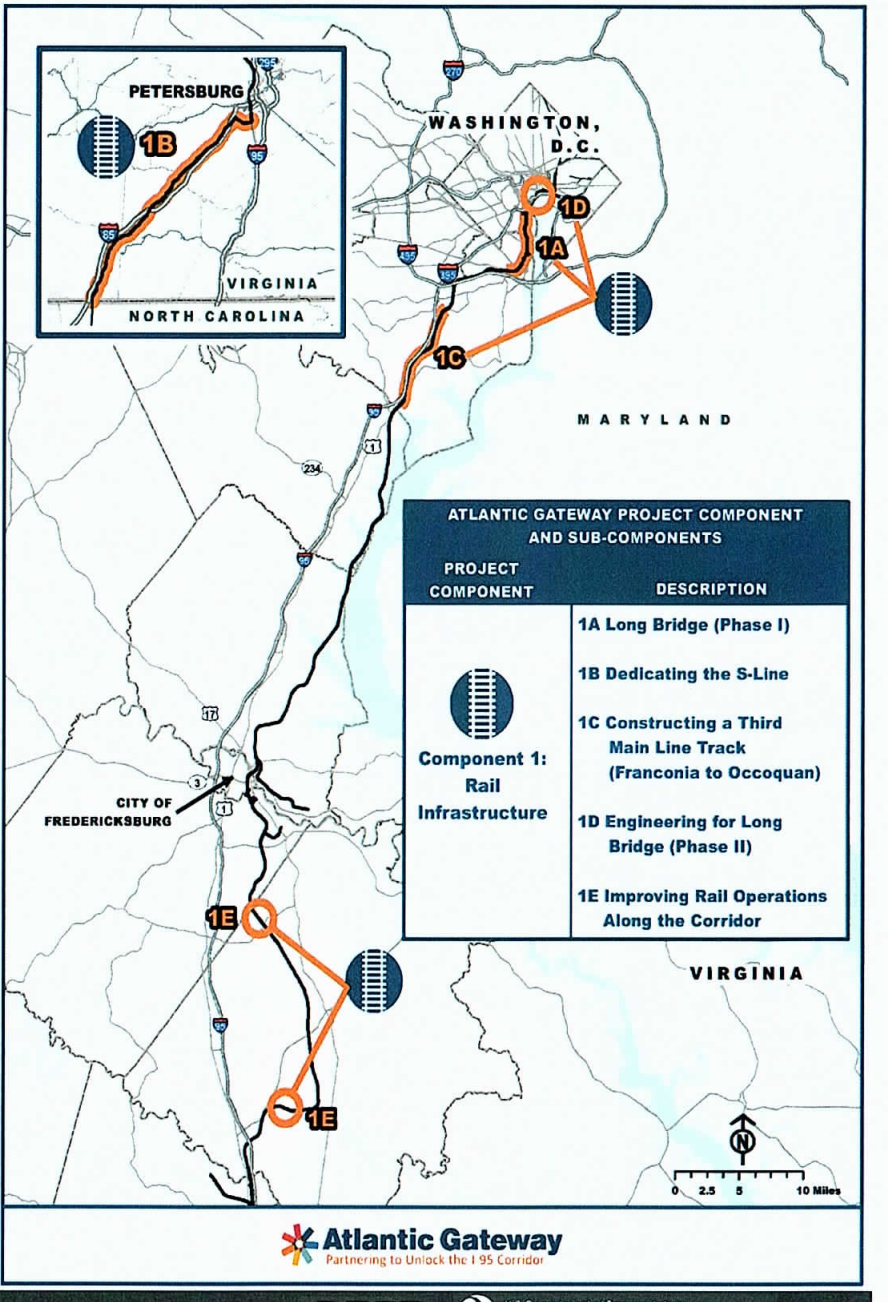
- DRPT, VDOT, Transurban, CSX.

