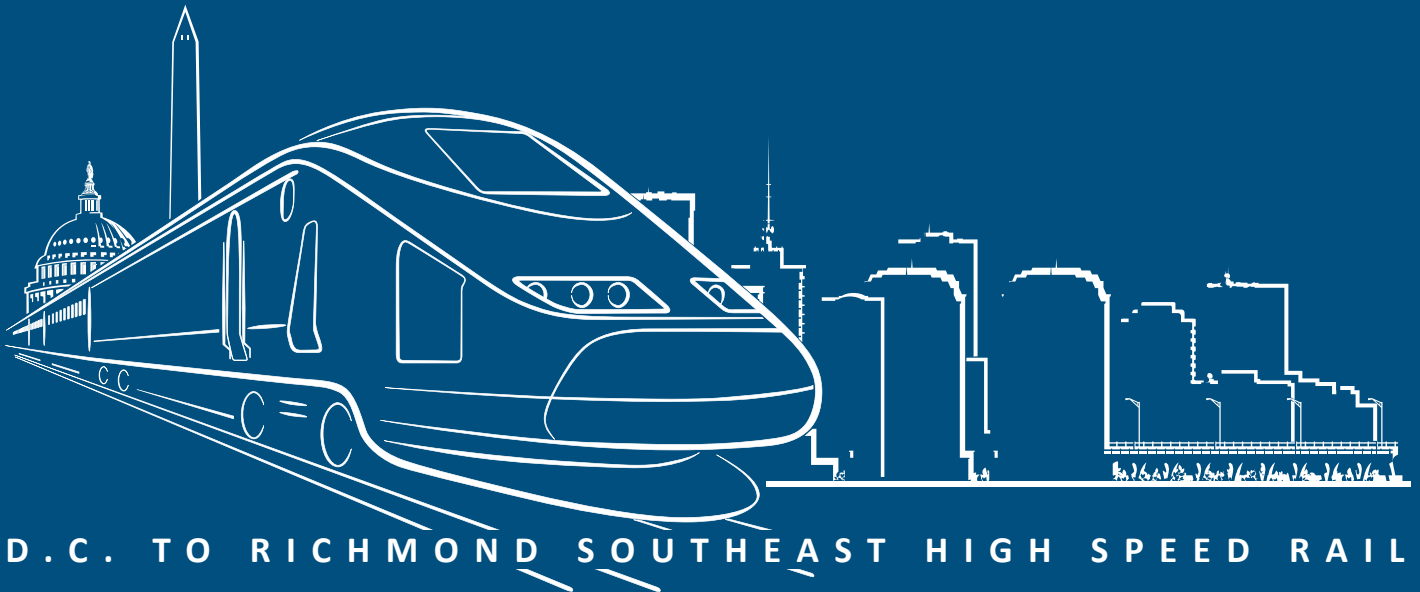




V SCOPING AND OUTREACH MATERIALS



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

V SCOPING AND OUTREACH MATERIALS

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SCOPING SUMMARY REPORT

May 15, 2015



Scoping Summary Report

FINAL



U.S. Department of Transportation
Federal Railroad Administration

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1 INTRODUCTION

The Federal Railroad Administration (FRA) and Virginia Department of Rail and Public Transportation (DRPT) propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA). The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in the corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors.

The Project corridor is a 123-mile, active rail corridor owned by CSX Transportation, Inc. (CSXT) that roughly parallels Interstate 95 between Washington and Richmond. In addition to CSXT freight activity, Amtrak and Virginia Railway Express (VRE) operate passenger service on the corridor. From north to south, the Project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor, which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC and Charlotte, NC, and then continues west to Atlanta and south to Florida. The purpose of the SEHSR program, as stated in the 2002 Tier I Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to

INTRODUCTION

provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond Southeast High Speed Rail project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

The DC2RVA Tier II EIS is being prepared pursuant to the National Environmental Policy Act (NEPA) of 1969. As per Council of Environmental Quality (CEQ) regulations (40CFR part 1500 et seq.) for implementing the National Environmental Policy Act (NEPA) and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), FRA and DRPT conducted scoping to guide the development of the Tier II EIS for the Project. The scoping process invites comments from interested agencies and the public to ensure the full range of issues related to the Project are addressed, reasonable alternatives are considered, and significant issues are identified. To provide an early and open scoping process, DRPT and FRA employed many forms of outreach to engage diverse audiences, inform them of the Project and enable them to contribute their input. These efforts culminated in one agency scoping meeting, four in-person public scoping meetings and one self-guided online meeting. In total, 3,307 parties participated in the scoping process, providing 1,625 scoping comments.

2 **OUTREACH EFFORTS**

On October 23, 2014, the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) issued a Notice of Intent (NOI) to prepare a Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA) in the Federal Register (FR) (Vol.79, No. 205). The NOI included a summary of the Project, environmental review process, and public scoping meeting information (Appendix A).

DRPT and FRA held public scoping meetings for the Project on November 5, 6, 12 and 13, 2014 as well as a scoping meeting for federal, state, and local agencies on November 3, 2014. The intent of the meetings was to introduce the Project, explain the study process, refine purpose and need, and begin to identify alternatives for consideration. The public, agencies, and other stakeholders were invited to provide comments about the Project, during and after each meeting through various formats.

DRPT developed and implemented a robust outreach campaign to ensure stakeholders were aware of the opportunities offered to engage in the scoping process.

2.1 PROJECT LAUNCH

On October 6, 2014, 30 days from the first public scoping meeting date, the Project's public outreach was initiated through a series of public announcements.

2.1.1 Website Splash Page

An initial group of four web "splash" pages, launched on October 6, 2014, announced the kick-off of the Project, offered a brief description of the Project, provided a way to join the mailing list, encouraged visitors to take a brief initial survey and provided details of the upcoming public scoping meetings.

2.1.2 Email

An email message was distributed on October 6, 2014, to 983 contacts on the Project database to announce the Project kick-off, to promote the Project website and to direct the recipients to the Project splash page. This email was part of a series of emails distributed throughout scoping. The series of emails can be found in Appendix B. The email distribution list was expanded throughout the scoping process as additional members of the public, agencies and other stakeholders asked to be placed on the list for future emails.

2.1.3 Press Release

An initial press release was distributed on October 6, 2014, to key local and regional print and electronic media, including ethnic and specialty media, to announce the Project kick-off and to begin to educate the public and the media of the process. This press release was part of a series of press releases distributed throughout scoping. The series of press releases can be found in Appendix C.

2.1.4 Social Media

Twitter and Facebook accounts were set up and the first postings were sent on October 6, 2014, as part of the Project kick-off. Messages announced the kick-off and directed visitors to the Project website splash page and encouraged them to take the initial survey.

2.1.5 Initial Survey

An electronic survey was developed to gain initial information from respondents including how they got their news and information, what time of day was better for a public meeting, whether or not they were rail users, how they perceive the benefits of rail, and to survey demographic information. The survey was available via a link on the Project website splash page from October 6 to October 20, 2014. There were 1,091 responses to the survey and included responses from a geographically diverse group throughout the Project corridor. See Appendix D for a summary of survey responses.

2.2 PROJECT WEBSITE

The full Project website went live on October 20, 2014. The site can be found directly at <http://www.DC2RVArail.com>. In addition, a brief project overview and related links were provided on the DRPT main website. The website includes translation and font enlargement features.

The site offers information pertaining to the project process and background, public meeting notices, the study schedule, access to the online scoping meeting and an electronic comment form. A screen capture of the homepage and a summary of website usage are included in Appendix E.

2.3 NEWSPAPER ADVERTISING

Newspaper advertisements were placed in the main news sections of several newspapers along the Project corridor between Arlington and Richmond. See Table 2-1 for details. Copies of the advertisements are included in Appendix F.

TABLE 2-1: NEWSPAPER ADVERTISEMENTS

Newspaper	Region/Audience	Advertisement Dates	Size
Richmond Times Dispatch	Richmond	10/28/14, 11/3/14	4 col. x 6"
Richmond Free Press	Richmond – African American	10/30/14	4 col. x 6"

TABLE 2-1: NEWSPAPER ADVERTISEMENTS

Newspaper	Region/Audience	Advertisement Dates	Size
Free Lance-Star	Fredericksburg	10/31/14, 11/7/14	4 col. x 6"
Nueva Raices (Spanish ad)	Richmond & Fredericksburg – Hispanic	10/28/14	1/6 page
Washington Post Express	NOVA and Washington, D.C.	10/28/14	4 col. x 6"
El Tiempo (Spanish ad)	NOVA and Washington, D.C. – Hispanic	10/31/14	4 col. x 6"
Virginia Press Association	Northern Virginia Region – 31 papers including some ethnic	10/26/14 – 11/3/14	3.22" x 2"

2.4 EMAIL

Invitations to attend the scoping meetings and information about the Project were sent via email. DRPT identified and contacted specific community group contacts and asked that they send emails on behalf of the Project to their constituents. These groups included city council clerks and business and human service organization advocates. The email messages are included in Appendix B.

The email distribution list included the following groups:

- Public involvement offices
- Elected officials and community leaders
- Citizens (those who requested to be included via the Project website)
- Transit/transportation organizations and advocacy groups
- Business/institutional community
- Community organizations & special interest groups
- Environmental Justice populations and low English proficiency (translated to Spanish)

The following emails were sent in anticipation of or during scoping.

General Public

- October 27, 2014 – Initial announcement of the public meeting with links to website. Sent to 959 database members.
- November 3, 2014 – Reminder of upcoming meetings with meetings. Sent to 956 database members.
- December 1, 2014 – Final reminder of the end of the comment period (12/5/14) with a link to the electronic comment form. Sent to 1,417 database members.

Federal, State and Local Agencies

- October 20, 2014 - Invitation to participate in the agency scoping meeting. Sent to 133 database members.
- October 30, 2014 - Reminder of upcoming agency scoping meeting. Sent to 124 database members.

Community Leaders

- October 27, 2014 - Spanish version of the general public email from 10/27/14 was sent to contacts at Hispanic organizations throughout the corridor. Sent to 20 database members.
- November 21, 2014 - Version of the general public email from 12/1/14 was sent to contacts at faith-based organizations throughout the corridor. Sent to 113 database members.

2.5 SOCIAL MEDIA

Social media accounts were established and became live for posting on October 6, 2014, to coincide with the Project’s public outreach launch. The purpose of the Project’s social media efforts are to broaden outreach, increase awareness of the Project and provide engagement opportunities to stakeholders who might not otherwise participate.

Although social media posts are not included in the public record, the conversation occurring online is important to the process. DRPT summarized the content of social media comments for comparison with formal comments to check for most discussed topics and potential new issues not identified through traditional means. DRPT used social media to perform real-time evaluation of project information and locate geographic areas with higher or lower levels of stakeholder participation. See Appendix G for the Social Media Impact Report.

Social Media Profiles

- Twitter: @dc2rvarail
- Facebook: dc2rvarail

2.6 STATIC DISPLAYS

Large format display boards with information about the Project and details about the public scoping meetings were developed, printed and delivered on October 12, 2014, to 10 locations in the Project corridor. See Table 2-2 for details. Copies of the boards are included in Appendix H.

TABLE 2-2: STATIC DISPLAY LOCATIONS

Location	Region
Broad Rock Branch Library	Richmond
Dumbarton/Staples Mill Library	Henrico
Dumfries Neighborhood Library	Dumfries
East End Branch Library	Richmond

TABLE 2-2: STATIC DISPLAY LOCATIONS

Location	Region
Lorton Library	Lorton
Salem Church Library	Fredericksburg
Crystal City Business Improvement District (BID)	Arlington
Hanover Arts Museum	Ashland
Duncan Library	Ashland
Virginia Railway Express	Fredericksburg

2.7 FLIERS

Three weeks in advance of the scoping meetings (October 12 through October 24, 2014), 715 fliers produced in English and Spanish were hand-delivered and mailed to 250 locations along the Project corridor and in the areas surrounding potential rail stations. PDF versions of the fliers were provided to public information officers via email and were also placed on the Project website to allow the public to download it. A copy of the flier and the distribution are provided in Appendix I.

2.8 MEDIA RELATIONS

Members of the press were sent press releases and media advisories to spur media coverage. They were also provided media kits at the meetings and via the Project website. To broaden message distribution, news releases were prepared in English and Spanish and sent to local print and broadcast media as well as minority media along the Project corridor. A series of news releases were developed and distributed as follows:

- October 6, 2014 – Project Initiation Launch Release distributed.
- October 22, 2014 – Public Scoping Meeting Details Release distributed.
- November 4, 2015 – Public Scoping Meeting Media Advisory distributed.

The series of press releases can be found in Appendix C.

As a result of these efforts, several articles appeared in local newspapers and morning and afternoon news shows covered the Project, meeting dates and locations. Members of the project team were also interviewed during the Scoping period, which helped raise awareness of the Project, the meetings and opportunities for the public to provide input. Tables 2-3 and 2-4 summarize media coverage during the scoping period.

TABLE 2-3: EARNED MEDIA COVERAGE THROUGH DECEMBER 5, 2014

Date	Source	Title
10/6/2014	NBC29, Charlottesville	(none)
10/12/2014	Free-Lance Star, Fredericksburg	High Speed Rail To Get Public Say
10/14/2014	Times Dispatch.com, Richmond Times Dispatch	NC-VA high speed trains starting slowly
10/15/2014	Village News, Chesterfield	D.C. to Richmond high-speed rail evaluated
11/4/2014	Stafford County Sun	Area high speed rail options to be presented at Marines' museum
11/5/2014	Washington Post	High-Speed rail meetings planned in Virginia
11/5/2014	The Daily Journal	1st of 4 public meetings on proposed high-speed rail in VA set for Wednesday in Ashland
11/5/2014	WCVE, Richmond	Public Meetings On High Speed Rail Begin in Ashland
11/5/2014	Times Dispatch.com, Richmond Times Dispatch	High-speed rail meetings planned in Virginia
11/5/2014	CBS DC	High Speed Rail Meetings Planned
11/5/2014	WSLS TV, Roanoke	High Speed Rail Meetings Planned in VA
11/6/2014	Times Dispatch, Richmond	Public meeting on high speed rail held in Richmond
11/7/2014	Railway Age, Magazine	Virginia DOT, FRA host meetings on proposed D.C.-Richmond high-speed project
11/12/2014	Stafford County Sun, Stafford	Public meeting on high speed rail tonight
11/16/2014	Herald-Progress, Ashland	Third rail idea floated for Ashland
11/17/2014	Free-Lance Star, Fredericksburg	High-speed rail plan that's being reviewed would include Fredericksburg region
11/30/2014	Free-Lance Star, Fredericksburg	How much faster will high-speed rail be?

TABLE 2-4: MEDIA INTERVIEWS

Date	Source	Type	Project Team Member
11/5/2014	WCVE	On-Air Radio	Emily Stock
11/5/2014	The Herald Progress	In-person (Ashland public meeting)	Emily Stock
11/6/2014	Louis Llovio, Richmond Times Dispatch	Phone	Emily Stock
11/12/2014	Stafford Sun	Phone	Emily Stock
11/12/2014	Scott Shenk, Free Lance-Star	In-person (Quantico public meeting)	Kevin Page
11/12/2014	Gail Parker, Fairfax County Independent Cable TV program "Green" (not endorsed by County)	In-person (Quantico public meeting)	Emily Stock

2.9 FORMAL LETTERS TO ELECTED OFFICIALS

Elected officials at the state and local levels were notified of the scoping program and upcoming scoping meetings through a formal letter sent on October 24, 2014. The letter was sent to 359 elected officials and included project background, a project corridor map and information about how their constituents would be engaged and how input would be solicited. An example of the letter can be found in Appendix J.

2.10 ENVIRONMENTAL JUSTICE AND OTHER SPECIAL TARGETED OUTREACH

Special targeted outreach was conducted to ensure that diverse segments of the population were given the opportunity to become involved with the Project at an early stage. Targeted outreach included identifying contacts representing low income, minority, seniors, disabled, human service groups and organizations that advocate and/or provide services on their behalf. All groups and individuals identified through this process were provided information regarding the Project and the scoping meetings and were asked for detailed contact information so that they could be included in future communications about the Project. Social Services, Disabilities Boards, the Area Agency on Aging, Hispanic business and advocacy groups, and the NAACP were included in addition to community centers, universities, neighborhood associations and businesses.

Title VI & Limited English Proficiency

Pursuant to Title VI of the Civil Rights Act of 1964, DRPT took specific steps to ensure that scoping meetings and materials were accessible to all individuals, regardless of race, color, national origin, age, or physical ability:

- Offered, by advance request (48 hours), foreign language translators and American Sign Language (ASL) interpreters would be provided at in-person meetings. One person requested and received ASL services.
- Included Spanish statement to request assistance/translation for meetings on outreach materials.
- Ensured meeting locations were ADA accessible.
- Included TDD/TYY number in outreach materials.
- Translated ads to Spanish for Spanish newspapers.
- Translated press release to Spanish for Spanish media.
- Translated emails to Spanish for Hispanic organizations and advocacy groups.
- Provided a website translation tool and font enlargement tool.

2.11 PUBLIC INFORMATION OFFICER WEBINAR

DRPT contacted 108 public information officers via email and placed 24 telephone calls, inviting them to participate in a webinar to learn about the Project and identify ways in which they could help promote the Project through their established channels. The webinar was held on October 22, 2014, and had 14 participants. Following the webinar, the presentation was emailed

OUTREACH EFFORTS

to the 108 contacts to ensure those that did not participate still had access to the information. A printed copy of the webinar can be found in Appendix K.

3 SCOPING MEETINGS

3.1 AGENCY SCOPING

On November 3, 2014, an agency scoping meeting was held at the Virginia Housing Center in Glen Allen, Virginia from 1:00 to 3:00 p.m. to gather federal, state and local agency input regarding the scope of the Project. The meeting began with an open house format from 1 to 1:30 p.m., followed by a short presentation from 1:30 to 2 p.m. The remainder of the meeting was a question and answer session. The meeting had 16 attendees. The email invitees list and a scanned copy of the meeting sign-in sheets are provided in Appendix L.

TABLE 3-1: AGENCY SCOPING MEETING LOCATION AND ATTENDEES

Meeting Location	Date and Time	Emailed Invitations	Attendees
Virginia Housing Center 4224 Cox Road, Glen Allen, VA	Monday, November 3, 2014 1:00-3:00pm	139	16

As attendees entered the meeting, they were given a project handout and comment form. Copies of these can be found in Appendix L. During the open house portion of the meeting, the information boards that were created for the public scoping meetings were on display so that attendees could see the type of information the public would be able to review. Attendees were encouraged to fill out the hardcopy comment forms at the public meeting. They were also informed of opportunities to provide comment via the Project website, the Project email address, the telephone hotline and direct mail to the Virginia Department of Rail and Public Transportation (DRPT) main office. DRPT received three agency scoping comments. For detailed information regarding scoping comments, please refer to Chapter 4 of this report: Comment Summary.

3.2 PUBLIC SCOPING: IN-PERSON MEETINGS

On November 5, 6, 12, and 13, 2014, public scoping meetings were held from 5:00 to 7:30 p.m. along the Project corridor. A formal presentation was given at 6:00 p.m. Attendees were invited to meet with project team members before and after the presentation to ask questions and discuss Project details. See table 4 for meeting locations and attendance. Scanned copies of the meeting sign-in sheets are provided in Appendix M.

TABLE 3-2: : PUBLIC SCOPING MEETING LOCATIONS AND ATTENDEES

Meeting Location	Date and Time	Attendees
Hanover Arts and Activities Center 500 South Center Street Ashland, VA	Wednesday, November 5, 2014 5:00-7:30pm	58
Department of Motor Vehicles 2300 W. Broad Street Richmond, VA	Thursday, November 6, 2014 5:00-7:30pm	74
National Museum of the Marine Corps – Quantico 18900 Jefferson Davis Highway Triangle, VA	Wednesday, November 12, 2014 5:00-7:30pm	39
Westin Crystal City 1800 Jefferson Davis Highway Arlington, VA	Thursday, November 13, 2014 5:00-7:30pm	66
Total		237

As attendees entered the meeting, they were given a Project handout, comment form and DRPT's required Title VI survey for public meetings. Copies of these handouts and a summary of the Title VI information collected via the survey can be found in Appendix M. During the open house portion of the meeting, information boards were on display to provide information about the Project, its purpose, the environmental factors currently under consideration for evaluation, potential improvements and impacts of the Project, and the future schedule. See Appendix M for copies of the information boards. A copy of the presentation given at the meeting is also available in the appendix.

Attendees were encouraged to fill out the hardcopy comment forms at the public meeting. They were also informed of opportunities to provide comment via the Project website, the Project email address, the telephone hotline and direct mail to DRPT's main office. DRPT received 1,625 public scoping comments over the course of the scoping period. For detailed information regarding scoping comments, please refer to Chapter 4 of this report: Comment Summary.

3.2.1 Special Assistance

All of the public meetings were held at ADA and transit accessible locations. Informational materials were developed in an easy-to-read format and included visuals as appropriate. The meeting handouts and comment forms were available in English and Spanish. All meeting notifications and outreach advertised that attendees with special needs should contact DRPT's Title VI Compliance Officer in advance of the meetings to request assistance. DRPT received one request via the Project email address for a sign language interpreter at the Arlington meeting. The sign language interpreter provided interpreting services for the duration of the meeting.

