

Theme	Question	Response
	<ul style="list-style-type: none"> • What is the expected annual increase in freight rail? • Is it worth the cost to accommodate this projected growth? 	<p>Typically we would expect the natural freight growth at about 2.5% a year. We understand from project modeling and VRE and Amtrak operations, that the corridor is at capacity, and adding a third track would add more capacity and allow for better reliability and frequency. The bypass option is one of the options being considered to meet that capacity need. It would be a freight bypass, or possibly also for long distance trains, for greater capacity.</p>
	<ul style="list-style-type: none"> • How will you know when people have been on our property? 	<p>We send Property Notification Letters in advance to notify of anticipated access by DC2RVA field teams. The process is for the field teams to ring your doorbell first. I urge you to call the phone number in the letter if you would like to make special arrangements for access.</p>
	<ul style="list-style-type: none"> • You talk about the bypass option; does that mean no trains would go through the current Fredericksburg station? 	<p>It would allow for more passenger trains to go through the Fredericksburg station. If you route the freight trains to a bypass, it allows for more capacity for the freight trains on this alternate route, and more capacity for passenger trains through the current Fredericksburg station.</p>
	<ul style="list-style-type: none"> • The HOT lanes to Route 3 would just cause a bottleneck in another area. 	<p>DC2RVA contemplates adding more track throughout the corridor. There are already some sections of third track that have been built. The project would add more tracks to the system, which would add more capacity, like new lanes to a highway. We are working with NCDOT for the section south of us and DDOT for the section north of us. This is a portion of a greater system that is also planned for expansion.</p>
	<ul style="list-style-type: none"> • Would a new bridge be constructed in downtown Lafayette and over the 	<p>If the bypass option were chosen, there would be one new bridge over</p>

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	Rappahannock? A new bridge needs to be built over the Rappahannock.	the Rappahannock. If a third track is chosen, there would be a new bridge parallel to the existing bridge.
	<ul style="list-style-type: none"> How fast would trains go through Fredericksburg? 	The existing civil speed restriction of 40 mph in Fredericksburg would remain in place even if new tracks are built. 90 mph is the maximum authorized speed for any of the designs in the corridor. There are only a few sections in rural areas that could actually reach 90 mph.
	<ul style="list-style-type: none"> What is the City of Fredericksburg doing to bring business this way? 	Economic development in the Commonwealth is one of the goals of the project, and having viable transportation options for both road and rail, will provide economic benefits to Fredericksburg, too.
	<ul style="list-style-type: none"> How is your impact study measuring impacts to quality of life and property value impacts for adjacent properties? 	Our study investigates potential impacts to properties within approximately 600 feet of the DC2RVA corridor. The project conducts noise and vibration studies and assesses the view shed, among other assessments related to quality of life. I understand that the impacts in this area are something that cannot always be quantified. We do so to the best of our ability. Your comments on these issues that are not as easy to quantify are helpful.
	<ul style="list-style-type: none"> Where can I find information on what weight will be given to different parts of the study? How important is public comment? 	This will be part of the Draft EIS, which is what we are developing now for the entire 123-mile corridor. Public comments are very important and are recorded and summarized as part of the Environmental Impact Statement (EIS) process.

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	<ul style="list-style-type: none"> Can you provide the criteria for the bypass? 	<p>We consider a range of criteria, including potential property impacts and potential impacts to cultural and natural resources, as well as the potential for benefits to transportation. These criteria are used to evaluate each alternative, which will be documented in the Draft EIS.</p>
	<ul style="list-style-type: none"> A third rail would run on the east side of the existing rail, what happens to the pipeline there? Would you go further into my ROW? 	<p>Did you receive a property owner letter? Field teams have not been leaving cards, but we would be happy to answer questions specific to your property. There are utilities in the corridor and we have to coordinate with utility companies, and document where they are located, and factor that into design.</p>
	<ul style="list-style-type: none"> What is the consideration given for wetlands versus residential properties? 	<p>We are documenting resources throughout the corridor and making those available for public comment and review. It is a large area, but and we are looking at it mile by mile. I urge you all to take a look and scrutinize the information in the Draft EIS when it comes out. If you think we are making the wrong call, I want to hear it.</p>
	<ul style="list-style-type: none"> Who is going to read the comments? 	<p>DRPT and the FRA review the comments received during the comment period for the Draft EIS. Comments received outside of formal period are reviewed by the project team and added to the project’s administrative record, as well.</p>
	<ul style="list-style-type: none"> There are 900 acres of woods behind our neighborhood, why is it not possible for the bypass go 	<p>I urge you to make that comment and provide details that will allow us to research the issue.</p>

