



Town of Ashland/ Hanover County Area Community Advisory Committee

July 24, 2017
Randolph-Macon College
Ashland, VA

Welcome and Facility Briefing

Opening Statement

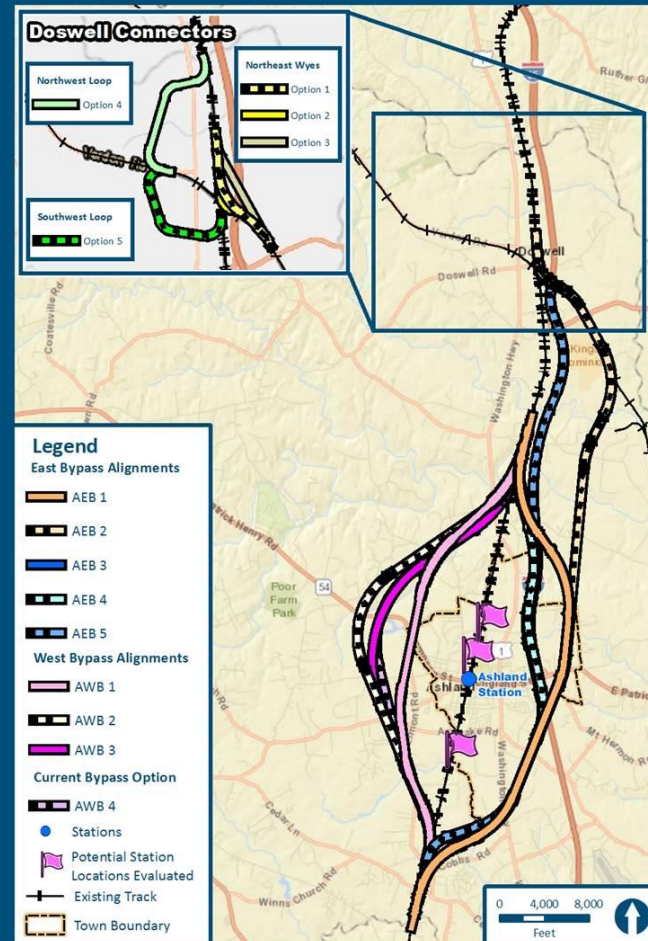
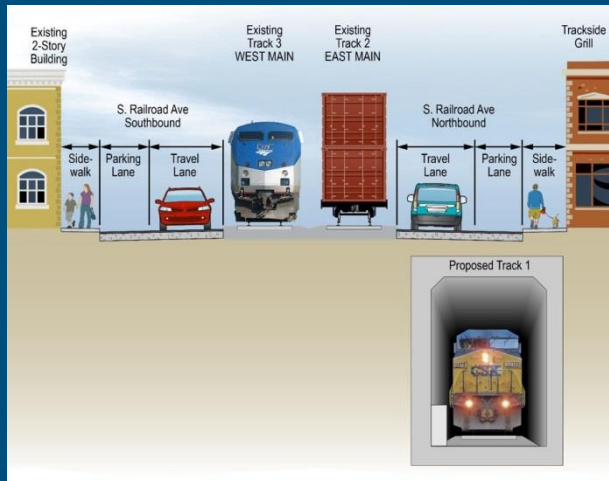
This CAC Meeting is being held to:

- Review the June 26, 2017 meeting
- Hold CAC alternatives discussion
- Share operations modeling results
- Cover questions from last meeting
- Have an opportunity for public to address the CAC members

Alternatives Discussion

Alignment Categories:

Through town, below-grade, and western or eastern bypass



Station Options

- Improve downtown Ashland station
 - 850-foot platform
 - 350-foot platform
- New station south of Ashcake Road
- Eliminate Ashland station/service

CAC Comments

- Revisit eastern bypass options
 - Washington Lacy Park
 - Buckingham Branch
- Additional study of below-grade options
 - Soft earth tunnel
 - Trench
- Others?