3.3 PUBLIC SCOPING: ONLINE MEETING

An online meeting was hosted on the Project website. It launched on October 27, 2014, and accepted scoping comments through December 5, 2014. The meeting is still available in archive form on the Project website via the Public Meeting Archive page. The online meeting was designed to mirror the in-person meetings. Online meeting participants were presented the same information boards and handout that were available to attendees of the in-person meetings. The meeting is self-guided and was available 24 hours a day to allow those who were unable to physically attend the meeting an opportunity to learn about the Project and provide their input. At the close of the scoping period, the online meeting had 348 attendees. See Appendix N for a screen capture of the online meeting.

4 COMMENT SUMMARY

In order to offer stakeholders—both agencies and the general public—ample opportunity to provide scoping input on the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA), comment forms were made available and collected in several locations. Comments were submitted by:

- Submitting a hardcopy comment form to any project team member at any of the in-person meetings.
- Mailing the hardcopy comment form to the Virginia Department of Rail and Public Transportation (DRPT) main office.
- Submission via the comment form on the website.
- Submission via the online meeting.
- Emailing the Project email address.
- Calling the toll-free Project hotline.

DRPT received 1,625 scoping comments. All comments received were fully considered. DRPT reviewed each comment, then categorized them by topic and appropriately grouped them for response. Summary responses were prepared and are presented in Section 4.2 below. Figure 4-1 and Table 4-1 provide a summary of comment trends, indicating the number of times a particular topic was mentioned by commenters.

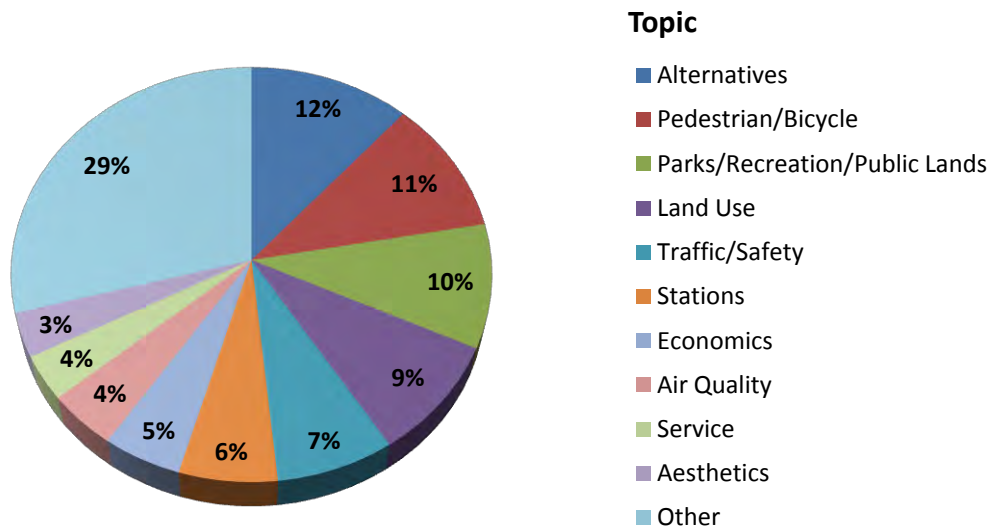


FIGURE 4-1: TOP TEN COMMENT TOPICS**TABLE 4-1: COMMENT TRENDS**

Topic	Number of Mentions	Topic	Number of Mentions
Alternatives	202	Cultural Resources	11
Pedestrian/Bicycle	184	Wetlands	11
Parks/Recreation/Public Lands	168	Real Estate	10
Land Use	158	General Opposition	9
Traffic/Safety	130	Mobility	9
Stations	108	EIS Process	8
Economics	87	Wild and Scenic Rivers	8
Air Quality	77	Wildlife	7
Service	61	Cumulative Impacts	6
Aesthetics	60	Agency Coordination	5
Parking	56	Threatened and Endangered Species	5
General Support	38	Coastal Zone Impacts	4
Mailing List Request	36	Flooding/Floodplains	4
Operations/Maintenance	28	Social Impacts	4
Cost	24	Sustainability	4
Displacements	21	Rail Technology/Electrification	3
Right-of-Way	21	Soil/Topography	3
Compatibility with Other Projects/Plans	20	Construction	2
Ridership	20	Energy	2
Schedule	19	Environmental Justice	2
Public Involvement	17	Purpose and Need	2
Biological Resources	16	Utilities	2
Information Request	16	ADA Accommodations	1
Noise/Vibration	14	Ownership/Trackage Rights	1
Study Area/Termini	12	Revenue	1
Water Quality/Resources	12	Special Waste	1
Conservation/Mitigation	11		

4.1 AGENCY COMMENTS

Table 4-2 summarizes the 11 agency comments received during the scoping period. Copies of these letters are provided in Appendix O.

FIGURE 4-2: AGENCY SCOPING COMMENTS

Agency	Date	Summary
Virginia Department of Environmental Quality	11/3/2014	Provided advice on complying with the National Environmental Policy Act (NEPA), the Coastal Zone Management Act, and the Virginia Coastal Zone Management Program, as well as a list of helpful environmental databases.
Richmond Regional Planning District	11/6/2014	Clarified the Richmond Regional Planning District's role in the process and requested an explanation for why the study will reconsider the CSXT A-Line (which was eliminated in previous studies of the corridor) as a possible alignment through Richmond.
National Park Service	11/19/2014	Identified four National Park Service-managed trails (the Captain John Smith Chesapeake National Historic Trail, Star-Spangled Banner National Historic Trail, Potomac Heritage National Scenic Trail, and Washington Rochambeau Revolutionary Route National Historic Trail) that are in close proximity to the rail corridor. Advocated for taking advantage of any opportunities to include information that references the National Trails where the Project crosses or comes into close proximity to the trail routes. Education and promotional materials describing trail stories such as maps and other publications could be located on future commuter cars and at stops, interpretive signage of the national trails could be installed at strategic locations, and public access opportunities could be included in any new bridge crossings of river tributaries.
Virginia Department of Environmental Quality – Piedmont Regional Office	11/25/2014	Provided a list of the streams and rivers in the Piedmont Region that the Project will cross, as well as guidance on complying with state regulations related to erosion and sediment control, hazardous and solid waste, and air quality.
City of Richmond	12/4/2014	Advocated for the kind of downtown-to-downtown service that has driven the success of the Northeast Corridor, which could be achieved by choosing a high speed rail alignment that uses the S-Line and serves Main Street Station in downtown Richmond.
County of Fairfax	12/4/2014	Stated that the Project presents an opportunity to upgrade or install water quality controls by implementing stormwater and flood protection measures which did not exist when the rail line was originally constructed, and that the study should also evaluate noise impacts and impacts to natural areas. Identified the Fairfax County water bodies and parks within the study area.

FIGURE 4-2: AGENCY SCOPING COMMENTS

Agency	Date	Summary
County of Henrico	12/4/2014	<p>Stated that the Buckingham Branch Railroad between Richmond and Doswell should be eliminated from consideration, as it was previously evaluated by DRPT and determined not to be a cost-effective alternative.</p> <p>Stated that the existing Staples Mill Road Station should be evaluated as the primary passenger rail station for the Richmond region.</p>
Virginia Department of Conservation and Recreation	12/4/2014	Presented results of Biotics data system search for occurrences of natural heritage resources—which include rare, threatened, or endangered species, unique or exemplary natural communities, and significant geologic formations—within the study area.
Virginia Railway Express	12/4/2014	Provided information on VRE planning, design, and construction initiatives and recommended that future VRE service plans be considered in the Project's analysis of rail operations and rail improvements identified to serve future combined VRE, intercity/regional passenger rail, and freight operations.
Stafford County	12/5/2014	<p>Provided information on existing conditions at rail crossings in Stafford County, as well as environmental resources such as wetlands, Chesapeake Bay Resource Protection Areas, endangered species, cultural resources, Dam Break Inundation Zones, floodplains, and streams and rivers.</p> <p>Provided guidance on complying with state and local stormwater management and erosion and sediment control regulations.</p>
Virginia Department of Transportation	12/12/2014	Highlighted a range of considerations for areas where the proposed improvements are adjacent to or interact with VDOT roadways, including direct impacts to VDOT right-of-way or wetland mitigation sites, safety and delays at grade crossings, detailed noise and vibration analysis on alignments parallel to VDOT roadways, and not precluding planned highway improvements,

4.2 PUBLIC COMMENTS

The scoping program yielded an outpouring of public interest and input. Public comments ranged from general support or opposition to very specific remarks on particular locations and resources. They also included several logistical comments and questions related to the scoping meetings and comment process, such as requests for meeting accommodations for sign language, comments on website function, and information requests.

Of the 1,614 public comments received, 1,220 of them were form letters, which are discussed in Section 4.2.1 below. The rest were unique letters, emails, comment forms, or telephone comments, though many of them touched on similar themes. These comments are summarized in Section 4.2.2, and DRPT's response is provided below each comment summary.

4.2.1 Form Letters

DRPT received multiple copies of two form letters during the scoping, one from Virginians for High Speed Rail, and another from the East Coast Greenway Alliance. These letters are summarized below.

4.2.1.1 Virginians for High Speed Rail Form Letter

The following form letter was received from 428 members of Virginians for High Speed Rail (VHSR), which advocates for improved rail service in the Commonwealth:

Comment: Thank you for the opportunity to comment on the scoping portion of the Washington to Richmond Southeast High Speed Rail Corridor Tier II study. As you continue with the study, you should factor in the following thoughts:

- The travel time from D.C. to Richmond should be shorter than a trip in an automobile.
- Reliability of the service is vital to the corridor's success, thus reaching a threshold of 90 percent on-time performance is important.
- Improvements to the level of service on the corridor should take into account future expansions of service to Newport News, Norfolk, Roanoke/Lynchburg, as well as Raleigh/Charlotte.
- The study should put a priority on stations/stops that serve a greater density of citizens, transit oriented development communities, and central business districts.
- The service quality should capture the choice passenger while also providing safe, reliable, and convenient transportation options to all of the corridor's citizens.

Thank you again for this opportunity to make public comments in support of the Washington to Richmond Southeast High Speed Rail Corridor Tier II study.

Response: DRPT appreciates the support for the DC2RVA project from so many members of Virginians for High Speed Rail. DRPT is committed to providing a safe and affordable travel option for the Commonwealth. As noted in the comment letter, total trip time, service reliability, service frequency, service quality, and station stops are all be important considerations for the new high speed passenger rail service and will be part of the criteria used in DRPT's analysis. DRPT will also build on the work completed in the Tier I Environmental Impact Statement (EIS) for the entire Southeast High Speed Rail (SEHSR) corridor and other potential expansions of passenger rail service in Virginia.

4.2.1.2 Greenway Form Letter

Supporters of the East Coast Greenway Alliance, a group spearheading the development of a continuous pedestrian/bicycle trail network from Maine to Florida, submitted 792 copies of the following form letter:

Comment: Let's build a greenway along with the rails! I want to express my concern that no consideration has been given for the inclusion of a greenway in the proposed High Speed Rail from Richmond to Washington, D.C. and ask that a parallel greenway be included in the Tier II EIS Study. A greenway was included in the Richmond to Raleigh EIS and a northern extension is a logical addition to that facility. A greenway in the corridor offers many benefits including:

Attracts tourism and jobs; Reduces CO₂ & NO_x emissions and other air pollutants; Promotes multi-modal connections to the train stations; Reduces parking needs at the train stations; Reduces traffic congestion in the impacted communities. A greenway in this corridor would be a key link in the East Coast Greenway which will connect Florida to Maine. Once this corridor is upgraded, citizens will live with it for the next century. Let's get it right.

Response: DRPT recognizes the value of greenways, as evidenced by its support for greenway development projects over the years, including the support of a separate ongoing project to develop a greenway parallel to the Richmond to Raleigh SEHSR alignment adjacent to certain corridor sections. The decision to establish a new greenway is a separate and distinct action from establishing high speed passenger rail service under NEPA. Decisions related to a potential greenway could be pursued independently of DRPT and FRA's decision on new high speed passenger service.

A parallel greenway is not part of the DC2RVA Tier II EIS as it is not supported by the SEHSR Program's Purpose and Need as defined in the Tier I EIS. A parallel greenway does not provide a competitive choice for intercity travel in the corridor relative to the Purpose and Need for the Project, nor does it benefit capacity or speed of train movements within the corridor.

The incremental approach called for in the Tier I EIS requires utilizing existing rights-of-way as much as possible. The DC2RVA corridor runs on right-of-way belonging to CSX Transportation, a private company. The CSXT right-of-way is not of sufficient width to support a greenway, nor does CSX allow recreational use of its rights-of-way. Development of higher speed passenger service along the existing rail corridor would not preclude a future greenway outside the CSXT right-of-way, should the Commonwealth decide at some point to pursue such a greenway.

Developing a parallel greenway outside the CSXT right-of-way is a major undertaking, likely involving numerous takings of private lands and other environmental impacts, and would likely require its own unique corridor study by an authorized agency under NEPA if federal funds are involved.

4.2.2 Unique Comments

4.2.2.1 General Service Characteristics

Many comments highlighted particular service characteristics or features that commenters hope to see (or not see) in future rail service in the corridor:

Comment: 90 miles per hour is too modest a goal; this is not high speed rail.

Response: The 2002 Final Tier I EIS for the Southeast High Speed Rail corridor recommended an incremental approach to develop the SEHSR corridor using fossil fuel train sets capable of speeds up to 110 mph where safe and practical (<http://www.sehsr.org/reports.html>). This approach minimizes the impacts to both the human and natural environments by utilizing the existing rail infrastructure and rail rights-of-way. By using existing infrastructure, the initial capital investment required by the system is also reduced. At this time DRPT, FRA, and their partners are focused on improving services and reducing travel time using the incremental and cost effective approach to develop SEHSR with an established goal of 90 miles per hour (mph).

DRPT also concluded that in rail corridors that support both passenger service and freight rail, passenger rail speeds greater than 90 mph would increase the rail infrastructure (number of tracks, sidings, and signals) required because of the large speed differences between the slower

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moving freight trains, the commuter trains, and the faster high speed intercity passenger trains. Designing the corridor for increased passenger speeds to 90 mph will likely require acquisition of additional right-of-way; accommodating a 110 mph operating speed would likely require even more right-of-way acquisition. The current maximum authorized speed for passenger trains in this corridor is 70 mph, the proposed DC2RVA project would reduce travel time adding cost effective infrastructure which would limit the Project's cost, property requirements, and environmental impacts.

Comment: Is electrification being considered? The design solution should not preclude future electrification.

Response: The Tier I EIS for the Southeast High Speed Rail corridor recommended an incremental approach to develop the SEHSR corridor using fossil fuel train sets capable of speeds up to 110 mph where safe and practical. While the Tier I EIS considered electrification for the SEHSR corridor, it was not recommended for the initial phase of development due to the high capital cost of installation relative to the benefit to the service (trip time, ridership, and revenue). Electrification also requires additional operating and safety measures, such as increased vertical clearance below overhead structures and signal technology compatible with electric traction systems. In anticipation of future ridership growth on the SEHSR corridor, the DC2RVA project will consider design criteria as not to preclude future electrification, such as vertical clearances below overhead structures and horizontal clearances for catenary support structures.

Comment: Consider adding a third express track that does not make all stops.

Response: A variety of operating scenarios, including express service will be considered as part of this Project. This operational scenario will be applied to the co-mingled use of all tracks.

Comment: I am concerned that higher speed will lead to a great number of accidents.

Response: Safety is of paramount importance and will be a primary consideration in the development of improvement concepts. Safety analyses performed as part of the DC2RVATier II EIS will address the effectiveness of each proposed concept with regard to safety. In addition, Project improvements will include new and enhanced safety features such as road and rail grade separations and flashing lights and gates at roadway-rail at-grade crossings throughout the corridor as appropriate.

Comment: The tracks should be controlled by a passenger rail operator. Consider purchasing the corridor from CSXT.

Response: A robust and efficient freight rail system is an important element of Virginia's transportation system, and DRPT is committed to working cooperatively with the various freight carriers and shippers in the corridor during the development and implementation of the higher speed passenger service. The DC2RVA rail corridor is an integral part of CSXT's freight operations along the National Gateway Corridor. DRPT believes that Amtrak's and VRE's existing passenger and commuter rail services, as well as the new higher speed service, operate effectively along the CSXT-owned and controlled corridor through capacity improvements and negotiated agreements that maximize the efficiency of the system.

The Tier I EIS selected the CSXT A-Line as the preferred route for the Washington, D.C. to Richmond segment of the larger SEHSR corridor. The Tier I EIS also recommended an incremental approach to develop the SEHSR corridor, which minimizes the impacts to both the human and natural environments by utilizing the existing rail infrastructure and rail rights-of-

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way. By using the existing privately-owned infrastructure, the initial capital investment required by the system is also reduced.

Comment: The layover at Washington, D.C. Union Station is a major disincentive to rail travel in the corridor.

***Response:** Under the current operations, the layover in Washington, D.C. is required to transfer between electric and diesel-electric locomotives. In the future, it is possible that a dual mode locomotive will be developed that allows for high speed electrified service in the Northeast Corridor to continue south of Washington with diesel-electric operations, eliminating the need for a locomotive change at Washington Union Station. New Jersey has begun to use such a technology, which would require further advancement to be applied to Virginia service. While operations within Union Station are not part of this Project, Amtrak and other stakeholders are conducting a separate project to develop and implement a Master Plan for Union Station. One of the goals of this separate project is to streamline rail movements in and out of the congested station.*

Comment: On-time performance, reliability, and travel time are important evaluation criteria. The trip from Washington, D.C. to Richmond should be under two hours, and on-time performance should be 90 percent or greater.

***Response:** DRPT agrees that on-time performance, reliability, and travel time are appropriate metrics for evaluating passenger service and will be used as DRPT develops and evaluates new higher speed passenger service. The recommendations for specific goals to be achieved will be taken into consideration as part of the alternatives development and evaluation process.*

Comment: Procure railcars from Virginia (or U.S., if Virginia is not possible) manufacturers.

***Response:** Equipment that will operate on the DC2RVA corridor must be compatible with operations on the Northeast Corridor. DRPT will work with Amtrak and other partner states to obtain the best value for Virginia in the acquisition of equipment. In order to get the best value, DRPT will need flexibility to pool Virginia resources with other states.*

Comment: Provide feeder bus services from towns not immediately along the rail corridor (or towns that will not have a high speed rail station) to expand access to high speed rail for more Virginians.

***Response:** Multimodal access to high speed rail stations, including highway, public transit, and other modes, will be one of the evaluation criteria for selecting which stations may receive additional passenger service under this Project. However, this Project does not include any provisions to develop or implement new transit service. Any new transit service would need to be developed through existing local and regional authorities.*

Comment: Future VRE service plans should be taken into account when planning these improvements.

***Response:** VRE is an active stakeholder in the DC2RVA project and participates in the Project's Task Force group. VRE's existing and future service plans will be considered in planning and evaluating Project alternatives.*

4.2.2.2 Planning Process/Public Involvement

Several comments focused on the planning process itself, and how DRPT can ensure the public is informed and involved:

Comment: The planning process is too slow. I am disappointed we are still just studying this.

Response: DRPT has adopted a three-year schedule to complete the DC2RVA Tier II EIS. Because the DC2RVA project involves a corridor with many different uses and because of the large number of stakeholders, DRPT believes that the schedule is very aggressive and appropriate. It is important to note that the Project also includes engineering and mitigation design for the 123-mile long corridor, which will advance Project readiness. It is possible that through the course of the NEPA process, DRPT, in cooperation with FRA, may identify certain individual projects in the corridor that have independent utility and could be advanced or accelerated through an alternate class of action while the EIS is underway.

Comment: DRPT should develop a vision plan to address overall connectivity and mobility in the greater Richmond area.

Response: The FRA-approved Tier I EIS for the SEHSR corridor considered overall connectivity and mobility in the greater Richmond area and the entire Southeast corridor. Subsequent to the Tier I EIS, DRPT conducted additional studies focused on improving mobility in the Richmond region that considered the feasibility of replacing Staples Mill Road Station with a new suburban station at Parham Road, as well as improvements at Main Street Station. The Tier II EIS for the DC2RVA corridor will build on these earlier studies, examining in more detail connectivity to rail as well as other modes of transportation in the Richmond area. For example, analysis of station location alternatives for the new high speed rail service will examine proximity to other transportation modes.

Comment: The study should quantify how improving rail service in the corridor will positively or negatively affect travel by other modes (e.g., auto, air).

Response: The DC2RVA Tier II EIS will evaluate the potential effects – both positive and negative – that the Project would have on the existing social, environmental, economic, and transportation conditions in the Project corridor, including travel by other modes (auto, truck and air). The detailed analyses will include an evaluation of the diversion of passengers from other modes to rail and the resultant changes to travel operations and air quality.

Comment: Please schedule meetings at times and locations that accommodate VRE commuters.

Response: Public meetings will be offered in several locations along the corridor for a duration of no fewer than two hours to accommodate as many attendees as possible. For each public meeting, public transit information will be provided on the Project website and in advertisements when space allows. Each phase of this study will also have an accompanying online public meeting for members of the public who are not able to make the in-person meetings.

Comment: This study and the Richmond to Raleigh Tier II EIS should be part of the same study.

Response: The DC2RVA project and the Richmond to Raleigh Project are two segments of the Southeast High Speed Rail Corridor, which was evaluated in an FRA-approved Tier I EIS for in 2002. FRA and DRPT elected to evaluate the SEHSR corridor in a tiered process in order to advance projects that are more developed to allow for construction as soon as possible. Therefore, the decision was made to complete the Tier II NEPA process separately for SEHSR projects. The

DC2RVATier II EIS will build on the work completed as part of the Richmond to Raleigh Tier II EIS in order for the two segments to seamlessly fit together as part of the overall SEHSR corridor.

Comment: Include municipalities early on in the planning process.