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	through those trees instead of through our neighborhood?	
	<ul style="list-style-type: none"> Do you factor in that there are children in these homes in neighborhoods that did not have tracks when the homes were built? 	Safety is a concern, and many of the improvements we are studying will improve safety. We are looking to grade-separate crossings. We are trying to avoid densely populated areas and neighborhoods as much as possible.
	<ul style="list-style-type: none"> Does the study look at hazardous waste that could go into the well water on some of our properties? 	Our study is focused on the increase in passenger rail, and will assess the potential effects of this increase related to safety and hazardous materials. Thank you for pointing out concerns about well-served properties.
	<ul style="list-style-type: none"> Is the cost a factor? 	We are looking at cost information and construction cost estimates will be available in the Draft EIS. It is one of many factors. There will be a matrix in the document with potential impacts and benefits in areas throughout the corridor. DRPT will recommend a Preferred Alternative based on the data that collected. That will be available for public review and comment.
	<ul style="list-style-type: none"> Who is making the final decision? Can an organization like FAMPO stop the project? 	The FRA is the lead federal agency for this study and will be making the final decision. It is DRPT's responsibility to carry out the EIS based on federal rules. Preparing the Draft EIS, providing a Preferred Alternative to FRA, incorporating public comments, and other steps are completed by DRPT in close coordination with FRA, the agency that issues the final Record of Decision at the end of the EIS process. Comments from

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		organizations like FAMPO and from individuals all become part of the administrative record that helps inform the final decision.
	<ul style="list-style-type: none"> I am in favor of a bypass, but I would suggest a bypass up 301 on Dahlgren line. Why have you not considered the 301 corridor? 	Our study does not preclude that from happening in the future. There have been previous studies that considered alternate routes. The Tier I EIS from Washington, DC to Charlotte, NC was completed in 2002. The Tier I provides DC2RVA’s Tier II EIS direction on the general alignment of the corridor through the Tier I Record of Decision, which directs the Tier II to keep rail infrastructure stay within the existing CSX corridor as much as possible.
	<ul style="list-style-type: none"> The purpose for this study is so that you can get more passenger riders down the existing rail lines. Have you considered that you are going to take a rather small number of passengers and save them 15-20 minutes, and to do that you will inconvenience thousands of people by blocking their crossings and devaluating their properties? 	The bypass is one of the alternatives under study. There are advantages and disadvantages to each alternative. We appreciate your patience as we evaluate the benefits and impacts of the alternatives.
	<ul style="list-style-type: none"> My concern has been that I have not been involved in the process since the beginning. The website says letters were sent to property owners and that June and December 	Any letters received by property owners are meant to inform you of environmental field studies. To announce past public meetings we placed advertisements in newspapers, shared information via the project website, and sent newsletters to everyone who signed up for project

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	meetings were held in Fredericksburg. I read the Freelance-Star and did not see the notice.	updates on our website. We have not had a formal public hearing yet, and there will be future opportunities for involvement.
	<ul style="list-style-type: none"> This bypass option was not in the list of options at the meeting held in June 2015. Who made the decision to add it and when? 	As we find sensitive resources in the corridor we consider different options that would have fewer impacts. We developed the current bypass alignment through a process that assessed the potential impacts to sensitive resources. The assessment was carried out using available mapping resources and field investigations. We have some of that documented here tonight, but the rest of it will be available in the Draft EIS.
	<ul style="list-style-type: none"> I am on the Spotsylvania county Board of Supervisors and FAMPO and have a couple of suggestions. While we may not have the final voting, we do have impact on what happens. Come to a FAMPO meeting and speak during our public comment period or email FAMPO. We want to see the metrics. How are you going to mitigate safety issues? 	Thank you for your comments. This process is not over. We screened alternatives using readily available information and field studies to identify sensitive cultural and natural resources, from wetlands to properties listed on the National Register of Historic Places. Our screening process will be documented in detail in the Draft EIS. Please note that the bypass option would not create any new at-grade crossings. All crossings would be grade separated, which means we would be looking at overpasses, which would be costly, but included in the cost estimate.
	<ul style="list-style-type: none"> On our Facebook page 4R, we have all the contact information for the local elected officials to let your FAMPO representatives know what 	Thank you for your comments. There will be a formal public comment period when the Draft EIS is released. Comments received will be included in the administrative record, and will be incorporated into the

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	you think.	Final EIS.
	<ul style="list-style-type: none"> • Would train tracks go over existing roads? 	DC2RVA’s design recommends road over rail in most instances, but this will not be finalized until the project is close to construction
	<ul style="list-style-type: none"> • Do we get to vote on this? When will the study be over? 	The FRA will be the ultimate decider. DRPT’s Preferred Alternative and Draft EIS, along with associated public comments, will factor in the decision. The project is planned for completion at the end of 2017. We are striving to keep this three-year time schedule, so that any uncertainty can be resolved as quickly as possible.