



DC2RVA Town of Ashland / Hanover County Area  
Community Advisory Committee (CAC) Meeting #1

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## Meeting Summary

- Project:** Washington, D.C. to Richmond Southeast High Speed Rail Tier II EIS (DC2RVA)  
Town of Ashland/Hanover County Area Community Advisory Committee (CAC)
- Date:** Monday, May 22, 2017  
6:00 p.m.
- Location:** Hanover County Administration Building  
Board of Supervisors Conference Room  
7516 County Complex Road  
Hanover, VA 23069
- Participants:** CAC Members, Virginia Department of Rail and Public Transportation (DRPT), DC2RVA  
Consultant Team

Meeting Open to the Public

Public Attendance: estimated 90

### CAC Members in Attendance:

Virginia Department of Rail and Public Transportation:

- Jennifer Mitchell, Director

Town of Ashland:

- Jim Foley, Mayor
- Josh Farrar, Town Manager
- Kristin Reihl, Citizen Representative

CSX:

- Randy Marcus, Resident Vice President
- Brian Barton, Trainmaster - Passenger Operations

Hanover County:

- Bucky Stanley, Hanover County Board of Supervisors
- Rhu Harris, Hanover County Administrator
- Carey Carlisle, Citizen Representative
- Linwood Attkisson, Citizen Representative

Randolph-Macon College:

- Preston Bryant, Board of Trustees
- Paul Davies, CPA Vice President of Administration and Finance
- Jen Thompson, Executive Assistant to the President

TOPIC	DISCUSSION LEAD
<b>OPENING STATEMENT</b>	Jennifer Mitchell, DRPT Director
<b>WELCOME AND FACILITY BRIEFING</b>	Rhu Harris, Hanover County Administrator
<b>CAC PURPOSE AND GUIDELINES</b>	Jennifer Mitchell, DRPT Director
<b>CAC INTRODUCTIONS</b>	CAC Members
<b>DC2RVA EIS UPDATE (NEPA STATUS)</b>	Emily Stock, DRPT Manager of Rail Planning
<b>TECHNICAL BRIEFING</b>	
• <b>GUIDING LAWS</b>	John Morton, DC2RVA Consultant Team
• <b>PURPOSE AND NEED</b>	Emily Stock, DRPT Manager of Rail Planning
• <b>RAIL OPERATIONS</b>	Pete Burrus, DRPT Chief of Rail
• <b>BASIS OF DESIGN</b>	Wayne Hyatt, DC2RVA Consultant Team
<b>ALTERNATIVES REVIEW</b>	Carey Burch, DC2RVA Consultant Team
<b>CAC SCHEDULE</b>	Jennifer Mitchell, DRPT Director
<b>ADJOURNMENT</b>	Jennifer Mitchell, DRPT Director

### **SUMMARY OF QUESTIONS/ANSWERS FROM CAC MEETING**

*Note: This meeting summary is intended as a summary of topics discussed and Q&A, and may be modified for clarity and context. Please refer to the PowerPoint presentation and meeting video for further detail.*

<b>Q:</b>	Who is the host railroad in Ashland?
<b>A:</b>	CSX is the host railroad.
<b>Q:</b>	What is the key benchmark or on-time metric that freight trains use, like OTP is for passenger rail?
<b>A:</b>	The metric is delay per one hundred train miles
<b>Q:</b>	(In reference to growth chart slide) Is this “demand” based on people demanding more train service? Where does the future demand come from?
<b>A:</b>	Demand estimates are based on projected population growth. DC2RVA applied current census data, as well as travel demand and trains identified in the Southeast High Speed Rail Richmond to Raleigh (R2R) Tier 2 EIS and the Southeast High Speed Rail Hampton Roads Tier 1 EIS.