Response: Inclusion of municipalities early in the process is extremely important and is taking place. Early discussion with communities ensures that any concerns of communities are addressed early, and that communities' interests are fully considered in the review.

4.2.2.3 Project Cost

Several commenters were interested in how much the project would cost relative to the benefits it would yield to Virginia citizens. Some were outright opposed, while others advocated for a robust analysis of costs and benefits:

Comment: The project is a boondoggle and waste of taxpayer money. It is too large a cost for a project of little benefit.

Comment: The study should include a realistic cost/benefit analysis showing who pays and who benefits financially, and how much.

Response: One of the primary reasons that DRPT and FRA are conducting the DC2RVATier II EIS is to better define, understand, and disclose the costs and benefits of the proposed new passenger rail service. This information will allow an informed decision to be made. Therefore, determining the projected costs and benefits of various alternatives, including a "do nothing" or "no-build" alternative, will be part of the Tier II EIS process.

Other commenters were concerned that they would bear the brunt of the costs while the benefits accrued at the opposite end of the corridor:

Comment: This project provides no benefit to northern Virginia, so Richmond taxpayers and private entities should be the ones to bear the cost.

Comment: This project provides no benefit to Chesterfield and would provide a poor return on investment for Chesterfield taxpayers.

Response: The Project would provide multiple benefits to Virginia taxpayers throughout the state and the general traveling public, including:

- *Improving connectivity of passenger rail operations in Virginia and beyond;*
- *Accommodating VRE commuter rail service operations;*
- *Preserving the movement of freight by rail through the corridor, including to and from Virginia's ports;*
- *Increasing the capacity of the shared freight-passenger rail system between Washington, D.C. and Richmond and beyond;*
- *Improving freight and passenger rail operations efficiency and reliability in the corridor; and*
- *Improving air quality by diverting passenger trips by automobile and movement of freight by trucks to rail.*

Improved passenger rail service in the Commonwealth will offer travelers more transportation choices and more efficient and reliable rail service that connects the northeast and southeast. Implementing higher speed passenger rail service would encourage economic development in the

Commonwealth and along the northeast and southeast travel corridors. Because the Project corridor is a shared-use corridor with freight rail service, the proposed improvements would also secondarily enhance the capacity and efficiency of freight rail movements within and through the corridor. Improvements to movement of freight by rail would encourage economic development, including increased freight traffic through Virginia's ports, and presents an opportunity for greater diversion of freight transport from congested highways to rail.

Chesterfield County would also directly benefit because the infrastructure improvements to the Washington, D.C. to Richmond section of the SEHSR corridor are required to allow the passenger rail service to move south from Washington, D.C., through Richmond and south to Raleigh, NC on the segment through Chesterfield County.

Other cost-related questions and comments included the following:

Comment: Where would the funding for this project come from?

***Response:** The funding for the Project is anticipated to come from multiple sources. Funding for the current DC2RVA Tier II EIS is from an FRA grant with the Commonwealth of Virginia and CSX railroad providing the local match to the grant. Future funding for project construction could potentially come from a number of sources, including additional FRA high speed intercity passenger rail grant funds, US DOT Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant funds, the Commonwealth of Virginia, and other sources.*

Comment: Consider lower-priced fixes first, such as level boarding at all stations to decrease dwell time at stations and improve reliability.

***Response:** Prior analysis has demonstrated that significant investment is needed to create additional rail capacity. However, lower cost improvements will be considered.*

Comment: Project costs should be shared among all users that will benefit from the improvements.

***Response:** As noted above, funding for capital construction costs could potentially come from a number of sources. This new service will be part of Virginia's state supported passenger rail system and a system of long-distance Amtrak and multi-state high speed rail lines. Therefore, operation and maintenance cost would be covered by a combination of passenger fare revenue recovery and state, federal, and/or local funds.*

Comment: The capital and operating cost implications of expanded service should be looked at in tandem so the timing of incremental investments in the corridor are in synch with planned service expansion.

***Response:** Capital and operating costs will be estimated as part of the service development portion of this study.*

4.2.2.4 Environmental/Social Resources

Many commenters focused on the Project's potential impacts on various environmental and cultural resources and individual communities and populations. This subset of comments included the following:

Comment: The Project's impact on all aspects of the natural and built environment should be taken into account during this study.

Comment: The Tier I EIS should document the community and environmental benefits of rail.

Comment: Rail has a positive impact on air quality and requires less land use and energy than building more highways.

Comment: Minimize impacts to homes and wetlands adjacent to the Centralia Road flyover.

Comment: Minimize impacts to wetlands and streams.

Comment: Minimize impacts to coastal areas/tidal river areas to preserve habitat and opportunities for recreation.

Comment: Minimize impacts to Widewater State Park/Widewater Peninsula. I am also concerned that I will not be able to access my waterfront property on the east side of the railroad between Arkendale Crossing and Widewater Creek if the private crossing there is eliminated.

Comment: Minimize impacts to Roaches Run bird sanctuary.

Comment: Preserve historic bridges in Fredericksburg and elsewhere.

Comment: Minimize impacts to historic buildings, battlefields, and scenic landscapes.

Comment: Widening rail bridges over the Occoquan and Rappahannock river bridges could result in impacts to environmental and cultural resources.

Comment: Minimize impacts to the conservation area off Centralia Road.

Comment: There is a drainage issue where the tracks cross Potomac Avenue in Quantico.

Comment: Consider seniors on fixed incomes when planning the new service.

Comment: Consider the impact on federal lands and facilities along the corridor.

Comment: This project would destroy the rural landscape of southern Virginia.

Comment: Will this project impact the river crossings at South Anna and the Little River?

Response: The DC2RVATier II EIS will evaluate the potential effects – both positive and negative – that the Project would have on the existing social, environmental, economic, and transportation conditions in the Project corridor. It will also identify the actions recommended to avoid, minimize, or mitigate any negative impacts resulting from the Project.

The process will begin by identifying and documenting existing resources and conditions in the corridor, including (but not limited to) residences, businesses, community facilities, recreational areas, viewsheds, historic and cultural resources, air quality, noise and vibration, water bodies and wetlands, and plant and animal species. This information will be compiled through research, environmental fieldwork and analysis, and community input – including comments received during the scoping process.

Alternatives will be evaluated based in part on their impacts to environmental resources, and the Preferred Alternative that is ultimately selected will be designed to avoid, to the extent possible, impacts to environmental and community resources and preserve environmental quality.

One commenter was concerned about environmental justice impacts in the Mayfield neighborhood in Fredericksburg:

Comment: The Mayfield neighborhood in Fredericksburg, a predominantly African American neighborhood just south of Fredericksburg Station, is disproportionately impacted by the storage of hazardous materials along the railroad.

***Response:** An important part of the NEPA process is ensuring that the proposed Project does not disproportionately adversely affect minority or low income populations. The environmental justice (EJ) analysis that will be performed as part of the NEPA evaluations will determine whether or not there are any environmental, public health, or interrelated social and economic effects that have a disproportionately high and adverse effect on minority and low-income populations. The EJ analysis also will determine whether there are appropriate measures to avoid, minimize, and/or mitigate the above effects and whether or not there are proposed offsetting benefits or community enhancement opportunities provided to the affected populations by the Project.*

DRPT also received several comments from residents and business-owners where the existing rail corridor crosses Neabsco Creek:

Comment: Neabsco Creek home- and business-owners are concerned about being displaced by the project and want to be actively involved with developing the design solution in that area. Consider keeping improvements on the west side of the tracks where they will have fewer impacts. There is also a 12-inch petroleum line in this area that could increase the risk, cost, and complexity of the project. The Neabsco Creek bridge is in poor condition and should be replaced as part of this project.

***Response:** The Neabsco Creek community is one of many areas along the corridor with a complicated array of environmental conditions. In addition to the detailed socio-economic analyses conducted as part of the NEPA evaluations, DRPT will be reaching out to Neabsco Creek residents and business owners and to community organizations in other areas where local input is particularly crucial to understanding and protecting the community's environmental and social fabric.*

Comment: Crystal City is already burdened by noise and air quality impacts from existing freight and passenger rail service; please offset any noise increases with benefits to the Crystal City community.

***Response:** The neighborhood adjacent to the Crystal City VRE station is another community that experiences a unique set of rail-related impacts due to existing freight and passenger rail traffic in the area and the resulting noise and vibration from idling trains and locomotive horns, which could potentially be exacerbated by adding additional trains to the corridor. DRPT will be reaching out to residents in the vicinity of the Crystal City VRE station and to community organizations in other areas where local input is particularly crucial to understanding and protecting the community's environmental and social fabric.*

4.2.2.5 Grade Crossings

DRPT received a range of questions and comments on how grade crossings along the corridor would be handled:

Comment: How will grade crossings in rural areas be handled to reduce risk to pedestrians?

Comment: Consider grade-separating all crossings along the corridor.

Comment: Separating grade crossings at Ashlake Road and Archie Cannon would enhance the project from a traffic and safety standpoint.

Comment: Brent Point Road and/or the adjacent railroad should be realigned to improve safety at the grade crossing, which has been a dangerous issue for many years.

Comment: I am concerned about what will happen with the existing grade crossings in the Chester area. Currently, they are poorly maintained, noisy, and the gates remain down longer than they are allowed to be.

Comment: This project will exacerbate traffic delays at Chesterfield grade crossings.

Comment: Add quad gates to more grade crossings to decrease locomotive horn noise.

Response: All at-grade crossings will be evaluated to assess the effectiveness of existing at-grade crossing protection for future conditions, which may include higher train speeds and increased train traffic. Crossing assessments will consider improvements based on a number of factors, including rail geometry and traffic volumes, highway geometry and traffic volumes, crossing protection, type of vehicles using the crossing, emergency access, school bus routes, pedestrian access, etc.

Public at-grade crossings will be consolidated to the maximum extent possible and may include grade separations where appropriate and feasible to eliminate at-grade crossings. It is not DRPT's intent to grade separate all crossings in the corridor, just those shown to be necessary based on an analysis of the site-specific situation and train speeds. Crossings will be evaluated to determine if an individual crossing may be closed to roadway traffic in conjunction with improvements to alternate adjacent crossings. Improvements may include roadway infrastructure, traffic signals, grade separations, and crossing safety improvements such as four-quadrant gates and other safety/warning devices. Improvements will be developed in accordance with CSX and VDOT at-grade crossing standards. At-grade roadway crossings with pedestrian sidewalks will be evaluated for grade separations on a case-by-case basis.

Crossing recommendations, public or private, will be determined on site-specific conditions. All publically accessible at-grade crossings, public or private, will have train activated warning systems.

4.2.2.6 Alignment

DRPT also received many suggestions for specific alignment alternatives, either through Richmond or for the full corridor. All of these proposals are being evaluated by the engineering team as part of the alternatives identification and screening process. Alignment suggestions included the following:

Comment: I favor routing high speed trains through Ashland and Staples Mill Station rather than along the Buckingham Branch.

Comment: Use existing tracks for high speed trains traveling through Ashland, but slow trains down.

Comment: Eliminate North and South Center Street in downtown Ashland and add a third track for high speed trains.

Comment: High speed trains should bypass Ashland on the Buckingham Branch, but VRE service should be extended to Ashland, and freight traffic service should continue to travel through Ashland.

Comment: Freight trains should bypass Ashland, and the existing two tracks should be retained for passenger use.

Comment: Straighten the alignment from Guinea to Ruther Glen.

Comment: Please fix the bottleneck between Acca Yard and Main Street Station.

Response: DRPT will develop and evaluate multiple alternatives to meet the Project's Purpose and Need, including potential bypasses for high speed passenger rail and freight service along existing rail corridors.

Comment: High speed rail would destroy the atmosphere of Ashland; instead, trains should be routed down the I-95 corridor, and the freeway should be expanded.

Response: DRPT and FRA held a scoping meeting in Ashland to better understand the unique issues associated with implementing high speed passenger service on the rail corridor through Ashland. Specific options related to Ashland will be evaluated and presented in the DC2RVATier II EIS.

Comment: Please consider rail links westward to Bristol, Virginia/Bristol, Tennessee to support economic development in western Virginia.

Response: This Project is limited to the rail corridor between Washington, D.C. and Richmond, VA. DRPT is evaluating other rail links in the state as separate projects.

Comment: Extending VRE service to Richmond should be part of this study.

Response: VRE is an active stakeholder in the Project and participates in the Project's Task Force group. VRE's existing and future service plans will be considered in developing and evaluating Project alternatives.

Comment: The ideal solution would be a greenfield alignment with full electrification.

Response: The Tier I EIS selected the CSXT A-Line as the preferred route for the Washington, D.C. to Richmond segment of the larger SEHSR corridor. The Tier I EIS also recommended an incremental approach to develop the SEHSR corridor, which minimizes the impacts to both the human and natural environments by utilizing the existing rail infrastructure and rail rights-of-way. By using the existing privately-owned infrastructure, the initial capital investment required by the system is also reduced. A greenfield alignment with full electrification does not meet the Tier I EIS recommendations. Because DRPT and FRA have chosen to implement high speed passenger service in an incremental fashion, it is possible that after this new service is implemented and depending upon travel demand and population growth, future studies may choose to look at new alignment and different forms of motive power.

Comment: Keep within the existing right-of-way as much as possible to minimize the cost and impacts of the project.

Response: DRPT will develop and evaluate multiple alternatives to meet the Project's Purpose and Need, including alternative routes for high speed passenger rail and freight service along existing rail corridors. The analysis of alternatives will evaluate potential trade-offs between minimizing cost and impacts and reducing rail travel time and improving on-time performance.

Comment: The southern terminus of the study should be Collier Yard in Petersburg.

Response: Centralia was determined to be the logical terminus of the DC2RVATier II EIS because it marks the junction of the two alternative routes through Richmond, the S-Line (which serves Main Street Station) and the A-Line to the west. Collier Yard, south of Petersburg, is being considered in the separate Richmond to Raleigh Tier II EIS.

4.2.2.7 Stations

Commenters provided suggestions on which stations – either existing or new – should be served by high speed rail:

Comment: I believe that Carmel Church Station in Caroline County can be a great asset to the rail network between D.C. and Richmond as a high-density, mixed-use project with very easy access for riders from both I-95 and Route 1. Carmel Church Station is referenced in the 2008, 2013 VA State Rail Plan, and in a 2014 Federal Alternatives Analysis study. Carmel Church is zoned as a high-density, multi-modal transit-oriented development area.

Comment: Any increase in trains is going to have an environmental impact on the residents of Crystal City who live near the train tracks. If this project goes through, and it makes sense, then there MUST be a quid pro quo to upgrade the VRE station in Crystal City and eliminate the need for engineers to blow their horns when arriving at the station.

Comment: Please consider getting rid of the Staples Mill Station. It is only accessible by car and an eyesore. I would prefer everything going thorough one Richmond Station like Main Street Station.

Comment: Staples Mill Road should be the primary high speed rail station in Richmond.

Comment: If you expand rail service to Richmond, you also have to expand parking at the Richmond train stations. Staples Mill must have a parking structure built ASAP - parking there is awful.

Comment: The study should put a priority on stations/stops that serve a greater density of citizens, transit oriented development communities, and central business districts.

Comment: I believe that Richmond needs a better, signature, train station. It would be a real boost for the city to have a one of a kind train station that the city could be proud of. Unfortunately, Main Street has too many hurdles, and Staples Mill does not cut it. If a train station was located in the Broad St. corridor in downtown Richmond, say around the DMV or Science Museum, Broad Street would immediately see a flood of investment.

Comment: High speed trains should stop at Woodbridge and Main Street Station, which offer the highest concentration of riders.

Comment: These new trains should provide service to Arlington at a new and modern Crystal City railroad station replacing the current single outdoor ramp. But the status quo is not acceptable. If your plan simply calls for more trains coming through Crystal City without stopping and adding to the already horrible rail noise problem, you will encounter an absolute torrent of opposition.

Comment: The high speed rail station in Richmond should be at Main Street or elsewhere downtown.

Comment: Add a third Richmond station for regional trains (not high speed trains) where the tracks cross under Boulevard, near Greyhound and the ballpark.

Comment: A downtown Richmond station at Broad Street near DMV or the Science Museum would increase investment in that area. It also provides more opportunities for parking, would be more welcoming to visitors, is near the interstate, along the Broad Street BRT route, and cheaper. Main Street Station could then be converted to a visitors' center and/or slave museum.

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Comment: Both Main Street and Broad Street station options offer transit-oriented development potential for the City of Richmond.

Comment: Replacing Staples Mill Road Station with a station near Parham Road is misguided.

Comment: It is important to maintain rail service in downtown Richmond, because access to train stations is limited for residents of central, east, and south Richmond.

Comment: The poor quality of existing stations along the corridor discourages business travel by rail.

Comment: L'Enfant Plaza should become a standard stop on all trains between Washington, D.C. and Richmond.

Comment: This new service should start in Washington, D.C. with stops at Alexandria, Fredericksburg, Richmond Staples Mill, Richmond Main Street, and Richmond Airport. Having the train stop at these locations will lessen and reduce highway congestion.

Response: DRPT will evaluate multiple alternatives to meet the Project's Purpose and Need, including alternative station locations for high speed passenger rail service along existing rail corridors. The analysis of alternatives will include evaluating effects on existing and planned Amtrak and VRE stations, as well as stations to be served by any additional passenger service. Results of this analysis will be documented in the EIS and supporting technical documents.

Commenters also weighed in on station facilities and amenities:

Comment: Improve ADA accommodations at stations.

Comment: Provide car rental options at Richmond stations.

Comment: Signage and communications should be improved at all stations (especially Fredericksburg).

Comment: Add parking at Ashland Station.

Comment: Include trails that connect to rail stations to improve pedestrian and bicycle access to stations.

Response: The analysis of station locations will take into account amenities appropriate to high-speed rail service.

APPENDIX A: NOTICE OF INTENT

- Acquisition of additional land for runway protection zones, other approach protection, or airport development.
 - Cargo facility requirements.
 - Modifications, which will permit the airfield to accommodate general aviation users.
- Landside:
- Construction of surface parking areas and access roads to accommodate automobiles in the airport terminal and air cargo areas and provide an adequate level of access to the airport.
 - Construction or relocation of access roads to provide efficient and convenient movement of vehicular traffic to, on, and from the airport, including access to passenger, air cargo, fixed base operations, and aircraft maintenance areas.
 - Modification or construction of facilities such as passenger terminals, surface automobile parking lots, hangars, air cargo terminal buildings, and access roads to cargo facilities to accommodate civil use.

(6) An evaluation of the ability of surface transportation facilities (e.g., road, rail, high-speed rail, and/or maritime) to provide intermodal connections.

(7) A description of the type and level of aviation and community interest in the civil use of a current or former military airport.

(8) One copy of the FAA-approved ALP for each copy of the application. The ALP or supporting information should clearly show capacity and conversion related projects. Other information such as project costs, schedule, project justification, other maps and drawings showing the project locations, and any other supporting documentation that would make the application easier to understand should also be included. You may also provide photos, which would further describe the airport, projects, and otherwise clarify certain aspects of this application. These maps and ALP's should be cross-referenced with the project costs and project descriptions.

Redesignation of Airports Previously Designated and Applying for Up to an Additional Five Years in the Program

Airports applying for redesignation to the Military Airport Program must submit the same information required by new candidate airports applying for a new designation. On the SF 424, Application for Federal Assistance, prescribed by the Office of Management and Budget Circular A-102, airports must indicate their application is for redesignation to the MAP. In addition to the information required for new

candidates, airports requesting redesignation must also explain:

(1) Why a redesignation and additional MAP eligible project funding is needed to accomplish the conversion to meet the civil role of the airport and the preferred time period for redesignation not to exceed five years;

(2) Why funding of eligible work under other categories of AIP or other sources of funding would not accomplish the development needs of the airport; and

(3) Why, based on the previously funded MAP projects, the projects and/or funding level were insufficient to accomplish the airport conversion needs and development goals.

In addition to the information requested above, airports applying for redesignation must provide a reanalysis of their original business/marketing plans (for example, a plan previously funded by the Office of Economic Adjustment or the original Master Plan for the airport) and prepare a report. If there is not an existing business/marketing plan a business/marketing plan or strategy must be developed. The report must contain:

(1) Whether the original business/marketing plan is still appropriate;

(2) Is the airport continuing to work towards the goals established in the business/marketing plan;

(3) Discuss how the MAP projects contained in the application contribute to the goals of the sponsor and their plans; and

(4) If the business/marketing plan no longer applies to the current goals of the airport, how has the airport altered the business/marketing plan to establish a new direction for the facility and how do the projects contained in the MAP application aid in the completion of the new direction and goals and by what date does the sponsor anticipate graduating from the MAP.

This notice is issued pursuant to Title 49 U.S.C. 47118.

Issued at Washington, DC, on October 17, 2014.

Elliott Black,

Director, Office of Airport Planning and Programming.

[FR Doc. 2014-25161 Filed 10-22-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Southeast High Speed Rail Project From Washington, DC to Richmond, VA

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FRA is issuing this notice to advise the public that the FRA and the Virginia Department of Rail and Public Transportation (DRPT) will be preparing a Tier II Environmental Impact Statement (EIS) for a 123-mile portion of the Southeast High Speed Rail (SEHSR) Corridor from Washington, DC to Richmond, Virginia. The EIS will evaluate environmental and related impacts of upgrading the rail system and associated infrastructure between the Long Bridge over the Potomac River in Arlington, Virginia and Centralia, Virginia, to implement higher speed passenger rail service, increase rail capacity, and improve passenger train reliability. FRA is issuing this notice to solicit public and agency input into the development of the scope of the EIS and to advise the public that outreach activities conducted by FRA and DRPT will be considered in the preparation of the EIS. To ensure all significant issues are identified and considered, the public is invited to comment on the scope of the EIS, including the purpose and need, alternatives to be considered, impacts to be evaluated, and methodologies to be used in the evaluation.