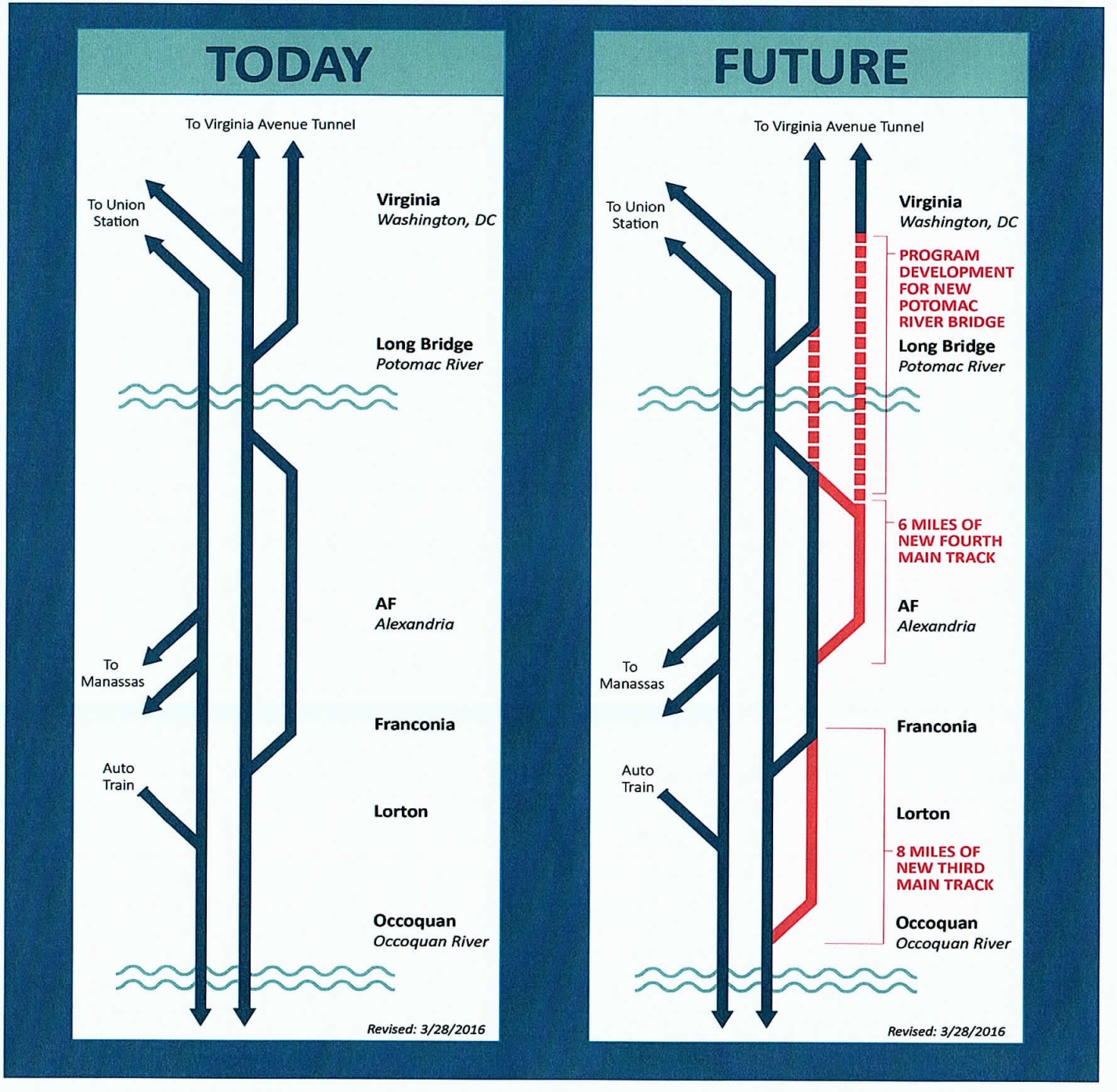
Purpose

- 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.



