



DC2RVA Project Overview

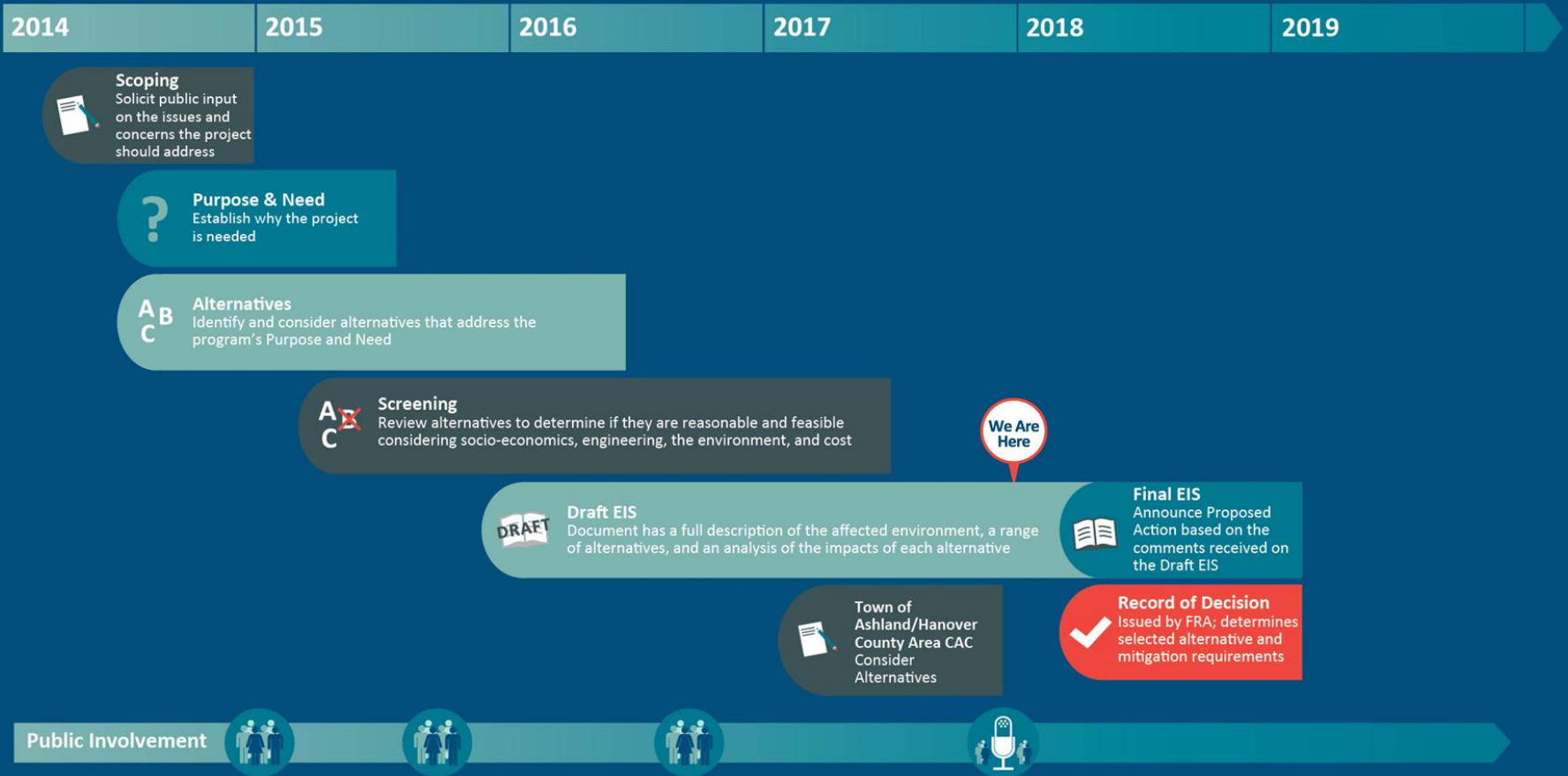
Richmond City Council

December 4, 2017

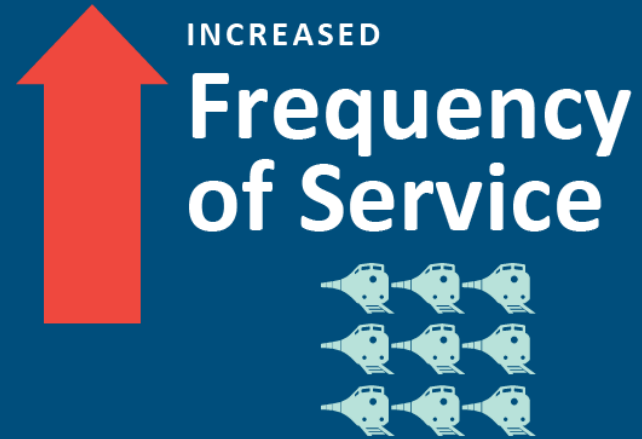
Emily Stock

Manager of Rail Planning

EIS Project Schedule



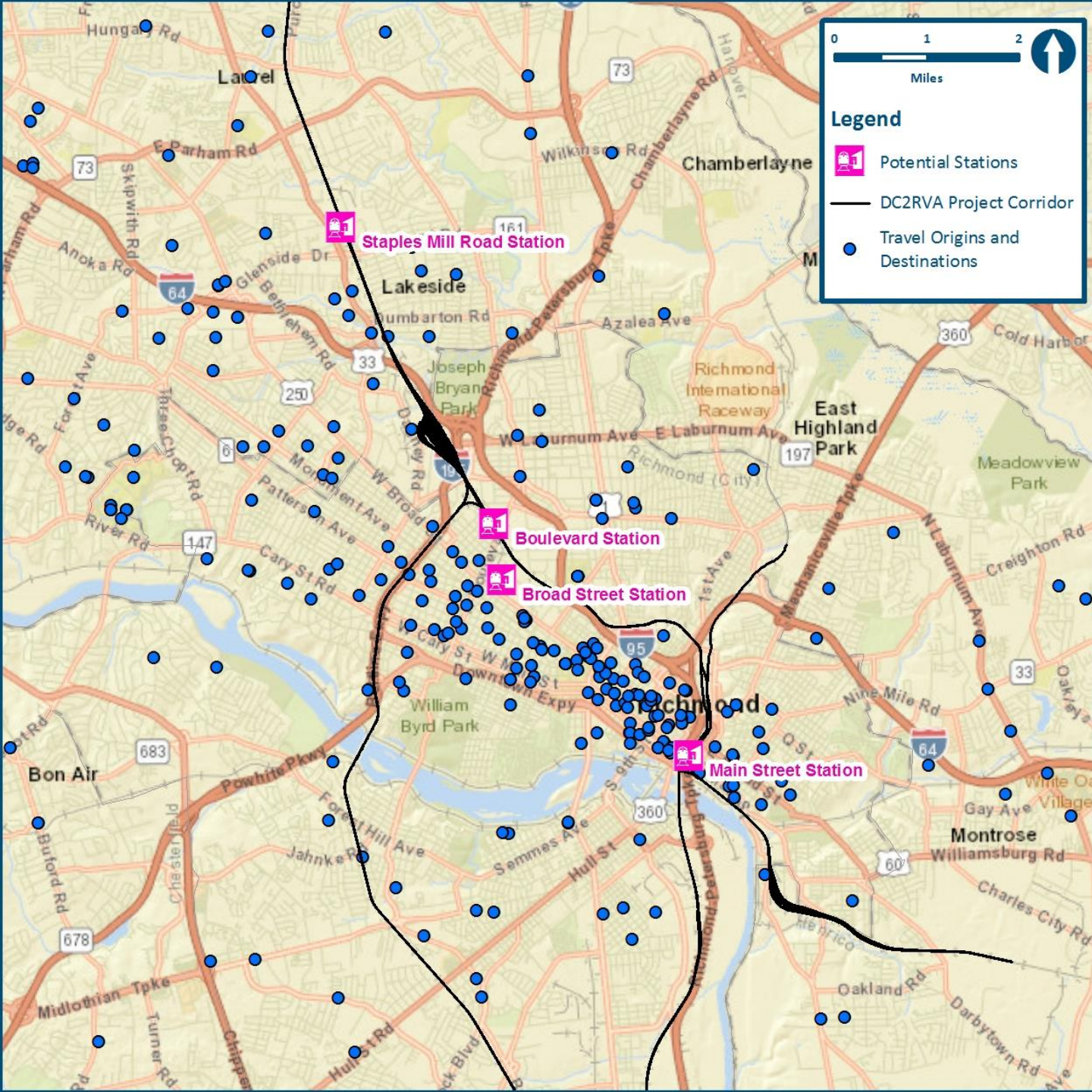
DC2RVA Purpose & Need



★ City of Richmond service would increase from 2 round trips per day to eighteen round trips per day

Richmond Area Alternative Considerations

- Meets Federal on-time performance standard and guidance for central business district station location
- Consistent with prior Federal and CTB decisions
- Supports increased frequency, ridership and reliability
- Accommodates freight operations and growth
- Accessible to passengers (parking, transit)
- Leverage previous investments in stations and track
- Cost (Capital and Operations & Maintenance)
- Avoids impacts to cultural and environmental resources