DATES: The public, governmental agencies, and all other interested parties are invited to comment on the scope of the EIS. All such comments should be provided to DRPT, in writing, within thirty (30) days of the publication of this notice, at the address listed below. Comments may also be provided in writing at the scoping meetings for the Project. Scoping meeting dates, times and locations, in addition to Project information can be found online on the FRA Web site at www.fra.dot.gov and on the Project Web site at www.DC2RVArail.com. An agency scoping meeting will take place on November 3, 2014. Four public scoping meetings will also be held in November 2014. See the **SUPPLEMENTARY INFORMATION** section for the public scoping meeting dates.

ADDRESSES: Written comments on the scope of the EIS may be mailed or

emailed within thirty (30) days of the publication of this notice to Ms. Emily Stock, DRPT Project Manager, Virginia Department of Rail and Public Transportation (DRPT), 600 East Main Street, Suite 2102, Richmond, VA 23219, Emily.Stock@drpt.virginia.gov. Additionally, see the **SUPPLEMENTARY INFORMATION** section for the public scoping meeting locations.

FOR FURTHER INFORMATION CONTACT: Mr. John Winkle, Transportation Industry Analyst, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., MS-20, Room W38-311, Washington, DC 20590, John.Winkle@dot.gov, or Ms. Emily Stock, DRPT Project Manager, Virginia Department of Rail and Public Transportation (DRPT), 600 East Main Street, Suite 2102, Richmond, VA 23219, Emily.Stock@drpt.virginia.gov. Information and documents regarding the EIS process will also be made available through the FRA Web site at www.fra.dot.gov and on the Project Web site at www.DC2RVARail.com.

SUPPLEMENTARY INFORMATION: FRA, in cooperation with the Virginia Department of Rail and Public Transportation (DRPT), is beginning a Tier II Environmental Impact Statement (EIS) for the 123-mile portion of the SEHSR Corridor from Washington, DC to Richmond, VA. The environmental study area begins at the southern terminus of the Long Bridge over the Potomac River in Arlington, Virginia and continues south to Centralia, Virginia at the CSXT A-Line/CSXT S-Line junction. This study will evaluate alternatives and environmental impacts within the preferred corridor described in the Tier I Record of Decision for the SEHSR Corridor from Washington, DC to Charlotte, North Carolina. The Tier II EIS will be prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and will also address compliance under Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, and Section 6(f) of the Land and Water Conservation Fund Act.

The Southeast High Speed Rail Corridor, one of eleven Federal high speed passenger rail corridors, was designated by the U.S. Department of Transportation (DOT) in 1992. The corridor was designated as running from Washington, DC through Richmond, VA and Raleigh, NC to Charlotte, NC, with maximum speeds of 110 mph. It is part of an overall plan to extend service from the existing high speed rail on the

Northeast Corridor (Boston to Washington) to points in the Southeast. In 1995, DOT extended the SEHSR corridor to Hampton Roads, VA. In 1998, DOT created two more extensions: (1) From Charlotte through Spartanburg and Greenville, SC to Atlanta, GA and on through Macon, GA to Jacksonville, FL; and (2) from Raleigh through Columbia, SC and Savannah, GA to Jacksonville, FL and from Atlanta to Birmingham, AL.

A "tiered" approach was adopted for the SEHSR environmental studies because of the length of the corridor. The original SEHSR Tier I EIS and Record of Decision (2002) (available at: <http://www.fra.dot.gov/Page/P0427>) covered the entire Washington, DC to Charlotte, NC corridor at a program level, establishing the overall project purpose and need and modal alternative along with the preferred corridor. A separate Tier I EIS was completed in 2012 for the Richmond to Hampton Roads extension (available at: <http://www.fra.dot.gov/Page/P0481>).

Several Tier II environmental documents will examine the various segments of the preferred corridor on a more detailed, local level. A Tier II EIS is currently underway for the Richmond to Raleigh portion of the SEHSR corridor. The Tier II EIS that is the subject of this notice will examine the Washington, DC to Richmond portion of the SEHSR corridor and will include preliminary engineering in addition to the Tier II EIS.

Additionally, this project will include preliminary engineering and environmental analyses for related capacity improvements on the CSXT Peninsula Subdivision in the Richmond area between AM Junction and Beulah to the east, and on the Buckingham Branch Railroad from AM Junction through Doswell, VA, to the north, as well as two localities where specific improvements have not been identified: Elmont to North Doswell (through Ashland, VA) and Fredericksburg to Dahlgren (through Fredericksburg, VA and the Rappahannock River Bridge). These areas will be evaluated for station, track, and safety improvements as well as the feasibility of a third track.

This project will involve further analysis of the alignment of the route selected through the 2002 Tier I EIS and Record of Decision, including the Buckingham Branch Railroad and the CSXT S-Line and A-Line routes from Greendale north of Richmond to Centralia south of Richmond.

This Tier II environmental process has four basic goals: (1) Update and confirm the purpose and need as established in the Tier I EIS for the

Washington, DC to Richmond, VA portion of the SEHSR corridor; (2) Develop site-specific rail alternatives for placement of a third track and other improvements; (3) Conduct a detailed evaluation of environmental impacts for the alternatives; and (4) Select a preferred alternative. The project also will include preliminary engineering for projects from Arlington to Centralia that are required to deliver SEHSR service at a maximum authorized speed (MAS) of 90 miles per hour (mph) along the corridor, as well as updating the existing service development plan (SDP) for operations along the corridor.

Environmental Review Process

The Tier II EIS will be developed in accordance with the Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 et seq.) implementing the National Environmental Policy Act of 1969 (42 U.S.C. 321 et seq.) (NEPA) and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999). In addition to NEPA, the EIS will address other applicable statutes, regulations and executive orders, including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

The purpose of the Tier II EIS will be to provide the FRA, reviewing and cooperating agencies, and the public with information to assess alternatives that will meet the Project's purpose and need; to evaluate the potential environmental impacts; and to identify potential avoidance/mitigation measures, associated with the proposed Project alternatives.

The Project may affect historic properties and may be subject to the requirements of Section 106 of the National Historic Preservation Act of 1966 (NHPA) (16 U.S.C. 470(f)). In accordance with regulations issued by the Advisory Council on Historic Preservation (36 CFR part 800), FRA intends to coordinate compliance with Section 106 of the NHPA with the preparation of the EIS, beginning with the identification of consulting parties through the scoping process, in a manner consistent with the standards set out in 36 CFR 800.8.

Scoping and Public Involvement

FRA encourages broad participation in the Tier II EIS process during scoping and review of the resulting environmental documents. Comments are invited from all interested agencies

and the public to ensure the full range of issues related to the Project are addressed, reasonable alternatives are considered, and significant issues are identified. In particular, FRA is interested in identifying areas of environmental concern where there might be a potential for significant impacts. Public agencies with jurisdiction are requested to advise FRA and DRPT of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed Project. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies in Virginia. Public agencies are requested to advise FRA if they anticipate taking a major action in connection with the proposed Project and if they wish to cooperate in the preparation of the EIS.

Public scoping opportunities and meetings will be scheduled as described below and are an important component of the scoping process for Federal environmental review. FRA is seeking participation and input of interested Federal, State, and local agencies, Native American groups, and other concerned private organizations and individuals on the scope of the EIS. A continual public involvement/information program will support the process. The program will involve newsletters, a project hotline, informational workshops, small group meetings, social media, and other methods to solicit and incorporate public input throughout the EIS process. Comments and questions concerning the proposed action should be directed to DRPT or to FRA at the addresses provided above. Additional information can be obtained by visiting the project Web site at www.DC2RVArail.com or

calling the toll-free project number 1-888-832-0900.

Public Scoping Meeting Dates and Locations

The public scoping meetings will be advertised locally and are scheduled for the following locations on the dates indicated below from 5:00-7:30 p.m.

- November 5, 5:00-7:30 p.m., Hanover Arts and Activities Center, 500 South Center Street, Ashland, VA
- November 6, 5:00-7:30 p.m., Department of Motor Vehicles, 2300 W. Broad Street, Richmond, VA
- November 12, 5:00-7:30 p.m., National Museum of the Marine Corps-Quantico, 18900 Jefferson Davis Highway, Quantico, VA
- November 13, 5:00-7:30, Westin Crystal City, 1800 Jefferson Davis Highway, Arlington, VA

In addition, an online meeting will also be available from October 27, 2014 through December 5, 2014. The public can review materials at the meetings or online and provide comments by December 5, 2014.

Authority: 42 U.S.C. 4321 et seq.

Issued in Washington, DC, on October 17, 2014.

Corey W. Hill,

Director, Office of Program Delivery.

[FR Doc. 2014-25219 Filed 10-22-14; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

Office of Hazardous Materials Safety; Notice of Application for Special Permits

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: List of Applications for Special Permits.

SUMMARY: In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations (49 CFR part 107, Subpart B), notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein. Each mode of transportation for which a particular special permit is requested is indicated by a number in the "Nature of Application" portion of the table, below as follows: 1—Motor vehicle, 2—Rail freight, 3—Cargo vessel, 4—Cargo aircraft only, 5—Passenger-carrying aircraft.

DATES: Comments must be received on or before November 24, 2014.

ADDRESS COMMENTS TO: Record Center, Pipeline and Hazardous Materials, Safety Administration, U.S. Department of Transportation, Washington, DC 20590.

Comments should refer to the application number and be submitted in triplicate. If confirmation of receipt of comments is desired, include a self-addressed stamped postcard showing the special permit number.

FOR FURTHER INFORMATION CONTACT: Copies of the applications are available for inspection in the Records Center, East Building, PHH-30, 1200 New Jersey Avenue Southeast, Washington, DC or at <http://regulations.gov>.

This notice of receipt of applications for special permit is published in accordance with Part 107 of the Federal hazardous materials transportation law (49 U.S.C. 5117(b); 49 CFR 1.53(b)).

Issued in Washington, DC, on October 9, 2014.

Donald Burger,

Chief, General Approvals and Permits.

Application No.	Docket No.	Applicant	Regulation(s) affected	Nature of special permit thereof
New Special Permits				
16249-N	Optimized Energy Solutions, LLC, Durango, CO.	49 CFR 172.101 Table, Column (8C), 173.315.	To authorize the transportation in commerce of ethane, refrigerated liquid in DOT 113C120W tank cars, (mode 2).
16251-N	Air Liquide America Specialty Gases, LLC, Plumsteadville, PA.	49 173.302a(a)(1), 173.302a(a)(3).	To authorize the transportation in commerce of certain non-liquefied flammable gases in non-DOT specification cylinders and certain non-liquefied flammable gases in cylinders authorized under DOT-SP 10788 with a volume not to exceed 1.6 L. (modes 1, 2, 3, 4, 5).

APPENDIX B: EMAIL OUTREACH



Let's Get Virginia Moving!

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This week the Virginia Department of Rail and Public Transportation (DRPT) launched the [Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement \(EIS\)](#) for higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va. Environmental review for the 115-mile rail segment will be accompanied by the preparation of preliminary engineering plans for individual improvements that stretch from the banks of the Potomac River in Arlington, Va., to just south of Richmond, Va. at Centralia, which is located in Chesterfield County. This is the northernmost segment of the 500-mile Southeast High Speed Rail (SEHSR) Corridor. SEHSR is part of a plan for a nationwide higher speed passenger rail network. The U.S. Department of Transportation (USDOT) identified the SEHSR corridor for improvements to increase service and connections to higher speed rail service in the northeast (Boston, Mass. to Washington, D.C.) and in the southeast (Miami, Fla. to Charlotte, N.C.) and beyond.

The public will play an integral role in the development of the preferred alternative and in the overall environmental review process. Throughout the project, you will have multiple opportunities to learn more and provide insight on how improved passenger rail service could impact your community.

INPUT



The first opportunity for public input is available now through an online survey. This survey offers you a chance to give initial input on the scope of the project before the public scoping meetings in November. With such a large project area, it's important for us to understand all localized transportation needs and concerns early in the process to ensure successful outcomes. Whether you drive, bike, use rail or take the bus, we want to hear your ideas on transportation options from D.C. to Richmond.

[CLICK HERE TO TAKE OUR SURVEY](#)

BACKGROUND



This effort is the second step in a **two-tiered federal environmental review process**. The preferred alternative identified in the 2002 Record of Decision called for incremental rail improvements that generate benefits of higher speeds and minimize impacts by using existing rail infrastructure and railroad right of way. While the Tier I project established the general corridor for improved service, the actual route will be designed as part of the Tier II EIS process.

GET INVOLVED



Four public meetings will be held along the corridor in November 2014 to offer an opportunity to learn details of the project, review information from the Tier I EIS, and provide feedback for the Tier II EIS. Visit the project website to join the mailing list or to follow the study on social media sites.

STAY CONNECTED ONLINE

www.DC2RVArail.com

[Facebook](#)

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Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team

About the Virginia Department of Rail and Public Transportation:

The Virginia Department of Rail and Public Transportation's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.

DRPT is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please contact the Title VI Compliance Officer, Linda Balderson, (804) 786-4440, 600 E. Main Street, Suite 2102, Richmond, VA 23219.



Washington, D.C. to Richmond Southeast High Speed Rail Team
600 East Main Street Suite 2102
Richmond, VA 23219

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Join us for an important meeting to develop a plan to improve your travel experience in Virginia.

The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) invite you to learn more about an environmental study that will evaluate options for providing higher speed intercity passenger rail service between Washington, D.C. and Richmond.

The meetings will give you an opportunity to:

- hear details about the project
- review information from prior planning efforts
- provide feedback

Helpful links:

- [DC2RVA Project Website](#)
- [Tier II Washington, D.C. to Richmond Map](#)
- [Tier I Final EIS Washington D.C. to Charlotte, N.C.](#)



Drop in to any one of the four open house meetings listed below between 5:00 p.m. and 7:30 p.m. A presentation will be offered at 6:00 p.m. each evening.

Wednesday November 5, 2014	Thursday November 6, 2014	Wednesday November 12, 2014	Thursday November 13, 2014
<p><u>Ashland</u> Hanover Arts and Activities Center 500 South Center St</p>	<p><u>Richmond</u> Department of Motor Vehicles 2300 W Broad St</p>	<p><u>Fredericksburg</u> National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Hwy</p>	<p><u>Arlington</u> Westin Crystal City 1800 Jefferson Davis Hwy</p>

 Add to your calendar
  Add to your calendar
  Add to your calendar
  Add to your calendar

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[Map](#)[Map](#)[Map](#)[Map](#)

Can't Make an Open House? Attend Our Online Meeting.



DRPT is also hosting an online public meeting. Join the self-guided online meeting any time day or night at www.DC2RVArail.com, whenever it is most convenient for you, from October 27 to December 5, 2014.

We Want Your Feedback!

Formal public comments must be submitted by **Friday, December 5, 2014** to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at any time throughout the project by using the methods below:



[Web Comment Form](#)



[Email](#)



Mail

Emily Stock
Rail Planning Mgr, DRPT
600 E Main St Ste 2102
Richmond, VA 23219



Hotline

888.832.0900
TDD 711

Need Assistance to Attend?

Locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI Compliance Officer, 804-786-4440 or TDD 711 by **November 1, 2014**.

Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

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Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team

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DRPT's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.



Washington, D.C. to Richmond Southeast High Speed Rail Team
600 East Main Street Suite 2102
Richmond, VA 23219

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Let's Get Virginia Moving!

You're invited to come along for the ride.

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Join us for an important meeting to develop a plan to improve your travel experience in Virginia.

Join the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) to help develop options for providing higher speed intercity passenger rail service for the Washington, D.C. to Richmond segment of the 500-mile Southeast High Speed Rails (SEHSR) Corridor.

[Click here for a study area map.](#)

The meetings will give you an opportunity to:

- hear details about the project*
- review information from prior planning efforts*
- provide feedback*

Helpful links:

- [DC2RVA Project Website](#)
- [Tier II Washington D.C. to Richmond Map](#)
- [Tier I Final EIS Washington D.C. to Charlotte, N.C.](#)



Drop in to any one of the four open house meetings listed below between 5:00 p.m. and 7:30 p.m. A presentation will be offered at 6:00 p.m. each evening.

Meeting Locations are ADA accessible.

Wednesday November 5, 2014	Thursday November 6, 2014	Wednesday November 12, 2014	Thursday November 13, 2014
<u>Ashland</u> Hanover Arts and Activities Center 500 South Center St	<u>Richmond</u> Department of Motor Vehicles 2300 W Broad St	<u>Fredericksburg</u> National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Hwy	<u>Arlington</u> Westin Crystal City 1800 Jefferson Davis Hwy



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We Want Your Feedback!

Formal public comments must be submitted by **Friday, December 5, 2014** to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at any time throughout the project by using the methods below:



[Web Comment Form](#)



[Email](#)



[Mail](#)

Emily Stock
Rail Planning Mgr, DRPT
600 E Main St Ste 2102
Richmond, VA 23219



[Hotline](#)

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Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

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Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team

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600 East Main Street Suite 2102

Richmond, VA 23219

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Let's Get Virginia Moving!

You're invited to come along for the ride.



Don't miss your opportunity to comment on this phase of the project!
 Please complete our brief [comment form](#) by December 5, 2014.

We hope you were able to attend the first of four rounds of public meetings held earlier this month to learn more about the Washington, D.C. to Richmond Southeast High Speed Rail (SEHSR) Tier II Environmental Impact Statement (EIS). The project is evaluating options for higher speed rail service from Washington, D.C. to Richmond. This is the second phase of a two-tiered environmental review process to evaluate potential environmental benefits and impacts of rail improvements that will lead to faster, more reliable passenger rail service south to Raleigh, N.C. and Charlotte, N.C. and north to Boston, Mass. SEHSR is part of the U.S. Department of Transportation's plan for rail improvements throughout the United States.

Your participation is important. While your comments and questions will be accepted throughout the course of the project, this is your opportunity to make formal comments for the public record. Comments submitted during the scoping phase will be responded to as part of the draft EIS documentation. Please take a few minutes to review materials and complete a brief comment form. An online meeting is available on the study website for your convenience. *Si necesita servicios de traducción para participar, por favor envíe un email a:* espanol@DC2RVArail.com.

We Want Your Feedback by December 5th

Formal public comments must be submitted by **December 5th** to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at anytime throughout the project by using the following methods:



[Web Form](#)



[Email](#)



[Mail](#)

Attn: Emily Stock
 Rail Planning Mgr, DRPT



[Hotline](#)

888.832.0900
 TDD 711

600 E Main St Ste 2102
Richmond, VA 23219

Attend Our Online Meeting



Access information provided at the in-person meetings anytime. Through the [online meeting](#), you'll find virtual meeting boards, the meeting handout, and the scoping comment form.

Next Steps

There will be several opportunities to participate before the project is completed in Fall 2017. Meetings will be schedule at various key points along the I-95 corridor in order to reach as many people as possible. Please visit the website often to review the latest news and information.

Stay Connected Online

DC2RVArail.com

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Please Join Us!

Interagency Scoping Meeting Scheduled

[View In Browser](#)



The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are requesting your participation in an Interagency Scoping Meeting for the [Washington, D.C. to Richmond High Speed Rail Tier II EIS \(Project\)](#). The Project will evaluate options for providing higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va. The Interagency Scoping Meeting is scheduled to provide an opportunity for input and discussion with the Project Team.

The primary purpose of the Interagency Scoping Meeting will be to review information assembled to date and to discuss issues that higher speed passenger rail service (Proposed Action) may present, if implemented. Discussion topics will include, but are not limited to: Project Introduction and Background, SEHSR Initiative Overview, Purpose and Need Development, Environmental Screening Process, Evaluation Criteria, Resource Methodologies, Project Timeline, Agency Interests and Concerns, and Request for Agency Information.



MONDAY, NOVEMBER 3, 2014

Virginia Housing Center, Henrico I
4224 Cox Road
Glen Allen, VA 23060 [map](#)

1:00 pm - 3:00 pm



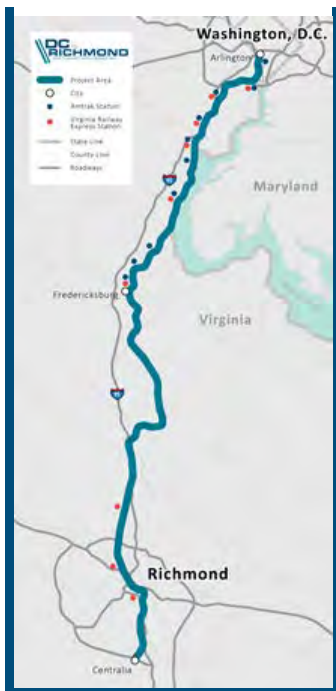
Add to your calendar



Click here to RSVP

MORE INFORMATION

[Public Scoping Meetings](#) are being held the first two weeks in November at four locations along the corridor.



A Notice of Intent for the Tier II EIS will soon be published in the Federal Register. [Download a map](#) showing the previously established corridor as part of the Tier I EIS that will be displayed and considered for Tier II scoping.

Relevant information on the Project, NEPA process, and Public Scoping Meetings are available on www.DC2RVArail.com.

COMMENTS

Formal public comments must be submitted by Friday, December 5, 2014 to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at anytime throughout the project by using an [electronic form on the project website](#), by [sending an email](#) or by mail to:

*Emily Stock, Manager of Rail Planning, DRPT
600 E. Main St., Suite 2102
Richmond, VA 23219*

STAY CONNECTED ONLINE

www.DC2RVArail.com

[Facebook](#)

[Twitter](#)

Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team



Washington, D.C. to Richmond Southeast High Speed Rail Team
600 East Main Street Suite 2102
Richmond, VA 23219



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As a reminder, if you haven't done so already, please submit your RSVP for the Interagency Scoping Meeting by Friday, October 31st. Meeting details can be found below.