Operations Modeling

Goals of DC2RVA Operations Modeling

- Assess if the rail corridor with proposed infrastructure can achieve performance targets and meet or exceed operational guidelines
- Compare different service and infrastructure alternatives for the Draft EIS
- Detailed passenger service plan with additional modeling will be developed as part of the Final EIS

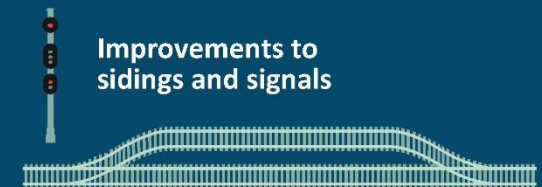
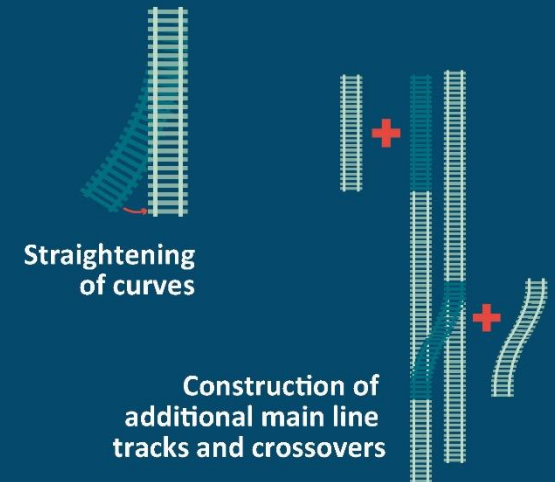
Federal Requirements for DC2RVA

- Passenger trains must achieve 90% or better on-time performance, on average, every day
- Project cannot unreasonably impact existing and anticipated future freight and commuter trains
- These requirements must be met for 20 years from the day the project is implemented



Infrastructure Validation for the Draft EIS

- Refined modeling cases (2045)
 - No Build
 - Full Build two tracks south of Spotsylvania (three tracks limited to VRE service area only)
 - Full Build two track option in Ashland
 - Full Build two track option in Ashland plus maintenance of way track outage
 - Full Build three track option in Ashland and remainder of corridor



Modeling Results to Date

- All build cases are the “Full Service” Richmond option, with 9 new round trips a day, and include revised service assumptions guided by FRA
- No Build and Full Build two tracks south of Spotsylvania (three tracks limited to VRE service area only) did not meet corridor performance objectives
- For the remainder of the cases and assumptions, passenger and commuter trains met on time performance goals
- Freight train delay results are still being reviewed

Considerations in Ashland/Hanover area

- Infrastructure must support increased passenger train frequency and reliability
- Infrastructure must accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor
- A two-track alternative is included in the Draft EIS, but we are still evaluating if it meets Project requirements
 - Are there operational benefits of eliminating stops in Ashland?
 - Can passenger train schedule and service plan be revised to reduce conflicts with VRE and freight trains?
 - Does this create freight delay in the larger network?

Questions from Last Meeting

Topics for Next Meeting

Public Comment Period

Comment Period Ground Rules

- The purpose of this comment period is to help the CAC members understand the views of the public
- In the interest of time, questions may not be answered in the meeting
- Public commenters will be called in the order they signed up
- Each commenter will have approximately 2-3 minutes depending on the number of commenters signed-up
- If we run out of time, please provide your comments in writing
- Please be respectful of every speaker

Public Opportunity to Address CAC Members

Additional opportunities for comment:



Leave your comments with us tonight:
Comment Box



Submit your form online at www.dc2rvarail.com



Call the project information line 888-832-0900,
TDD 711



Email your comments to: info@dc2rvarail.com

CAC Schedule

Tentative Meeting Dates



- **August 28, 2017**
- **September 25, 2017**
- **October 16, 2017 (TBD if needed)**

Adjournment