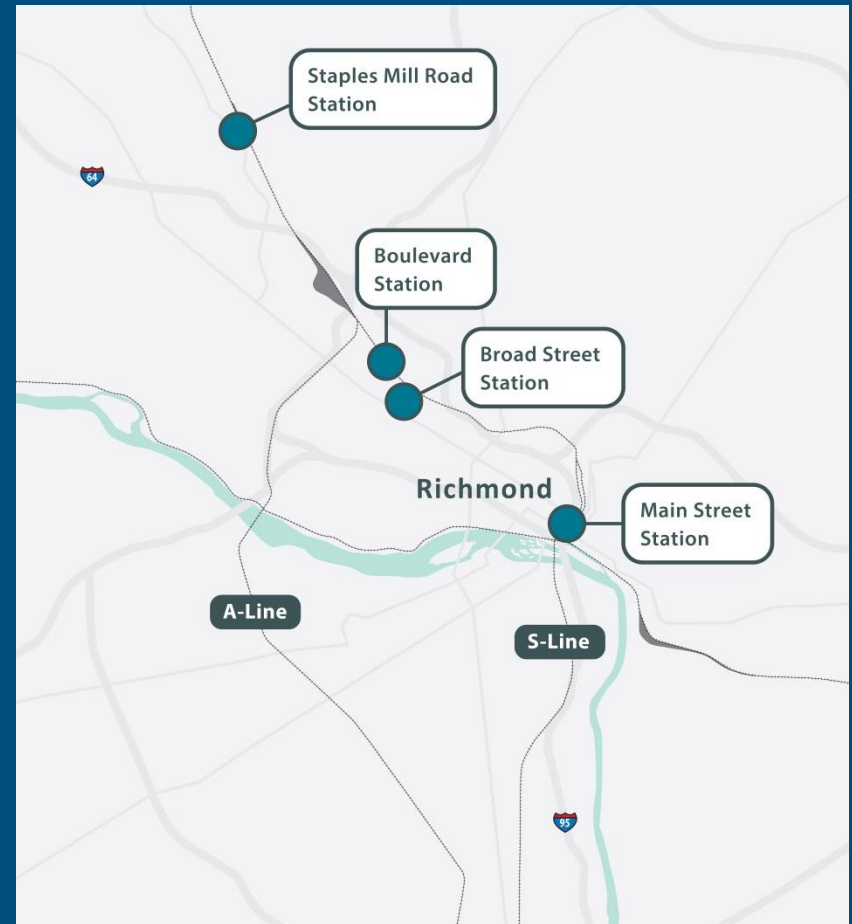


Richmond Area Travel Origins and Destinations from Ridership Survey

Approximately half are inside urban core

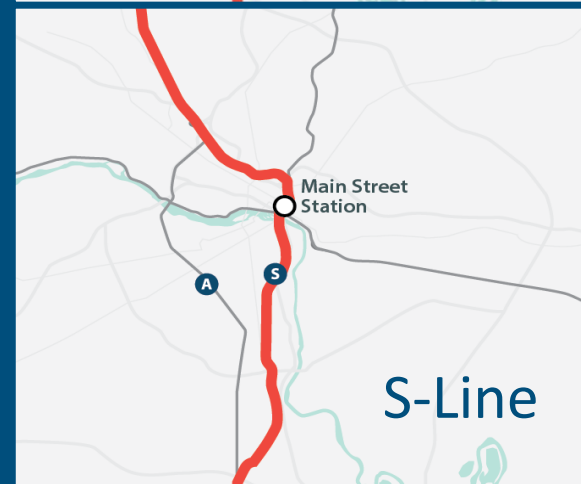
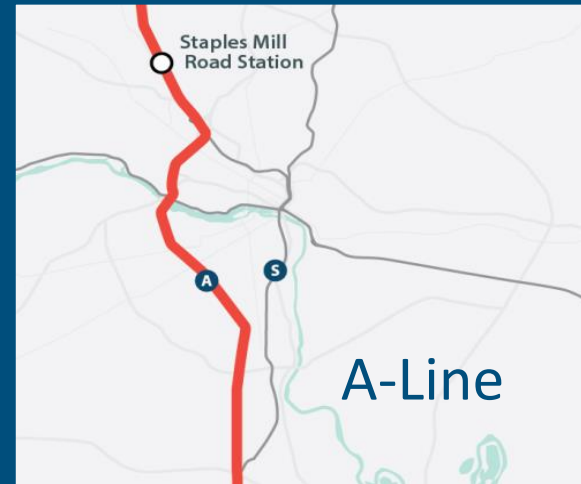
Richmond Station Concepts

- 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
 - Jointed track
 - Single-lane bridge across James River



Area 6: Richmond Area

DRPT Recommendation:

Main Street Station & Staples Mill Road Station: Full Service Option to Both Stations via S-Line within Existing Right-of-Way Cost: \$1.482 Billion (2025 \$)

- Requires new bridge across James River parallel to existing S-Line bridge
- Requires new east platforms at Staples Mill Road



Staples Mill Road Station Only is not practical

- Does not meet Federal standard of 90% on-time performance
- Not in or near the Central Business District, does not serve the urban core
- Not consistent with prior FRA or CTB decisions
- Creates passenger and freight bottleneck in 2-track section in I-195 trench
- Adding third track in trench plus new James River bridge adds \$850 million in infrastructure costs, and numerous property impacts



Main Street Station Only is not practical

- Cannot accommodate three tracks/platforms due to I-95
- Station dwell times delay passenger and freight trains
- Does not meet Federal standard of 90% OTP
- 1,200' platforms would extend over Broad Street
- Increased traffic and parking footprint



Analysis of Cultural Resources in Richmond

- Exceeded all state and federal requirements for historic and cultural resource analysis
- Documented five archeological sites and over 50 above-ground resources in Shockoe Bottom, including Lumpkins Jail/Devil's Half Acre and the Burial Ground
- Analysis included known 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
- DRPT has worked to minimize platform length at Main Street Station
- Final EIS will summarize known research, known and likely archeological and historical assets, and other information on the Shockoe Bottom Slave Trade

Likely Progression of Corridor Improvements

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	Two tracks through Ashland (3-2-3)	\$350

*Cost estimates only valid for comparing alternatives. Costs will be refined as preliminary engineering progresses.

DC2RVA Project – Next Steps

- CTB to recommend Preferred Alternative at December 6 meeting
- Recommendation Report issued late December after CTB action
- Preliminary Engineering for Preferred Alternative- late Summer 2018
- Service Development Plan- Summer 2018
- Final EIS and ROD- late 2018/early 2019