Please Join Us!

Interagency Scoping Meeting Scheduled

[View In Browser](#)



The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are requesting your participation in an Interagency Scoping Meeting for the **Washington, D.C. to Richmond Southeast High Speed Rail Tier II EIS (Project)**. The Project will evaluate options for providing higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va. The Interagency Scoping Meeting is scheduled to provide an opportunity for input and discussion with the Project Team.

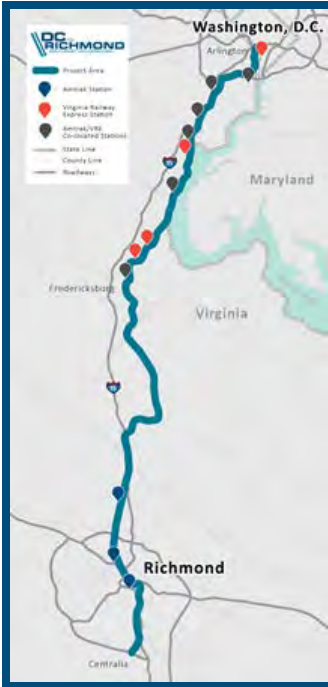
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MONDAY, NOVEMBER 3, 2014

Virginia Housing Center, Henrico I
4224 Cox Road
Glen Allen, VA 23060 [map](#)

1:00 pm - 3:00 pm



MORE INFORMATION

[Public Scoping Meetings](#) are being held the first two weeks in November at four locations along the corridor.

The Notice of Intent for the Tier II EIS was published in the Federal Register on Thursday, October 23, 2014. [Download a map](#) showing the previously established corridor as part of the Tier I EIS that will be displayed and considered for Tier II scoping.

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COMMENTS

Formal public comments must be submitted by Friday, December 5, 2014 to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at anytime throughout the project by using an [electronic form on the project website](#), by [sending an email](#) or by mail to:

*Emily Stock, Manager of Rail Planning, DRPT
600 E. Main St., Suite 2102
Richmond, VA 23219*

STAY CONNECTED ONLINE

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[Twitter](#)

Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team



Washington, D.C. to Richmond Southeast High Speed Rail Team
600 East Main Street Suite 2102
Richmond, VA 23219



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Let's Get Virginia Moving!

You're invited to come along for the ride.

[View In Browser](#)



Dear Community Leader:

We are contacting your organization to help grow participation by the Spanish speaking community in Virginia on an important transportation project – the Washington, D.C. to Richmond Southeast High Speed Rail project. This project will identify ways to increase the speed of passenger rail service to up to 90 mph, increase the frequency of passenger rail service and improve reliability of passenger rail service. Details about this project are outlined in the attached translated press release and flier.

We are asking organizations like yours to help distribute information about the project. As a representative of an important stakeholder group for Virginia, we hope you will share the information we are providing with your groups to encourage them to attend the November public meetings and share their vision for improved passenger rail. Spanish translation at the meetings will be provided free of charge, if they call the number provided by November 1.

Will you help us reach your organization's employees, customers, board of directors, and other key groups in one or more of the following ways?

- Forward the email message below with the flier attachment to your listservs. *(please remove this top portion before forwarding)*
- [Post this flier](#) in activity rooms or on your community bulletin board.
- Post information and links to our information on your website.
- Share the information on social media avenues.
- Include information from the [press release](#) or flier in newsletters and other correspondence.



[Flier](#) | [Press Release](#) | [Advertisement](#)

The study website includes a translation feature to make it easier for citizens with special needs to access information. If we can provide further assistance with these efforts, please do not hesitate to contact us by replying to this email.

Thank you in advance for your help and we hope to see you at a future meeting!





Calendario de Reuniones Públicas - Ayúdenos a Mejorar Sus Opciones de Transporte.

Únase a nosotros para una reunión importante para desarrollar un plan para mejorar su experiencia de viaje en Virginia. El Departamento Ferroviario y de Transporte Público (DRPT por sus siglas en inglés) y la Administración Federal de Ferrovías (FRA por sus siglas en inglés) lo invita a conocer más acerca del estudio ambiental que evaluará las opciones para proporcionar un servicio ferroviario interurbano de pasajeros de mayor velocidad entre Washington, D.C. y Richmond. Las reuniones les darán la oportunidad de conocer detalles acerca del proyecto, revisar información de actividades de planificación previas y proveer sus opiniones.

Enlaces Importantes

[Mapa: Nivel II Washington, D.C. a Richmond](#)

[Documento: FIS Nivel I Final Washington, D.C. a Charlotte, N.C.](#)



Marque su Calendario

Puertas abiertas entre las 5:00 y las 7:30 p.m. y se dará una presentación formal cada tarde a las 6:00 p.m.

5 de Noviembre
del 2014

Ashland

Hanover Arts and
Activities Center
500 South Center St

6 de Noviembre
del 2014

Richmond

Department of Motor Vehicles
2300 W Broad St

12 de Noviembre
del 2014

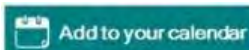
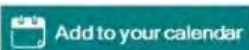
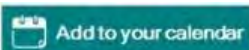
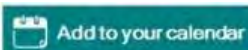
Area de Fredericksburg

National Museum of the
Marine Corps - Quantico
18900 Jefferson Davis Hwy

13 de Noviembre
del 2014

Arlington

Westin Crystal City
1800 Jefferson Davis Hwy



[Informacion de Transporte](#)
[Mapa](#)

[Informacion de Transporte](#)
[Mapa](#)

[Informacion de Transporte](#)
[Mapa](#)

[Informacion de Transporte](#)
[Mapa](#)



Queremos sus Comentarios!

Los comentarios públicos formales deberán ser sometidos hasta el 5 de Diciembre para ser incluidos en el registro público oficial para la fase del alcance del proyecto. Los comentarios generales y preguntas podrán ser enviados en cualquier momento a lo largo del proyecto usando ya sea la forma electrónica dentro de la página web del proyecto, enviando un correo electrónico o enviándolo por correo regular al DRPT a la dirección de abajo:

Revise los materiales en línea y envíe sus comentarios electrónicamente.

Envíe sus comentarios por correo regular a: Emily Stock, Manager of Rail Planning, DRPT,
600 E. Main St., Suite 2102, Richmond, VA 23219.



www.DC2RVArail.com



1-888-832-0900 o al TDD 711



Necesita Ayuda para Asistir?

Todos los sitios son accesibles para personas con discapacidad. El DRPT se esfuerza en ofrecer instalaciones y servicios razonables para personas que requieran asistencia para participar. Para asistencia especial, llame al oficial de cumplimiento del Título VI, al 804-786-4440 o al TDD 711 antes del **1 de Noviembre del 2014**.

Si necesita servicios de traducción para participar, por favor envíe un email a: espanol@DC2RVArail.com

Manténgase Conectado en Línea

www.DC2RVArail.com

[Facebook](#)

[Twitter](#)

Atentamente,

El Equipo del Tren de Alta Velocidad de Washington, D.C. a Richmond

DRPT está comprometido a garantizar que ninguna persona sea excluida de participar o negarle los beneficios de estos servicios, con base en su raza, color o nacionalidad de origen, protegido por el Título VI del Acta de Derechos Civiles de 1964. Para obtener información adicional del DRPT sobre políticas y procedimientos de no discriminación y procedimientos o para presentar una queja, por favor contacte al Oficial de Cumplimiento de Título VI, Linda Balderson, ((804) 786-4440, 600 E. Main Street, Suite 2102, Richmond, VA 23219.

La misión del Departamento Ferroviario y de Transporte Público, es mejorar la movilidad de las personas y los bienes, mientras se expanden las opciones de transporte del estado a través de servicios ferroviarios, de transporte público y de cercanías.



Washington, D.C. to Richmond Southeast High Speed Rail Team
600 East Main Street Suite 2102
Richmond, VA 23219

[Forward](#)
[Opt Out](#)

[View In Browser](#)



Let's Get Virginia Moving!

You're invited to come along for the ride.



Dear Faith Leader:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration, we want to introduce you to an important project that will examine higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va.

We will update you throughout the current environmental review and engineering process to keep you and your members and staff informed. As a representative of an important stakeholder group in Virginia, we hope you will share the information with your constituents through your existing communications channels such as bulletins, newsletters, e-blasts, websites, and more.

Don't miss your opportunity to comment on this phase of the project!

Please complete our brief [comment form](#) by December 5, 2014.

About the Project

We hope you were able to attend the first of four rounds of public meetings held earlier this month to learn more about the **Washington, D.C. to Richmond Southeast High Speed Rail (SEHSR) Tier II Environmental Impact Statement (EIS)**. The project is evaluating options for higher speed rail service from Washington, D.C. to Richmond. This is the second phase of a two-tiered environmental review process to evaluate potential environmental benefits and impacts of rail improvements that will lead to faster, more reliable passenger rail service south to Raleigh, N.C. and Charlotte, N.C. and north to Boston, Mass. SEHSR is part of the U.S. Department of Transportation's plan for rail improvements throughout the United States.

Your Participation is Important

While your comments and questions will be accepted throughout the course of the project, this is your opportunity to make formal comments for the public record. Comments submitted during the scoping phase will be responded to as part of the draft EIS documentation. Please take a few minutes to review materials and complete a brief [comment form](#). An [online meeting](#) is available on the study website for your convenience.

Si necesita servicios de traducción para participar, por favor envíe un email a:
espanol@DC2RVArail.com.

We Want Your Feedback by December 5th

Formal public comments must be submitted by **December 5th** to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at anytime throughout the project by using the methods below:



[Web Comment Form](#)

[Email](#)

[Mail](#)

[Hotline](#)

Emily Stock

888.832.0900

Rail Planning Mgr, DRPT

TDD 711

600 E Main St Ste 2102

Richmond, VA 23219

Attend Our Online Meeting



Access project information provided at the in-person meetings anytime. Through the [online meeting](#), you'll find virtual meeting boards, the meeting handout, and the scoping comment form

Next Steps

There will be several opportunities to participate before the project is completed in Fall 2017. Meetings will be schedule at various key points along the I-95 corridor in order to reach as many people as possible. Please visit the [website](#) often to review the latest news and information.

Stay Connected Online

www.DC2RVArail.com

[Facebook](#)

[Twitter](#)

Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team

DRPT is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please visit the website at www.drpt.virginia.gov or contact the Title VI Compliance Officer, Linda Balderson, 600 E. Main Street, Suite 2102, Richmond, VA 23219.

DRPT's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.



[Opt Out](#)



Washington, D.C. to Richmond
Southeast High Speed Rail Team
600 East Main Street Suite 2102
Richmond, VA 23219

info@dc2rvarail.com

APPENDIX C: PRESS RELEASES

FOR IMMEDIATE RELEASE

October 6, 2014

Department of Rail and Public Transportation

Contact: Lynne McCarthy

Phone: (804) 786-4443

Email: lynne.mccarthy@drpt.virginia.gov

***On October 14, 2014, a correction was made to the project information, changing the corridor length from 115 miles to 123 miles.**

DRPT and FRA Offer Early Opportunity for Public to Weigh in on Washington D.C. to Richmond, VA Higher Speed Passenger Rail

RICHMOND—The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), today announced the start of a preliminary engineering and environmental review project for enhanced intercity passenger rail service between Washington, D.C. and Richmond, Va. The 115-mile corridor is a segment of the Southeast High Speed Rail Corridor (SEHSR), which runs from Washington, D.C. through Richmond, Va. and Raleigh, N.C. to Charlotte, N.C. It is part of a nationwide initiative by the U.S. Department of Transportation (USDOT) to improve service and connections to higher speed rail service in the northeast (Boston, Mass. to Washington, D.C.) to points in the southeast (Miami, Fla. to Charlotte, N.C.) and beyond.

The project, expected to be complete within three years, is the second step in a two-tiered process of federal review. The Tier II Environmental Impact Statement (EIS) being prepared will further evaluate the preferred alternative from the Tier I EIS completed in 2002 (Alternative “A” – the CSX Transportation line), as well as other passenger rail improvements required to support increased passenger service and faster, more reliable connections. While the Tier I study established the general corridor for improved service, the exact corridor route and stations will be decided as a part of the Tier II EIS process.

The public will play an integral role in the development of the preferred alternative and in the overall environmental review process. Throughout the study, the public will have multiple opportunities to learn more and provide insight regarding how improved intercity passenger rail service will impact their communities. The first opportunity for public input is available now through an online survey at www.DC2RVArail.com. This survey offers citizens and other stakeholders a chance to give initial input on the scope of the study before the public scoping meetings, which will take place in November.

“It has been several years since the Tier I EIS was completed in this region,” said Jennifer Mitchell, Director of the Department of Rail and Public Transportation. “This survey will allow us to gather new information and capture everyone’s thoughts on intercity passenger rail service from Richmond to D.C. With such a large study area, it’s important for us to understand all localized transportation needs and concerns early in the process to ensure successful outcomes.”

Four public meetings will be held throughout the corridor in November 2014 to offer citizens an opportunity to learn details of the study, review information from the Tier I EIS, and to provide feedback.

Public information meeting dates and locations as well as study details can be found on the project website at www.DC2RVArail.com, the project Facebook page at DC2RVArail, and Twitter at @DC2RVArail.

Background

DRPT and FRA are preparing a Tier II EIS for the Washington, D.C. to Richmond, Va. segment of the SEHSR corridor as required by the National Environmental Policy Act (NEPA). A Tier I EIS for this corridor and beyond to Charlotte, N.C. was completed in 2002. The current Tier II EIS is the next step toward a more rigorous environmental study of potential alternatives to bring higher speed rail to the Commonwealth. In addition to completing this next phase of environmental study, DRPT will conduct preliminary engineering to evaluate station, track, and safety improvements, as well as the feasibility of adding an additional track in the corridor. These improvements are required in order for additional passenger trains on the corridor to operate at higher speeds with fewer delays.

The goal of the Tier II EIS is to reach a set of approvable and buildable projects that meets the Purpose and Need of the project while protecting environmental and community resources. The end result will be an Environmental Impact Statement, coupled with a service development plan whose analysis and approval may support the Design-Build or final design and construction of the corridor in the future.

The Richmond area to Washington, D.C. higher speed rail corridor is an integral component of the Commonwealth's transportation system and will complete a critical link in the U.S. rail system between the Northeast Corridor (Boston, Mass. to Washington, D.C.) and the SEHSR. These proposed improvements will enhance the connectivity by providing faster and more reliable rail service.

This study is funded through a cooperative agreement between the DRPT and FRA for the completion of preliminary engineering and Tier II environmental review.

About the Department of Rail and Public Transportation:

The Department of Rail and Public Transportation's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.

DRPT is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please contact the Title VI Compliance Officer, Linda Balderson, (804) 786-4440, 600 E. Main Street, Suite 2102, Richmond, VA 23219.

###



PARA PUBLICACION INMEDIATA

Mes Día 2014

Departamento Ferroviario y de Transporte Público

Contacto: Lynne McCarthy

Teléfono: (804) 786-4443

Email: lynne.mccarthy@drpt.virginia.gov

El DRPT y la FRA, Ofrece la Temprana Oportunidad para que el Público Opine Sobre el Tren de Alta Velocidad de Pasajeros entre Washington D.C. a Richmond, VA

RICHMOND--- El Departamento Ferroviario y de Transporte Público (DRPT por sus siglas en inglés), en cooperación con la Administración Federal Ferroviaria (FRA sus siglas en inglés), anunció hoy el inicio de un proyecto preliminar de ingeniería y evaluación ambiental, para mejorar el servicio de trenes de pasajeros interurbanos entre Washington, D.C y Richmond, VA. El corredor de 115 – millas es un segmento del Corredor de Alta Velocidad Ferroviaria del Sudeste (SEHSR por sus siglas en inglés), el cual corre desde Washington, D.C. a través de Richmond, Va. y Raleigh, N.C hasta Charlotte, N.C. Este es parte de una iniciativa nacional del Departamento de Transporte (USDOT por sus siglas en inglés) para mejorar el servicio y conexiones para el servicio de alta velocidad ferroviaria en el noreste (Boston, Mass. a Washington, D.C) hacia destinos en el sureste (Miami, Fla. a Charlotte, N.C.) y más allá.

El proyecto, que se espera sea completado dentro de tres años, es el segundo paso en un proceso de dos niveles de evaluación federal. El Nivel II de Impacto Ambiental (EIS por sus siglas en inglés) que se está elaborando evaluará adicionalmente la alternativa preferida desde el EIS Nivel I que se completó en el 2002 (Alternativa “A” – la línea de Transporte CSX), así como otras mejoras a los trenes de pasajeros requeridas para apoyar el aumento en el servicio de pasajeros y conexiones más rápidas y confiables. Mientras que el estudio Nivel I, estableció el corredor general para mejoras en el servicio, la ruta exacta del corredor y las estaciones se decidirán como parte del proceso del EIS Nivel II.

El público jugará un papel integral en el desarrollo de la alternativa preferida y en el proceso general de la revisión ambiental. Durante todo el estudio, el público tendrá múltiples oportunidades de aprender más y proporcionar sus opiniones con respecto a cómo un servicio ferroviario interurbano de pasajeros mejorado impactará sus comunidades. La primera oportunidad para aporte del público se ofrece en estos momentos a través de una encuesta en línea en www.DC2RVArail.com. Esta encuesta ofrece a los ciudadanos y otras partes interesadas la oportunidad de proveer su opinión inicial sobre el alcance del estudio antes de las consultas populares de alcance, que tendrán lugar en noviembre.

“Han pasado varios años desde que se completó el EIS Nivel I en esta región,” dijo Jennifer Mitchell, Directora del Departamento Ferroviario y de Transporte Público. “Esta encuesta nos

permitirá recopilar nueva información y captar las ideas de todos acerca del servicio ferroviario interurbano de pasajeros desde Richmond a D.C. Con un área tan grande de estudio, es importante para nosotros entender todas las necesidades y preocupaciones localizadas de transporte al inicio del proceso para asegurar resultados exitosos”

Se llevarán a cabo cuatro consultas públicas a largo del corredor en Noviembre del 2014 para ofrecer a los ciudadanos la oportunidad de conocer los detalles del estudio, revisar la información del EIS Nivel I y proporcionar retroalimentación.

Información sobre fechas y lugares de las consulta públicas, así como detalles del estudio pueden ser encontrados en la página web proyecto en www.DC2RVArail.com, página de Facebook proyecto en DC2RVArail, y en Twitter en @DC2RVArail.

Antecedentes

El DRPT y la FRA están preparando un EIS Nivel II para el segmento del corredor SEHSR de Washington, D.C. a Richmond, Va, según requerido por el Acta de Política Ambiental Nacional (NEPA por sus siglas en inglés). En el 2002 se completó EIS Nivel I para este corredor y más allá de Charlotte, N.C. El EIS Nivel II actual es el siguiente paso hacia un estudio ambiental más riguroso sobre alternativas potenciales para brindar mayor velocidad ferroviaria al Estado. Además de completar esta siguiente fase del estudio ambiental, el DRPT llevará a cabo la ingeniería preliminar para evaluar las mejoras en la línea, las estaciones y de seguridad, así como la factibilidad de añadir una línea adicional en el corredor. Estas mejoras son requeridas para permitir que un número mayor de trenes de pasajeros puedan operar en el corredor a velocidades más altas con menos retrasos

El objetivo del EIS Nivel II es lograr un conjunto de proyectos que se puedan aprobar y construir cumpliendo con el Propósito y la Necesidad del proyecto protegiendo los recursos ambientales y comunitarios. El resultado final será una Declaración de Impacto Ambiental, junto con un plan de desarrollo de servicio, cuyo análisis y aprobación pueden apoyar el Diseño – Construcción o el diseño final y la construcción del corredor en el futuro.

El corredor del tren de alta velocidad del área de Richmond a Washington, D.C. es un componente integral del sistema de transporte del Estado y completará un enlace crítico en el sistema ferroviario de EEUU entre el Corredor Noreste (Boston, Mass. a Washington D.C.) y el SEHSR. Estas mejoras propuestas, mejorarán la conectividad, proporcionando un servicio ferroviario más rápido y confiable.

Acerca del Departamento Ferroviario y de Transporte Público

La misión del Departamento Ferroviario y de Transporte Público, es mejorar la movilidad de las personas y los bienes, mientras se expanden las opciones de transporte del estado a través de servicios ferroviarios, de transporte público y de cercanías.

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FOR IMMEDIATE RELEASE

October 22, 2014

Virginia Department of Rail and Public Transportation

Contact: Lynne McCarthy

Phone: (804) 786-4443

Email: lynne.mccarthy@drpt.virginia.gov

DRPT and FRA to Host Public Meetings to Discuss Washington, D.C. to Richmond Southeast High Speed Rail *Public meetings held November 5 & 6 and 12 & 13, 2014*

RICHMOND—The Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA), has scheduled public information meetings to introduce a preliminary engineering and environmental review project that will evaluate options for providing higher speed passenger rail service between Washington, D.C. and Richmond. The project includes a Tier II Environmental Impact Statement (EIS) for the 123-mile rail corridor that goes through all cities and counties along the I-95 corridor between Arlington County (the south bank of the Potomac River) and Chesterfield County (Centralia).