<p><b>Q:</b></p>	<p>Who will own the extra track being built for this project?</p>
<p><b>A:</b></p>	<p>CSX will continue to own the rail infrastructure. The existing track and right-of-way are CSXT property, and any new infrastructure will have interoperability for passenger and freight.</p>
<p><b>Q:</b></p>	<p>Are there more benefits for Amtrak or CSX? Is there any agreement between CSX and Virginia to preserve capacity if the state puts millions of dollars into their infrastructure?</p>
<p><b>A:</b></p>	<p>The goal of the DC2RVA project is to provide intercity passenger rail service as a competitive travel option for Virginians traveling on the congested I-95 corridor. However, this is a multi-modal rail system with commuter, intercity passenger, and freight trains all operating on the same tracks and some of the required improvements for passenger rail may also benefit both commuter and freight. There are both programmatic and framework agreements in place.</p>
<p><b>Q:</b></p>	<p>Is the Virginia Avenue Tunnel now open to double-stacked freight trains?</p>
<p><b>A:</b></p>	<p>Yes, one of the tracks opened around Christmas time to double-stacked trains.</p>
<p><b>Q:</b></p>	<p>What is the typical length of a freight train? Are they really 15,000 feet within our corridor?</p>
<p><b>A: (CSX)</b></p>	<p>CSX has been transitioning to longer trains, but typically we (CSX) are not running 15,000 foot trains right now in this corridor. Most of the CSX trains operating in this corridor are currently between a mile (5,280 feet) and 10,000 feet in length, although some trains can reach 12,000 to 14,000 feet.</p>
<p><b>Q:</b></p>	<p>(With regard to the speed restrictions in Ashland) When do trains start accelerating in Ashland? From personal experience, trains start speeding back up before clearing the area.</p>
<p><b>A:</b></p>	<p>That is correct, trains start accelerating once the head end [of the train] has cleared the restricted speed zone.</p>
<p><b>Q:</b></p>	<p>How does the length and height of a train impact noise and vibration?</p>
<p><b>A</b></p>	<p>Noise and vibration is influenced by physical and operational characteristics of the trains. The length of a train influences the duration of a noise or vibration event (a train pass-by event). With respect to vibration, longer trains do not produce higher levels of vibration due to the additional length; weight is the primary factor influencing ground-borne vibration due to trains. According to FRA/FTA methods, vibration is not assessed on a cumulative basis. Noise is addressed on a cumulative basis, so longer trains can result in more noise. Height is not an input parameter used in train noise or vibration modeling assessments. If requested, DRPT can provide a more detailed discussion of rail noise and vibration issues at a future CAC meeting.</p>

	<p><b>Q:</b> How does double stacking the freight trains affect the total weight of the trains?</p> <p><b>A:</b> The weight of a loaded freight car is restricted to 286,000 lbs; double stacked intermodal trains are subject to the same carload weight restriction of 286,000 lbs per car as other types of freight trains. Most of the time the commodity carried in a double stacked car is intermodal and lighter than bulk commodity.</p>
<p><b>A: (CSX)</b></p>	<p><b>Q:</b> Do double stacked trains carry hazardous materials?</p> <p>Hazardous materials are not typically shipped in intermodal containers on double-stacked trains. Most (about 99.9%) of the CSX double-stacked trains do not carry hazardous materials; it is not the appropriate container for the types of hazardous cargo transported.</p>
	<p><b>Q:</b> With regard to highway crossings – What about new track where an at-grade crossing already exists – does the crossing have to be closed?</p> <p><b>A:</b> Analyses must be performed at each existing crossing to determine the correct type of protection needed. Options could include additional safety warnings, grade separating the crossing, or closing the crossing.</p>
	<p><b>Q:</b> Would a deep-bore tunnel be for passenger trains only?</p> <p><b>A:</b> No, the track would be interoperable like the others.</p>
	<p><b>Q:</b> All of the eastern bypass options were dropped. Will we (CAC) be reviewing in future meetings?</p> <p><b>A:</b> Yes, all options are back on the table for review by the CAC.</p>
	<p><b>Q:</b> Will we be talking about scheduling alternatives at future meetings?</p> <p><b>A:</b> Yes. Passenger service and scheduling are related to the alternatives. Also, we (DRPT) are in the process of additional operations modeling work with FRA, which gets into both service and infrastructure adjustments.</p>
<p><b>COMMENT:</b></p>	<p>Tonight we've been hearing a lot about freight. We have not heard about benefits to the Ashland and Hanover residents. There is a lot of work to do. Thank you to everyone for all the good technical information.</p>
<p><b>COMMENT: (CSX)</b></p>	<p>Thank you for including CSX in the CAC. Ashland is an important part of our network. CSX currently has the capacity needed for future freight growth. This project is a passenger rail study, and capacity improvements proposed by DC2RVA are to address passenger rail.</p>