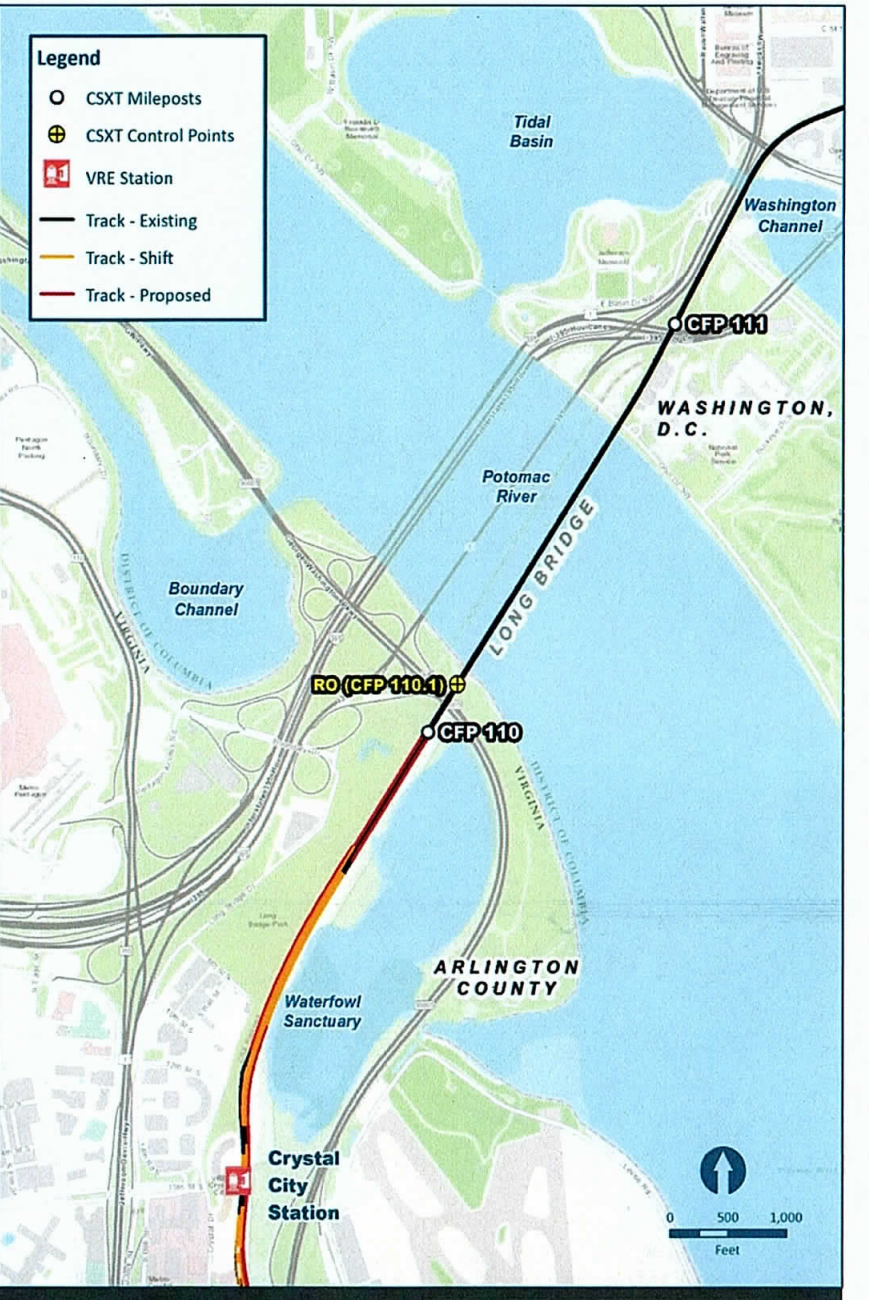


Atlantic Gateway

DC to RICHMOND SOUTHEAST HIGH SPEED RAIL

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?