The rail corridor from Washington, D.C. to Richmond is the northernmost segment of the Southeast High Speed Rail (SEHSR) Corridor, which stretches southward from Washington, D.C. through Richmond to Raleigh, N.C. and Charlotte, N.C. and points beyond, ultimately connecting to a larger network of higher speed rail corridors. Improved passenger rail service in the Commonwealth will offer citizens more transportation choices and faster, more reliable rail service that connects the northeast and southeast.

The public is invited to attend any of four public meetings that will be held throughout the corridor. These initial meetings will offer citizens an opportunity to learn details of the study, review information from the Tier I EIS, and provide feedback.

Dates, Times & Locations

Open house from 5 to 7:30 p.m. and formal presentation at 6 p.m. each evening.

- more -

Ashland	Richmond	Fredericksburg area	Arlington
November 5, 2014	November 6, 2014	November 12, 2014	November 13, 2014
Hanover Arts and Activities Center 500 South Center Street	Department of Motor Vehicles 2300 W. Broad Street	National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Highway	Westin Crystal City 1800 Jefferson Davis Highway
Transit info: http://www.amtrak.com	Transit info: http://www.ridegRTC.com	Transit info: http://www.prtctransit.org/	Transit info: http://www.wmata.com http://www.arlingtontransit.com/

An online meeting also will be available October 27, 2014 – December 5, 2014. The public can review materials at the meetings or online and provide comments by December 5, 2014. Comments may be submitted using the interactive comment form on the study website or by mailing comments to: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St, Suite 2102, Richmond, VA 23219.

Public meeting locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, citizens should call the Title VI Compliance Officer, 804-786-4440 or TDD 711 by November 1, 2014. Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

Project website: www.DC2RVArail.com

Project toll-free phone number: 1-888-832-0900 or TDD 711

Background

DRPT and FRA are preparing the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA). A Tier I EIS for this corridor and beyond to Charlotte, N.C. was completed in 2002. The current Tier II EIS is the next step toward a more rigorous environmental study of potential alternatives to bring higher speed rail to the Commonwealth. In addition to completing this next phase of environmental study, DRPT will conduct preliminary engineering to evaluate station, track, and safety improvements as well as the feasibility of adding a third track in several areas. These improvements are required in order for additional intercity passenger trains on the corridor to operate at higher speeds.

- more -

The goal of the Tier II EIS environmental review and preliminary engineering effort is to develop a set of approvable and buildable projects that meet the project's Purpose and Need while protecting environmental and community resources. The end result will be an EIS, coupled with a service development plan and preliminary engineering for improvements that will lead to final design and construction of the corridor in the future.

Washington, D.C. to Richmond Southeast High Speed Rail is an integral component of the Commonwealth's transportation system and will complete a critical link in the U.S. intercity passenger rail system between the Northeast Corridor (Boston, Mass. to Washington, D.C.) and the SEHSR corridor. The improvements evaluated and designed as part of the project will enhance connectivity between Washington, D.C., Richmond, and beyond by providing faster and more reliable intercity passenger rail service.

This project is funded through a cooperative agreement between the DRPT and FRA for the completion of preliminary engineering and Tier II environmental review.

About the Virginia Department of Rail and Public Transportation

The Virginia Department of Rail and Public Transportation's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation and commuter services.

DRPT is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please contact the Title VI Compliance Officer, Linda Balderson, (804) 786-4440 or TDD 711, 600 E. Main Street, Suite 2102, Richmond, VA 23219.

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PARA PUBLICACION INMEDIATA

22 de Octubre del 2014

Departamento de Ferroviario y Transporte Público de Virginia

Contacto: Lynne McCarthy

Teléfono: (804) 786-4443

Email: lynne.mccarthy@drpt.virginia.gov

El DRPT y la FRA Celebrará Reuniones Públicas para Hablar del Tren Sureste de Alta Velocidad entre Washington, DC y Richmond

Se celebrarán reuniones públicas el 5, 6, 12 y 13 de Noviembre, 2014

RICHMOND --- El Departamento de Ferroviario y Transporte Público de Virginia (DRPT por sus siglas en inglés), en cooperación con la Administración Federal Ferroviaria (FRA sus siglas en inglés), ha programado reuniones públicas de información para presentar un proyecto preliminar de ingeniería y evaluación ambiental, que evaluará las opciones para proveer un servicio de trenes de pasajeros más rápidos entre Washington, D.C y Richmond. El proyecto incluye una Declaración de Impacto Ambiental Nivel II (EIS por sus siglas en inglés) para el corredor ferrocarril de 123 – millas que pasa a través de todas las ciudades y condados a lo largo del corredor de la I-95 entre el Condado de Arlington (la orilla sur del Rio Potomac) y el Condado de Chesterfield (Centralia).

El corredor del Tren de Washington, D.C. a Richmond es el segmento más al norte del Corredor del Tren de Alta Velocidad del Sudeste (SEHSR), el cual se extiende hacia el sur desde Washington, D.C. a través de Richmond a Raleigh, N.C. y Charlotte, N.C., y puntos más allá, finalmente conectando a una red mayor de corredores de trenes de alta velocidad. Un mejor servicio de trenes de pasajeros en el Estado, ofrecerá a los ciudadanos más opciones de transporte y conexiones ferroviarias más rápidas y confiables hacia el noreste y el sureste.

Se invita al público a asistir a cualquiera de las cuatro reuniones públicas que se celebrarán a lo largo del corredor. Estas reuniones iniciales ofrecerán a los ciudadanos la oportunidad de conocer detalles del estudio, revisar la información del EIS Nivel I y proporcionar sus reacciones al mismo.

Calendario de Reuniones Públicas de Información

Puertas abiertas entre las 5:00 y las 7:30 p.m. y se dará una presentación formal cada tarde a las 6:00 p.m.

Ashland	Richmond	Area de Fredericksburg	Arlington
5 de Noviembre del 2014	6 de Noviembre del 2014	12 de Noviembre del 2014	13 de Noviembre del 2014

<p>Hanover Arts and Activities Center 500 South Center Street</p>	<p>Department of Motor Vehicles 2300 W. Broad Street</p>	<p>National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Highway</p>	<p>Westin Crystal City 1800 Jefferson Davis Highway</p>
<p>Información de Transporte: http://www.amtrak.com</p>	<p>Información de Transporte: http://www.ridegrtc.com</p>	<p>Información de Transporte: http://www.prtctransit.org/</p>	<p>Información de Transporte: http://www.wmata.com http://www.arlingtontransit.com/</p>

También se ofrecerá una reunión en línea del 27 de Octubre del 2014 al 05 de Diciembre del 2014. El público podrá revisar los materiales en las reuniones o en línea y proporcionar sus comentarios antes del 5 de Diciembre del 2014. Los comentarios podrán presentarse usando la forma de comentario interactivo en la página web del estudio o enviándolos por correo a: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St, Suite 2102, Richmond, VA 23219.

Todos los sitios para las reuniones públicas son accesibles para personas con discapacidad. El DRPT se esfuerza para ofrecer instalaciones y servicios razonables para personas que requieran asistencia para participar. Para asistencia especial, los ciudadanos deben llamar al oficial de cumplimiento del Título VI, al 804-786-4440 o al TDD 711 antes del 1 de Noviembre del 2014. Si necesita servicios de traducción para participar, por favor envíe un email a: espanol@DC2RVArail.com

Página Web del Proyecto: www.DC2RVArail.com

Llame gratis: 1-888-832-0900 o al TDD 711

Antecedentes

El DRPT y la FRA están preparando la Declaración de Impacto Ambiental Nivel II (EIS) del Tren Sudeste de Alta Velocidad entre Washington, D.C. y Richmond según es requerido por el Acta de Política Ambiental Nacional (NEPA por sus siglas en inglés). En el 2002 se completó el EIS Nivel I para este corredor y más allá de Charlotte, N.C. El EIS Nivel II actual es el siguiente paso hacia un estudio ambiental más riguroso sobre alternativas potenciales para brindar mayor velocidad ferroviaria al Estado. Además de completar esta siguiente fase del estudio ambiental, el DRPT llevará a cabo la ingeniería preliminar para evaluar las mejoras en la línea, las estaciones y la seguridad, así como la factibilidad de añadir una tercera línea en varias áreas. Estas mejoras son requeridas para permitir que un número mayor de trenes de pasajeros interurbanos puedan operar en el corredor a velocidades más altas.

El objetivo de la evaluación ambiental del EIS Nivel II y de la ingeniería preliminar es desarrollar un conjunto de proyectos que puedan ser aprobados y construidos cumpliendo con el Propósito y la Necesidad del proyecto y que protejan los recursos ambientales y comunitarios. El resultado final será una EIS, que junto con un plan de desarrollo de servicios e ingeniería preliminar de mejoras lleven a un diseño final y la construcción del corredor en el futuro.

El Tren Sureste de Alta Velocidad de Washington, D.C. a Richmond es un componente integral del sistema de transporte del Estado y completará un enlace crítico en el sistema ferroviario interurbano de

EEUU entre el Corredor Noreste (Boston, Mass. a Washington D.C.) y el SEHSR. Las mejoras que se evaluarán y diseñarán como parte del proyecto, mejorarán la conectividad entre Washington D.C., Richmond y más allá, proporcionando un servicio ferroviario interurbano de pasajeros más rápido y confiable.

Este proyecto es financiado a través de un acuerdo de cooperación entre el DRPT y la FRA para completar la ingeniería preliminar y la evaluación ambiental Nivel II.

Acerca del Departamento Ferroviario y de Transporte Público

La misión del Departamento Ferroviario y de Transporte Público, es mejorar la movilidad de las personas y los bienes, mientras se expanden las opciones de transporte del estado por medio de servicios ferroviarios, de transporte público y de cercanías.

DRPT está comprometido a garantizar que ninguna persona sea excluida de participar o negarle los beneficios de estos servicios, con base en su raza, color o nacionalidad de origen, protegido por el Título VI del Acta de Derechos Civiles de 1964. Para obtener información adicional del DRPT sobre políticas y procedimientos de no discriminación y procedimientos o para presentar una queja, por favor contacte al Oficial de Cumplimiento de Título VI, Linda Balderson, (804) 786-4440 o al TDD 711, 600 E. Main Street, Suite 2102, Richmond, VA 23219

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MEDIA ADVISORY

November 3, 2014

Virginia Department of Rail and Public Transportation

Contact: Lynne McCarthy

Phone: (804) 786-4443

Email: lynne.mccarthy@drpt.virginia.gov

**DRPT and FRA to Host Public Meetings to Discuss
Washington, D.C. to Richmond Southeast High Speed Rail**

WHO: Virginia Department of Rail and Public Transportation (DRPT) and Federal Railroad Administration (FRA)

WHAT: Public Information Meetings for Washington D.C. to Richmond Southeast High Speed Rail

WHEN/WHERE: Meetings will be held 5:00 p.m. – 7:30 p.m., 6 p.m. presentation

Ashland	Richmond	Fredericksburg area	Arlington
November 5, 2014	November 6, 2014	November 12, 2014	November 13, 2014
Hanover Arts and Activities Center 500 South Center Street	Department of Motor Vehicles 2300 W. Broad Street	National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Highway	Westin Crystal City 1800 Jefferson Davis Highway
Transit info: http://www.amtrak.com	Transit info: http://www.ridegrtc.com	Transit info: http://www.prtctransit.org/	Transit info: http://www.wmata.com http://www.arlingtontransit.com/

BACKGROUND:

DRPT and FRA are preparing the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement (EIS) as required by the National Environmental Policy Act (NEPA). This preliminary engineering and environmental review project will evaluate options for providing higher speed intercity passenger rail service along the 123-mile rail corridor that goes through all cities and counties along the I-95 corridor between Arlington County (the south bank of the Potomac River) and Chesterfield County (Centralia).

The rail corridor from Washington, D.C. to Richmond is the northernmost segment of the Southeast High Speed Rail (SEHSR) Corridor, which stretches southward from Washington, D.C through Richmond to Raleigh, N.C. and Charlotte, N.C. and points beyond, ultimately connecting to a larger network of higher

speed rail corridors. Improved passenger rail service in the Commonwealth will offer citizens more transportation choices and faster, more reliable rail service that connects the northeast and southeast.

Public meeting locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, citizens should call the Title VI Compliance Officer, 804-786-4440 or TDD 711 by November 1, 2014. Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

Project website: www.DC2RVArail.com

Project toll-free phone number: 1-888-832-0900 or TDD 711


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APPENDIX D: SURVEY SUMMARY

SURVEY SUMMARY

Survey Statistics

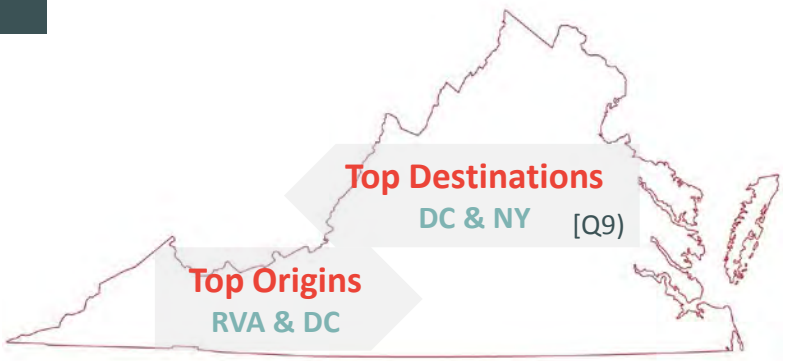
 **1,091**
Total Respondents

77% 
Prefer to Attend an Evening Public Meeting [Q5]

62%  
Use Intercity Passenger Rail Service [Q6]



66% Use for Leisure [Q7]
44% Use monthly [Q8]

Interest / Affiliation in the Corridor [Q3]







Length of Travel Time is the Most Important Consideration
When planning an intercity passenger rail system from D.C. to Richmond and NC. [Q10]

Top Ways to Get News & Information about Local Events and Projects [Q4]

 **Newspaper** [63.93%]
 **Website** [63.47%]

Best Reasons
for Implementing Higher Speed Intercity Passenger Rail between D.C. and Richmond [Q11]

  **1** Reduce Congestion on VA roadways. [39.49%]
 **2** Provide a reliable travel alternative. [23.25%]

OUTREACH SUMMARY

Survey Statistics (cont.)

Importance of Elements in Selecting an Intercity Passenger Rail Route [Q12]



Very Important
Train speed [61.17%]

Not Important
Impacts to built environment [25.89%]



Importance of Factors in Choosing Rail Over Other Modes of Travel [Q13]



Very Important
Travel times [78.4%]

Not Important
Opportunity for work and socializing [32.25%]



86%



Think there will be a positive economic impact on Virginia associated with improved intercity passenger rail service. [Q14]

94%



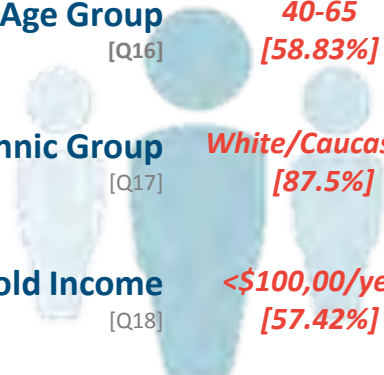
Support the establishment of improved higher speed intercity passenger rail service between D.C. and Richmond, connecting to further routes in the north and south and beyond. [Q15]

Top Respondent Demographics

Age Group [Q16] **40-65** [58.83%]

Ethnic Group [Q17] **White/Caucasian** [87.5%]

Household Income [Q18] **<\$100,00/year** [57.42%]



APPENDIX E: WEBSITE SUMMARY

Project Website Homepage

The screenshot shows a web browser window with the address bar displaying www.dc2rvrail.com. The browser's address bar also shows a search engine (Google) and navigation icons. Below the browser window, the website header features the logo for "DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL" on the left. To the right of the logo is a navigation menu with the following items: HOME, ABOUT THE PROJECT, GET INVOLVED, NEWSROOM, RESOURCES, and CONTACT US. A search bar is located to the right of the navigation menu.

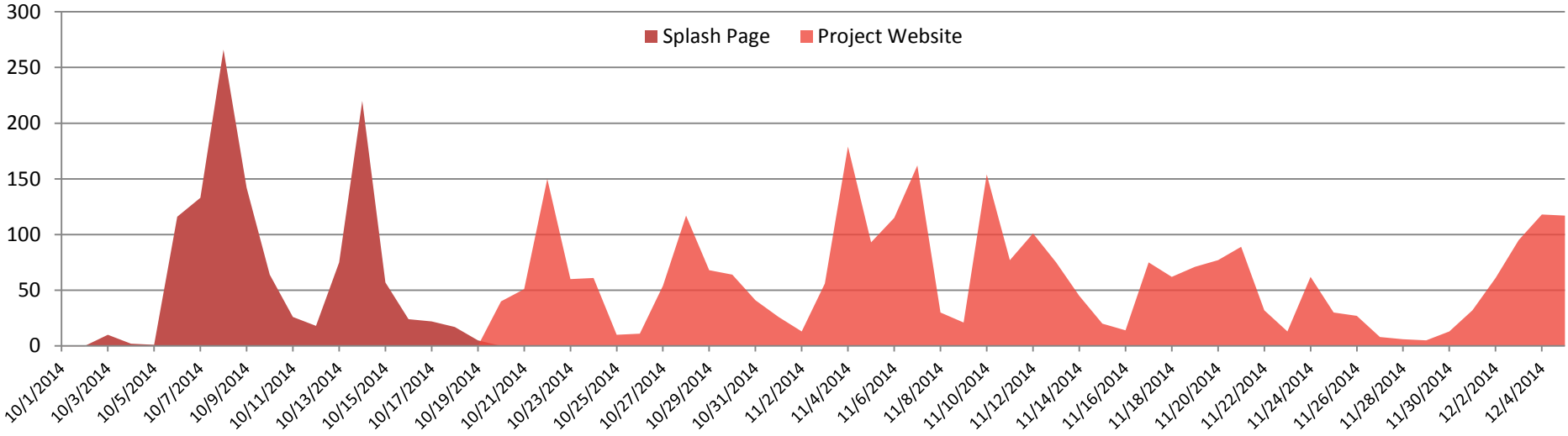
The main content area features a large image of a railway track stretching into the distance, flanked by greenery and trees. The text "D.C. to Richmond Southeast High Speed Rail" is overlaid on the image, with the subtitle "A Tier II Environmental Impact Statement project" below it. Below the image, there are three small circles indicating the current slide in a carousel.

The text below the image reads: "The Virginia Department of Rail and Public Transportation (DRPT) is working to improve intercity passenger rail service in Virginia and throughout the east coast to offer a viable, efficient transportation choice that is competitive with air and auto travel. As part of the National Environmental Policy Act (NEPA) process, DRPT will engage the community to help complete the final phase of a rigorous environmental analysis and preliminary engineering effort that reflects the region's vision for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (SEHSR) corridor."

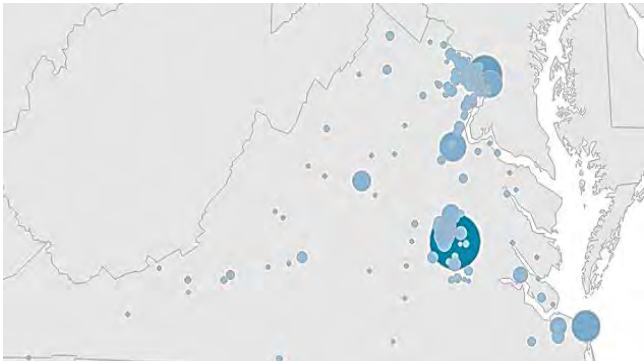
Below the text, there is a "SCROLL DOWN" button with a downward arrow icon. At the bottom of the page, there is a teal bar containing three icons: a white arrow pointing up and to the right, a white speech bubble icon, and a white information icon.

WEBSITE SUMMARY

DC2RVArail.com Website Statistics (October 1 – December 5, 2014)

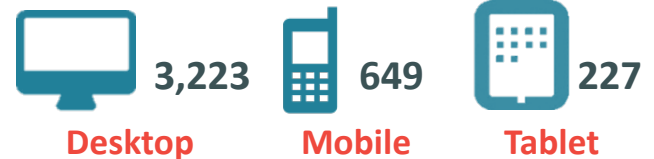


Concentration of Visits in Virginia

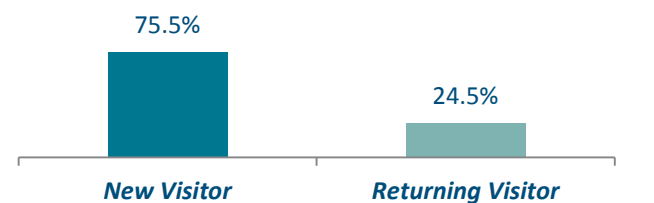


Totals	
Total Visits	4,099
Total Users	3,089
Page views	11,338
Pages / Session	2.77
Avg. Session Duration	2:47

Visits by Sources



Sessions by Visitor Type



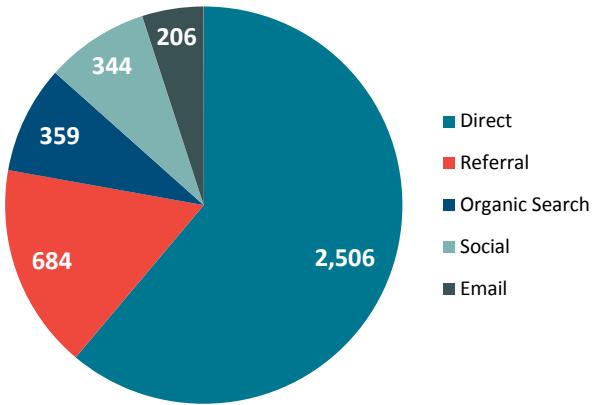
WEBSITE SUMMARY

DC2RVArail.com Website Statistics (October 1 - December 5, 2014)

Top Pages Visited

Page	Page views	Avg. Time on Page [minutes]
Homepage	3863	1.74
/commentform	1309	1.23
/contact-us/	895	3.00
/get-involved/attend-public-meeting/	600	1.44
/about/project-history/	502	1.78
/about/	458	1.57
/resources/related-studies/	311	3.58
/contact-us/survey	303	1.87
/resources/	292	1.24
/newsroom/	249	0.60

Web Traffic Sources

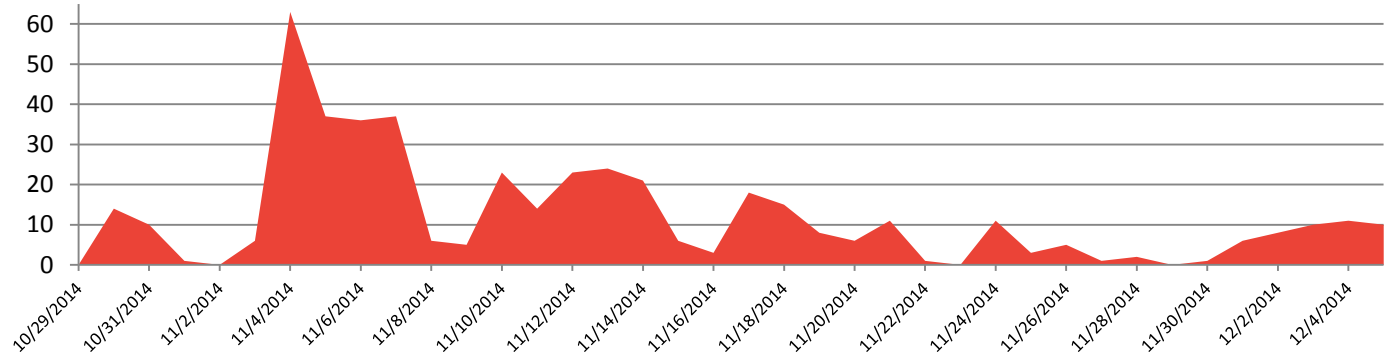


Organic = From an Internet Search
Referral = From a link to the website
Direct = User typed in specific website URL
Social = from a link on Facebook or Twitter

Top Referral Sources

Source	Sessions
greenway.org	119
progressiverailroading.com	103
nbc29.com	96
railroad.net	44
prtctransit.org	43
drpt.virginia.gov	40
links.govdelivery.com	33
narprail.org	22
eenews.net	18
click.oo155.com	16

DC2RVArail.com Online Meeting Statistics (October 29 – December 5, 2014)



Totals	
Total Sessions	456
Total Users	348
Page views	1,128
Pages / Session	2.47
Avg. Session Duration	01:18

APPENDIX F: NEWSPAPER ADVERTISEMENTS

Newspaper Advertisements

4 Columns by 6 Inches – English



Passenger Rail Public Meetings Planned

Help Us Improve Your Transportation Options

Please join the Virginia Department of Rail and Public Transportation (DRPT) for a scoping meeting to help shape the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement (EIS). The project will evaluate improvements for higher speed intercity passenger rail between Washington, D.C. and Richmond. With improved passenger rail service, the Commonwealth will enjoy more transportation choices and faster, more reliable rail connections to the northeast and the southeast.

Mark Your Calendar.

Open house from 5:00 to 7:30 p.m. and formal presentation at 6:00 p.m. each evening.

Ashland
November 5, 2014
Hanover Arts and
Activities Center
500 South Center St.
Transit info:
www.amtrak.com

Richmond
November 6, 2014
Department of
Motor Vehicles
2300 W. Broad St.
Transit info:
www.ridgrtc.com

Fredericksburg Area
November 12, 2014
National Museum of the
Marine Corps – Quantico
18900 Jefferson Davis Hwy.
Transit info:
www.prtctransit.org/

Arlington
November 13, 2014
Westin Crystal City
1800 Jefferson Davis Hwy.
Transit info:
www.wmata.com
www.arlingtontransit.com

Can't Make a Meeting? Send Comments by December 5, 2014.

- Participate in our online meeting from October 27 to December 5, 2014 at www.DC2RVArail.com.
- Review materials online and send your comments electronically.
- Mail comment to: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

Locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI compliance officer, 804-786-4440 or TDD 711 by November 1, 2014. Call toll-free 888-832-0900 or TDD 711.

Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

 [DC2RVArail](https://www.facebook.com/DC2RVArail)

www.DC2RVArail.com

 [@DC2RVArail](https://twitter.com/DC2RVArail)



U.S. Department of Transportation
Federal Railroad Administration

4 Columns by 6 Inches – Spanish



Reuniones Públicas Planificadas sobre Trenes de Pasajeros

Ayúdenos a Mejorar Sus Opciones de Transporte.

Únase por favor al Departamento Ferroviario y de Transporte Público de Virginia (DRPT por sus siglas en inglés) para una consulta pública de alcance que ayude a dar forma a la Declaración de Impacto Ambiental Nivel II (EIS por sus siglas en inglés) del Tren Sudeste de Alta Velocidad de Washington, D.C. a Richmond. El proyecto evaluará las mejoras para mayor velocidad de los trenes de pasajeros interurbanos entre Washington, D.C. y Richmond. Con un servicio de trenes de pasajeros mejorado, el Estado disfrutará de mayores opciones de transporte y conexiones ferroviarias más rápidas y confiables hacia el noreste y el sureste.

Marque su Calendario.

Puertas abiertas entre las 5:00 y las 7:30 p.m. y se dará una presentación formal cada tarde a las 6:00 p.m.

Ashland	Richmond	Area de Fredericksburg	Arlington
5 de Noviembre del 2014 Hanover Arts and Activities Center 500 South Center St. Información de Transporte: www.amtrak.com	6 de Noviembre del 2014 Department of Motor Vehicles 2300 W. Broad St. Información de Transporte: www.ridegvtc.com	12 de Noviembre del 2014 National Museum of the Marine Corps – Quantico 18900 Jefferson Davis Hwy. Información de Transporte: www.prtctransit.org/	13 de Noviembre del 2014 Westin Crystal City 1800 Jefferson Davis Hwy. Información de Transporte: www.wmata.com www.arlingtontransit.com

No Puede asistir a una Reunión? Envíe sus Comentarios antes del 5 de Diciembre del 2014.

- Participe en nuestra reunión en línea entre el 27 de Octubre y el 5 de Diciembre, 2014 en www.DC2RVArail.com.
- Revise los materiales en línea y envíe sus comentarios electrónicamente.
- Envíe por correo sus comentarios a: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

Todos los sitios son accesibles para personas con discapacidad. El DRPT se esfuerza para ofrecer instalaciones y servicios razonables para personas que requieran asistencia para participar. Para asistencia especial, llame al oficial de cumplimiento del Título VI, al 804-786-4440 o al TDD 711 antes del 1 de Noviembre del 2014. Llame gratis a 1-888-832-0900 or TDD 711.

Si usted necesita servicios de traducción para participar, por favor envíe un email a: espanol@DC2RVArail.com

 DC2RVArailwww.DC2RVArail.com @DC2RVArail

3.22 Inches by 2 Inches



Passenger Rail Public Meetings Planned

Join the Virginia Department of Rail and Public Transportation (DRPT) **Nov. 5, 6, 12, or 13** for a public meeting to discuss Washington D.C. to Richmond-Southeast High Speed Rail, to improve intercity passenger rail for faster, more reliable connections. DRPT strives to provide reasonable accommodations and services for persons who require special assistance to participate. Contact the Title VI compliance officer at 804-786-4440 or TDD 711. Comments will be accepted until Dec. 5. An online meeting is available at: www.DC2RVArail.com





P. KEVIN MORLEVY/TIMES-DISPATCH

The Greater Richmond Convention Center in downtown Richmond had a record high event attendance and operating revenue for the fiscal year that ended June 30.

Bonds

From Page B1

improvements.”

The process to refinance the bonds began about six months ago.

Officials wanted to take advantage of a favorable market by paying off some of the center’s debt by issuing new debt at a lower interest rate.

While acting too soon would have cost the authority money, they decided to get ready to act but to keep a sharp eye on interest rates and benchmarks then acted when the time was just right.

The plan was to keep an eye on the market and be ready to move when they saw the possibility of substantial savings. The finance committee set a target of \$10 million.

The authority saw its opportunity in September and jumped on it.

The authority issued \$111.2 million in bonds at 3.44 percent through a financial maneuver known as forward delivery, where “one party will supply the underlying asset and one will buy the asset” at an agreed upon date.

As part of the refinancing process, the authority got upgrades from two rating agencies — Standard & Poor’s and Moody’s.

The upgrades came, in part, because of the authority’s strong financial performance, the high ratings of the localities and security.

“The convention center is our largest regional success story,” Henrico County Manager and chairman of the authority John A. Vitoulkas said Monday.

“I think the fact that there are two rating upgrades at the same time as we are collectively in the region saved \$13 million speaks to the financial strength of the local governments that are involved. But the fact

that four of us could get together and have such a positive result, I think, is also indicative of the relationships that the four localities share.”

Officials say making sure the convention center is completely up to date is critical to keep momentum.

For the fiscal year that ended June 30, 2014, the center had a record high operating revenue and event attendance.

“The convention center has been a huge economic stimulus for the region...It’s a huge success and business has been at an all-time high. We’re seeing events we would never have the opportunity to host if it wasn’t for regional cooperation making this a success,” said Jack Berry, president and CEO of Richmond Region Tourism.

LLLovio@timesdispatch.com
(804) 649-6348
Twitter: @LouisLLovio

Williams

From Page B1

two nations, it would be callous and shameful for the United States to treat Liberia like an ailing, unwanted stepchild. That holds especially true for Virginia, not only the birthplace of presidents, but also the closest thing to a mother state for this West African nation of 4.3 million.

But sadly — the heroic efforts of health care workers notwithstanding — early returns suggest that Ebola is largely seen as a problem only to the extent it finds its way past our airport screenings. The headline of a New York Times article last week reflects that sentiment: “Donations for Ebola relief are slow to gain speed.”

The U.S. has seen four diagnosed cases and one death — the Dallas man, according to the CDC. But that has been enough for some people and pundits to advocate sealing our nation from West African travelers — or, in New Jersey, to forcibly quarantine a nurse who had volunteered in West Africa. She was released Monday.

Can you imagine if other nations sought to deny U.S. travelers entry — and penalized their own citizens for seeking to treat our sick — after we’d been hit by a terrifying epidemic that originated here?

Diggs called the quarantine an overreaction, with the possible re-

percussion of deterring health care workers who might want to enlist to fight Ebola at the source. It’s an argument being made by health care professionals and the Obama administration.

Diggs, a singer, has produced and sold about 400 copies of his CD “Ebola Must Go” to raise money to send disease protection supplies and food to his native Liberia.

The CD is dedicated “to the glory of God, our ancestors, the survivors of Ebola, those courageous doctors, health care workers, fathers, mothers, children and others who lost their lives to this epidemic.”

“We’ve been crying for a long time,” said Diggs, who was last in Liberia in December. He has a brother, sister and cousins there, and has lost good friends to the epidemic, he says.

“People are rising up, more conscious, because it’s in our backyard,” he said. Now, his emphasis is that international organizations are not fully funding and equipping local organizations working in the trenches, including nongovernmental organizations and health care workers.

Based on the calls he’s getting from credible organizations, the international aid is not filtering down, he said. “So now my mission is to really raise awareness and to really raise funds to support local NGOs and health care workers who are working on the ground in Liberia.”

Richmond’s African community is doing its part to raise awareness.

Earlier this month, the nonprofit African Community Network invited epidemiologists to a community meeting to give information and practical advice about the Ebola virus, which can only spread when the symptoms begin to show, which can take up to 21 days after the initial infection. The virus is transmitted through direct contact with bodily fluids of an infected person.

Nigeria, among West African nations, has contained the disease, and we will too, if we don’t succumb to the sort of fear and ignorance that at one time stymied our efforts to combat the AIDS epidemic.

Diggs hopes the outcome of awareness efforts “will be policies based on facts and not fears,” because fear produces prejudice and discrimination, he said.

He also called this “a teachable moment.” He plans to visit Boston next month wearing African outfits.

“I want to teach a lesson about Ebola: to teach the fact we live in one global village. ... That we try to make our decisions based on facts and not fears. And also, to bring more support on what’s going on in Africa,” he said.

“When my house is on fire, don’t bring a teacup; bring a bucket. That’s an African proverb.”

mwilliams@timesdispatch.com
(804) 649-6815
Twitter: @RTDMPW

Supply launch for space station hits snag on E. Shore

Lab has to relocate after sidestepping satellite wreckage

By The Associated Press

A space station delivery mission was called off Monday, hours after the orbiting lab sidestepped a piece of space junk.

Orbital Sciences Corp. got to within the 10-minute mark for the Virginia launch of its unmanned Cygnus capsule. But a sailboat ended up in the restricted danger zone, and controllers halted the evening countdown.

The company, based in Dulles, will try the launch again tonight.

Early Wednesday afternoon, space station flight controllers steered the complex and its six inhabitants away from satellite wreckage. The debris — part of an old, destroyed Russian satellite — would have passed within 0.2 of a mile of the station if not for the maneuver.

Mission control was informed of the space junk over the weekend. It is wreckage from a Kosmos satellite that was launched in 1993 and collided with an Iridium spacecraft in 2009.

Orbital Sciences Corp.’s unmanned Cygnus capsule — on the pad at Wallops Island — holds 5,000 pounds of cargo for NASA, including 32 mini-research satellites, a meteor tracker, and a tank of high-pressure nitrogen

to replenish a vestibule used by spacewalking astronauts.

Traffic is heavy these days 260 miles up.

Just this past Saturday, a Dragon cargo ship supplied by the California-based SpaceX company — its fifth — departed the space station after a monthlong visit and splashed into the Pacific with a load of precious scientific samples.

A Russian cargo ship is set to blast off Wednesday from Kazakhstan and arrive at the space station the same day.

“Given all the traffic that’s coming and going ... we might want to send up some of those red and green wands they use on the deck of an aircraft carrier,” said Orbital Sciences’ executive vice president, Frank Culbertson, a former astronaut who lived on the space station more than a decade ago.

This is the fourth space station delivery for Orbital Sciences. Orbital Sciences tucked in some treats for a post-Halloween celebration by the two Americans, three Russians and one German on board.

Culbertson did not want to divulge the type of goodies and spoil the surprise. “They might be watching” he said, smiling, at Sunday’s pre-launch news conference.

NASA is paying Orbital Sciences and SpaceX to make regular space station deliveries.

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THE HENRICO COUNTY BOARD OF SUPERVISORS WILL HOLD A PUBLIC HEARING IN THE BOARD ROOM OF THE COUNTY ADMINISTRATION BUILDING IN THE GOVERNMENT CENTER AT PARHAM AND HUNGARY SPRING ROADS, 7:00 P.M., WEDNESDAY, NOVEMBER 12, 2014 TO CONSIDER THE FOLLOWING:

FAIRFIELD/VARINA:
REZ2014-00044 **Martin and Paula Ramirez/Life Enterprises Corp.:** Request to rezone from A-1 Agricultural District, M-1 Light Industrial District, and M-2 General Industrial District to A-1 Agricultural District Parcel 817-720-4176 and part of Parcel 817-720-2092 containing 3.05 acres, located on the north and south lines of Oakleys Lane approximately 800' east of its intersection with Oakleys Place. The applicants propose to expand an existing bed and breakfast and events. The A-1 District allows a minimum lot size of 43,560 square feet and a maximum gross density of 1.0 unit per acre. The use will be controlled by zoning ordinance regulations. The 2026 Comprehensive Plan recommends Suburban Residential 2, density should not exceed 3.4 units per acre, and Environmental Protection Area. The site is located in the Airport Safety Overlay District.

PUP2014-00016 **Martin and Paula Ramirez/Life Enterprises Corp.:** Request to expand an existing bed and breakfast and to amend conditions approved with Provisional Use Permit P-6-05 for a bed and breakfast under sections 24-51.1(c), 24-120 and 24-122.1 of Chapter 24 of the County Code on parcels 817-720-2092 and 817-720-4176 located on the north and south lines of Oakleys Lane approximately 800' east of its intersection with Oakleys Place. The applicant proposes to include an additional parcel for an existing bed and breakfast and events. The existing zoning is A-1 Agricultural District, M-1 Light Industrial District, and M-2 General Industrial District. The 2026 Comprehensive Plan recommends Suburban Residential 2, density should not exceed 3.4 units per acre, and Environmental Protection Area. The site is located in the Airport Safety Overlay District and part of the site is located in the Enterprise Zone.

FAIRFIELD:
REZ2014-00041 **Ample Storage Lake Worth, LLC:** Request to rezone from R-5C General Residence District (Conditional) and B-2C Business District (Conditional) to M-1C Light Industrial District (Conditional) part of Parcels 804-737-1251, 804-737-7961 and 804-736-0481 containing 13.191 acres located on the east line of Mechanicsville Turnpike (U.S. Route 360) at its intersection with Evans Road. The applicant proposes a mini-storage facility. The use will be controlled by proffered conditions and zoning ordinance regulations. The 2026 Comprehensive Plan recommends Commercial Concentration and Urban Residential. The site is located in the Airport Safety Overlay District.

Anyone may attend and express an opinion on the above. Files on the above are available in the Planning Department, County Administration Building for examination between 8:00 a.m. and 4:30 p.m. each business day.

For more information visit our website at:
<http://www.henrico.us/planning/>

Given under my hand this 17th day of October, 2014.
Barry R. Lawrence, Clerk



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Ashland	Richmond	Fredericksburg Area	Arlington
November 5, 2014 Hanover Arts and Activities Center 500 South Center St. Transit info: www.amtrak.com	November 6, 2014 Department of Motor Vehicles 2300 W. Broad St. Transit info: www.ridgertc.com	November 12, 2014 National Museum of the Marine Corps – Quantico 18900 Jefferson Davis Hwy. Transit info: www.prtctransit.org/	November 13, 2014 Westin Crystal City 1800 Jefferson Davis Hwy. Transit info: www.wmata.com www.arlingtontransit.com

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FIRE DAMAGES SOUTH SIDE BUILDINGS



Laura Kebede/TIMES-DISPATCH

A three-alarm fire that broke out Saturday morning at a River City Recycling facility in the 1100 block of Gordon Avenue in South Richmond destroyed one warehouse and damaged a second. No injuries were reported.

Richmond Ballet delivers total theater masterpiece

Symphony, chorus, dancers perform flawlessly in show

BY JULINDA LEWIS
Special correspondent

The opening night of “Carmina Burana” on Friday was a rare and memorable evening of theater.

It’s been awhile since I’ve seen this piece, set to Carl Orff’s collection of secular medieval songs, but it’s safe to say that in this production, the Richmond Ballet achieved a perfect (a word I do not use lightly) balance of dance, music, chorale and imagery. It is more than a ballet; it is a total theater masterpiece that, when performed well, leaves the audience stunned.

Orff’s music, portions of which are familiar from movie scores, was played live — and flawlessly — by the Richmond Symphony under the direction of guest conductor Ron Matson. The songs were sung in Latin by the massive Richmond Symphony Chorus, directed by Erin R. Freeman.

The chorus, clad in hooded black robes, surrounded the audience, both physically and with sound. They filled the area on both sides of the orchestra pit as well as the balcony with the sheer numbers of their physical presence as well as with their swelling vocal power.

The Richmond Ballet, led by four phenomenal principal dancers — Lauren Fagone and Phillip Skaggs, Maggie Small and Thomas Ragland — completed the surreal effect.

The ballet was choreographed by John Butler and first performed by the New York City Opera in 1959. It is based on a collection of 11th- to 13th-century songs and poems — many of them bawdy or satirical — unearthed in a Bavarian monastery in 1803.

In 1936, Orff set 24 of the poems to music. The first section is about the joys of spring, the second



Sarah Ferguson

Valerie Tellmann and Thomas Ragland (center) were among those lighting up the stage in “Carmina Burana.”

‘CARMINA BURANA’

Dance review

What: Richmond Ballet at Carpenter Theatre, Richmond CenterStage, 600 E. Grace St.

When: 2 p.m. today

Tickets: \$20-\$125

Information: 592-3400 or (800) 514-3849

explores the pleasures and despairs of tavern life, and the final section is a series of love poems. The sections are bookended by the ruthless Wheel of Fate and brought to life by Butler’s powerful, evocative but nonliteral choreography and ballet master Malcolm Burn’s spot-on staging.

Choreographed 55 years ago, the dance still has a contemporary look and feel as the dancers, clad in body-baring black robes and a variety of sensuous attire, entwine themselves around their partners, lunge and genuflect, and bring the music to life with abstract movement vocabulary that somehow speaks volumes without actually re-enacting the songs.

The first half of the evening began as a celebration of the 40th anniversary of the School of Richmond Ballet, under the direction of Judy Jacob. Artistic director Stoner Winslett’s seasonally appropriate “Danse Macabre” was performed by 16 students — the ballerinas of tomorrow — who were led by a de-

lightful young danseur, Tony Oates, and his promising young apprentice, Maxwell Follmer. The little ballerinas were an inspiration to young audience members.

Principal dancer Valerie Tellmann was given the spotlight in “Mozartiana,” George Balanchine’s final masterwork, set to music not by Mozart but by Tchaikovsky in tribute to Mozart. If Tellmann’s performance had an extra spark, there was plenty of reason. First, she had an opportunity to learn the role from Suzanne Farrell, for whom the ballet was created, during a guest tenure with Farrell’s company. In addition, Richmond Ballet has the incontrovertible good fortune to have this piece staged by ballet master Jerri Kumery, who danced in the original cast with the New York City Ballet in 1981.

The Richmond Ballet, in the second of this season’s programs, created real stage magic.

Julinda Lewis is a dancer, teacher and writer living in eastern Henrico County. She can be contacted at jdldances@yahoo.com.

Making pies in Amherst Co.

Today’s Flair section (Section G) features a front-page story on Woodruff Café and Pie Shop in Amherst County.

An information box was inadvertently left out. Here are the pertinent details:

Woodruff Café and Pie Shop

3297 Elon Road, Monroe, Va.
www.woodruffspieshop.com

Hours:

Tuesday-Saturday:
10 a.m.-4 p.m.

Sunday and Monday:
Closed



Shop owner Angie Scott suggests anyone planning to



Bob Brown/TIMES-DISPATCH

Angela Scott pours lemon chess pie ingredients into pie shells at the Woodruff Cafe & Pie Shop in Agricola.

visit the shop for the purpose of purchasing a pie call ahead to make sure of availability: (434) 384-1650.

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11:30 a.m. Luncheon Registration
12:00 p.m. Luncheon and Awards Program

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Richmond Free Press

Happenings



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VEHICLES

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The rise in global SUV sales from 2008 to 2013. It's a surprising rebirth for a vehicle that was the subject of obituaries when gas prices spiked in 2008. Automakers won back customers by making smaller, more fuel-efficient SUVs that also appealed to newly wealthy buyers in Asia and South America and former skeptics in Europe. (AP)

Boko Haram abductions continue

MAIDUGURI, NIGERIA

Dozens of girls and young women are being abducted by Islamic extremists in northeast Nigeria, raising doubts about an announced cease-fire and the hoped-for release of 219 schoolgirls held captive since April.

On Oct. 17, Nigeria's military said a cease-fire had been agreed to with Boko Haram and ordered troops to immediately comply. Officials said the cease-fire would lead to the speedy release of the girls kidnapped from a boarding school in the remote northeastern town of Chibok

on April 15.

But there have been a number of kidnappings and battles since then that call into question the cease-fire.

At least 70 young women and teenage girls and boys have been kidnapped in Borno and Adamawa states since Oct. 18, according to local government chairman Shettima Maina.

More than 10 days after the announcement, Boko Haram has not indicated that it has agreed to a truce.

Nigeria's minister of foreign affairs, Aminu Wali, said Monday



The April abduction of 219 Nigerian schoolgirls led to protests over the government's response in Nigeria.

that Boko Haram has denied recent kidnappings and suggested it might be the work of dissidents wanting to break the cease-fire.

He said the release of the Chibok girls is part of ongoing cease-fire negotiations, which would not be affected by the latest abductions.

"There is still negotiation going on and we expect a lot of progress to be made ... And we will make an effort also to bring back those that have been kidnapped," Wali told a news conference in Abuja, Nigeria's capital. HARUNA UMAR AND MICHELLE FAUL (AP)

› Second White House fence jumper ruled incompetent to stand trial, ordered by judge to mental health facility › Prosecutors say they will appeal Pistorius verdict, sentence ›



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LOCALES

Por qué exmilitar mató a su esposa

Caleb Crew sorprende al confesar que asesinó a Andrea Arias-Crew

■ Se esperaba un juicio de semanas, pero con la confesión no procedió

Por Milagros Meléndez-Vela
EL TIEMPO LATINO

El juicio contra un ex oficial de la naval acusado de estrangular a su esposa y tirar el cuerpo de ella en un río de Virginia estaba a punto de iniciar el lunes 27 de octubre cuando el acusado, Caleb Crew, de 26 años, interrumpió al juez. Vestido con un traje verde-gris, camisa blanca y corbata, Crew se paró del asiento de acusado y dijo "me declaro culpable", tomando por sorpresa a la sala 5J de la corte de Fairfax en Virginia.

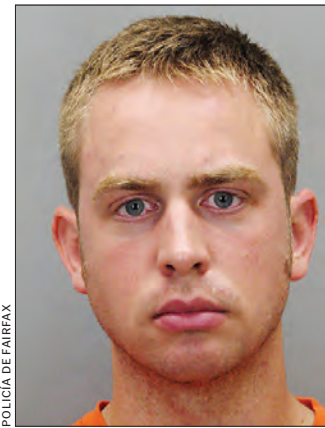
La fiscalía y la defensa habían preparado a una serie de testigos para el juicio, pero al declararse culpable lo único que se espera es la sentencia el 9 de enero.

Sin embargo, el juez permitió que el martes 28 y los días siguientes los familiares dieran su testimonio. "Ya no hay un proceso que seguir pero los testimonios serán más que todo como un alivio emocional para la familia", expresó a El Tiempo Latino Casey Lingan, el subfiscal estatal de Virginia.

La madre de la víctima, Rosa Pineda y su hija Leidy Arias, llegaron desde Colombia el fin de semana anterior, para participar en el juicio.

La declaratoria de culpabilidad tomó por sorpresa a la propia fiscalía que admitió no haber pautado ningún acuerdo con el acusado.

"No hay manera de rebajar el cargo. Ya es culpable de asesinato en segundo grado", dijo Lingan, al señalar que la pena máxima que



EX NAVAL. Caleb Crew, de 26 años.

El 9 de enero será sentenciado entre 20 años de prisión o cadena perpetua.

se ha pedido en el caso es cadena perpetua. "Pero la sentencia puede variar desde años hasta prisión de por vida", expresó el fiscal.

• Hechos

El cuerpo de Arias-Crew fue hallado el 10 de agosto de 2013 en el río Occoquan, Woodbridge, tres días después de que su esposo había reportado a la policía su desaparición.

El cadáver de la mujer de 31 años, originaria de Colombia, tenía la cabeza envuelta con una bolsa negra y llevaba atado en el cuerpo una mochila con piedras y pesas para que el cuerpo no saliera a flote, pero unos pescadores lo encontraron. Esa misma noche, Caleb Crew fue arrestado como sospechoso de asesinato.

• Escalofriante confesión

En una audiencia preliminar la fiscalía hizo escuchar una escalofriante grabación en donde Crew describió con detalles la muerte de su esposa el 7 de agosto.

"La tumbé hacia la parte de atrás del auto y comencé a estrangularla... mientras la estrangulaba ella me pidió que por favor parara, pero ya en ese punto no me podía detener. Solo le dije adiós", fueron fragmentos de una grabación de 15 minutos de interrogatorio de la Policía. "Me quitó la corbata se la puse en el cuello y terminé el trabajo", agregó.

Crew dijo que pensó en entregarse a la Policía, pero no lo hizo por temor a que sus hijas, que en ese entonces tenían 1 y 4 años, se quedaran solas. Entonces decidió encubrir el asesinato.

Escondió el cuerpo de su esposa en una zona boscosa alejada y luego regresó a su casa buscando artículos pesados que pudiera colocar en una mochila que amarró al cuerpo de Andrea para que no saliera a flote. Cuando regresó al bosque recogió el cuerpo y lo tiró desde un puente en Virginia. "Solo escuché el ruido al caer, pero no me acerqué para verla otra vez", afirmó según la grabación.

El lunes 27 cuando Crew se declaró culpable ante el juez John Tran, éste le preguntó varias veces si estaba consciente de las consecuencias de su declaración. El juez lo halló culpable al señalar que el asesinato había sido cometido con alevosía y premeditación.

El 9 de enero puede ser sentenciado entre 20 años de prisión a cadena perpetua.



GOLPE. Rosa Pineda, madre de Andrea Crew-Arias, en un evento que recordó a su hija en octubre de 2013.

■ Madre de víctima pregunta al autor del crimen "¿por qué me la mató si ella lo amaba?"

Por Milagros Meléndez-Vela
EL TIEMPO LATINO

A un año y dos meses del asesinato de su hija, Rosa Pineda pudo preguntarle directamente al autor del crimen una interrogante que le ha seguido como sombra: "¿por qué me la mató?, ¿por qué si ella lo amaba?. ¿Dígame por qué no me la devolvió?", expresó entre llantos Pineda, el martes 28 de octubre, fijando su mirada en el rostro de Caleb Crew, quien no levantaba la cabeza, durante una audiencia en la corte de Fairfax, Virginia.

El día anterior Caleb, de 26 años, sorprendió a esa misma corte al declararse culpable del asesinato de su esposa Andrea Arias-Crew, el 7 de agosto de 2013.

Pese a que no hubo juicio por la declaración de culpable, el juez quiso escuchar los testimonios de la familia de la víctima así como del agresor para evaluar la sentencia que le será impuesta el próximo 9 de enero.

"Yo solo quiero preguntarle a este hombre por qué me la mató. Ella era un niña valiosa y con lo único que no conté fue con que se encontrara con un esposo asesino", agregó Pineda, quien junto a su hija Lady Arias, viajó la semana anterior desde Colombia para participar en el juicio.

Esa misma pregunta también queda rondando en los familiares de Caleb Crew, amigos y personas cercanas a la pareja, de cinco años de casados y con dos niñas, que en el momento del asesinato tenían 11 meses y 4 años de edad.

Ahora las pequeñas tienen 2 y 6 años y viven en Colombia con su

tía y abuela materna, tras que la familia colombiana ganó la batalla de custodia en abril.

Aunque no hay respuesta para la pregunta de Pineda, la falta de acción ante la violencia doméstica y la poca atención a la salud mental son dos temas que afloran en el trágico caso.

• Violencia doméstica

"Este ha sido un caso demasiado triste donde se evidencia las consecuencias fatales de la violencia doméstica", expresó la psicóloga Claudia Campos al salir de la corte el lunes 27.

Según amigos y familia. En los Crew había un historial de violencia, incluyendo una vez que el ex naval roció aceite de auto en el rostro de Arias-Crew, después de una pelea.

Violencia familiar y salud mental son dos temas que afloran en el caso.

De hecho, el mismo día del asesinato (7 de agosto de 2013) cuando Crew reportó a su esposa como perdida, la pareja había ido a una audiencia en la corte para desestimar un caso de violencia familiar.

Tras salir de la corte, tomados de la mano —según la grabación de vigilancia de la corte—, la pareja se vio en vuelta en otro altercado en un estacionamiento de un banco, que resultó en el asesinato.

"Ya habían señales de que esto podría pasar, pero no se le prestó la atención debida, ni la familia del chico, a quien —según dicen— Andrea les había contado lo que estaba pasando", dijo Campos.

Andrea Arias-Crew llegó a Estados Unidos hace nueve años desde Colombia con una beca bajo el brazo para estudiar una maestría. Cumplió su sueño americano y se casó con el que llamaba "su príncipe azul", según contó a El Tiempo Latino en una ocasión anterior su hermana Yeimmy Arias.

"Nosotros veíamos a mi hermana en su página de Facebook muy feliz con su esposo y con sus hijas, pero no sabíamos lo que en verdad ella vivía", contó Arias.

El silencio es el peor enemigo de la violencia doméstica, expresó Campos, una activista en Washington DC que lucha por frenar este flagelo social.

• Salud mental

Durante la audiencia del martes 28, uno de los hermanos del autor del crimen lo destacó como un hombre que había servido a la nación en Afganistán. Crew perteneció a la marina de guerra.

"Hay secuelas y traumas que los militares viven. Al problema de salud mental nadie les está prestando atención", señaló Campos.

En su confesión a la policía Crew dijo que el día del homicidio perdió el control y que reaccionó cuando ella lo amenazó con llamar al 911 para que lo arrestaran. "La tumbé hacia la parte de atrás del auto y comencé a estrangularla", confesó.

En medio de la tragedia, se encuentra las niñas de la pareja. "Están bien en Colombia, tienen un círculo familiar, pero no a sus padres", lamentó Campos.

El hermano de Crew, Amos Crew, quien quería la custodia de las menores no quiso comentar del caso, pero dijo a El Tiempo Latino que viajará a Colombia para ver a sus sobrinas. "Estoy aprendiendo español", expresó.



DOLOR. La psicóloga Claudia Campos (izq.) consuela a Rosa Pineda, madre de la víctima, en un evento de 2013.

Descuentos inesperados. Ahorro inmediato.

Niko Di Giulio, Agent
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Olney, MD 20832
Bus: 301-924-4252
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nik@nikodigsf.com
Hablamos Español

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1304013 Las pólizas, formularios y notificaciones de State Farm están escritos en inglés. State Farm, Bloomington, IL.

Reuniones Públicas Planificadas sobre Trenes de Pasajeros
Ayúdenos a Mejorar Sus Opciones de Transporte.

Únase por favor al Departamento Ferroviario y de Transporte Público de Virginia (DRPT por sus siglas en inglés) para una consulta pública de alcance que ayude a dar forma a la Declaración de Impacto Ambiental Nivel II (EIS por sus siglas en inglés) del Tren Sudeste de Alta Velocidad de Washington, D.C. a Richmond. El proyecto evaluará las mejoras para mayor velocidad de los trenes de pasajeros interurbanos entre Washington, D.C. y Richmond. Con un servicio de trenes de pasajeros mejorado, el Estado disfrutará de mayores opciones de transporte y conexiones ferroviarias más rápidas y confiables hacia el noreste y el sureste.

Marque su Calendario.
Puertas abiertas entre las 5:00 y las 7:30 p.m. y se dará una presentación formal cada tarde a las 6:00 p.m.

<p>Ashland 5 de Noviembre del 2014 Hanover Arts and Activities Center 500 South Center St. Información de Transporte: www.amtrak.com</p>	<p>Richmond 6 de Noviembre del 2014 Department of Motor Vehicles 2300 W. Broad St. Información de Transporte: www.ridgertc.com</p>	<p>Area de Fredericksburg 12 de Noviembre del 2014 National Museum of the Marine Corps – Quantico 18900 Jefferson Davis Hwy. Información de Transporte: www.prtctransit.org/</p>	<p>Arlington 13 de Noviembre del 2014 Westin Crystal City 1800 Jefferson Davis Hwy. Información de Transporte: www.wmata.com www.arlingtontransit.com</p>
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No Puede asistir a una Reunión? Envíe sus Comentarios antes del 5 de Diciembre del 2014.

- Participe en nuestra reunión en línea entre el 27 de Octubre y el 5 de Diciembre, 2014 en www.DC2RVArail.com.
- Revise los materiales en línea y envíe sus comentarios electrónicamente.
- Envíe por correo sus comentarios a: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

Todos los sitios son accesibles para personas con discapacidad. El DRPT se esfuerza para ofrecer instalaciones y servicios razonables para personas que requieran asistencia para participar. Para asistencia especial, llame al oficial de cumplimiento del Título VI, al 804-786-4440 o al TDD 711 antes del 1 de Noviembre del 2014. Llame gratis al 888-832-0900 o al TDD 711.

Si usted necesita servicios de traducción para poder participar, por favor envíe un email a: espanol@DC2RVArail.com

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www.DC2RVArail.com
@DC2RVArail

REALTORS
Teléfono
202-334-9100

Le invitamos a publicar mensualmente sus avisos en nuestra sección de Casas. Llevamos su mensaje con fuerza al target que usted desea.

Lane and Lindsay Riesenman are all in the same group in German 201 class.

They helped spray-paint the wall with German phrases including "liebe," meaning "love," and "glücklich," meaning "happy."

In class they watched movies about the wall, and Yoon said the cultural differences stuck out.

Mussey's family was separated by the wall. Relatives have told her what those times were like, and it's nice

When Germans are all in the same group in German 201 class. They helped spray-paint the wall with German phrases including "liebe," meaning "love," and "glücklich," meaning "happy."

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PHARMACIES: FBI, seven localities seeking robber of several drugstores

Fredericksburg Police Department, the City of Williamsburg Police Department, the Arlington County Police Department, the Prince William County Police Department and the Hampton Police Department encourage the public to contact authorities with tips that may lead to the identification and/or location of this suspect.

Anyone with information about these robberies is asked to contact the Richmond FBI office at 804/261-1044 or Richmond@ic.fbi.gov.

Portia Smith: 540/374-5419
psmith@fredericksburg.com

PHARMACIES: FBI, seven localities seeking robber of several drugstores. The robbery occurred at approximately 10:30 a.m. on Oct. 27 in a light-colored, white or silver, Nitro SUV, the release man is described as a black male in his 20s with an average build. He is between 5'8" and 6'2" tall and weighs between 150 and 175 pounds.

Investigators from the FBI, Virginia Beach Police Department and Stafford County Sheriff's Office are seeking information about the robbery.

THANK YOU for being a member of our family of readers.

The Free Lance-Star



Passenger Rail Public Meetings Planned Help Us Improve Your Transportation Options

Please join the Virginia Department of Rail and Public Transportation (DRPT) for a scoping meeting to help shape the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement (EIS). The project will evaluate improvements for higher speed intercity passenger rail between Washington, D.C. and Richmond. With improved passenger rail service, the Commonwealth will enjoy more transportation choices and faster, more reliable rail connections to the northeast and the southeast.

Mark Your Calendar.

Open house from 5:00 to 7:30 p.m. and formal presentation at 6:00 p.m. each evening.

Ashland	Richmond	Fredericksburg Area	Arlington
November 5, 2014 Hanover Arts and Activities Center 500 South Center St. Transit info: www.amtrak.com	November 6, 2014 Department of Motor Vehicles 2300 W. Broad St. Transit info: www.ridetransit.org/	November 12, 2014 National Museum of the Marine Corps — Quantico 18900 Jefferson Davis Hwy. Transit info: www.prtctransit.org/	November 13, 2014 Westin Crystal City 1800 Jefferson Davis Hwy. Transit info: www.wmata.com www.arlingtontransit.com

Can't Make a Meeting? Send Comments by December 5, 2014.

- Participate in our online meeting from October 27 to December 5, 2014 at www.DC2RVArail.com.
- Review materials online and send your comments electronically.
- Mail comment to: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

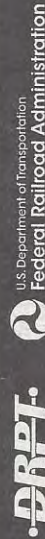
Locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI compliance officer, 804-786-4440 or TDD 711 by November 1, 2014. Call toll-free 888-832-0900 or TDD 711.

Si usted necesita servicios de traducción para poder participar, por favor envíe un email a: espanol@DC2RVArail.com

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U.S. Department of Transportation
Federal Railroad Administration

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SUNDAYS

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in Fredericksburg
 Seven weeks • \$95/person
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 Intermediates 7-8 p.m.



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DUNDY! Register online at GottaSwingFredericksburg.com

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*Percentage Yield. Offer available through 12/31/14 for new Virginia Partners Bank \$1,000 minimum deposit to open. A penalty may be imposed for early withdrawal and the term of the certificate of deposit.



Passenger Rail Public Meetings Planned

Help Us Improve Your Transportation Options

Please join the Virginia Department of Rail and Public Transportation (DRPT) for a scoping meeting to help shape the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement (EIS). The project will evaluate improvements for higher speed intercity passenger rail between Washington, D.C. and Richmond. With improved passenger rail service, the Commonwealth will enjoy more transportation choices and faster, more reliable rail connections to the northeast and the southeast.

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Open house from 5:00 to 7:30 p.m. and formal presentation at 6:00 p.m. each evening.

Ashland November 5, 2014 Hanover Arts and Activities Center 500 South Center St. Transit info: www.amtrak.com	Richmond November 6, 2014 Department of Motor Vehicles 2300 W. Broad St. Transit info: www.ridgrtc.com	Fredericksburg Area November 12, 2014 National Museum of the Marine Corps – Quantico 18900 Jefferson Davis Hwy. Transit info: www.prtctransit.org/	Arlington November 13, 2014 Westin Crystal City 1800 Jefferson Davis Hwy. Transit info: www.wmata.com www.arlingtontransit.com
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Can't Make a Meeting? Send Comments by December 5, 2014.

- Participate in our online meeting from October 27 to December 5, 2014 at www.DC2RVArail.com.
- Review materials online and send your comments electronically.
- Mail comment to: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

Locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI compliance officer, 804-786-4440 or TDD 711 by November 1, 2014. Call toll-free 888-832-0900 or TDD 711.

Si usted necesita servicios de traducción para poder participar, por favor envíe un email a: espanol@DC2RVArail.com

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U.S. Department of Transportation
 Federal Railroad Administration

APPENDIX G: SOCIAL MEDIA IMPACT REPORT

Social Media Impact Report

Social Media Statistics (October 6 – December 5, 2014)

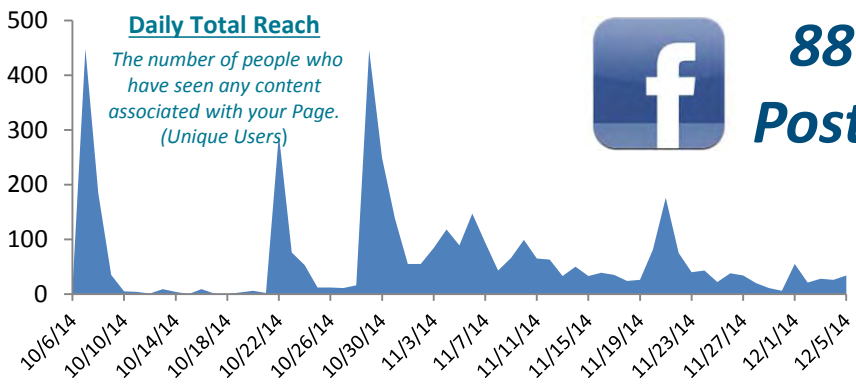
Twitter @DC2RVARail



85
Tweets

Followers	102
Following	212
Retweets	29
Mentions	36
Klout Score	40

Facebook



88
Posts

Fans	177
Likes Across Content	36
Comment Across Content	4

Traffic to Website



Source	Clicks
Twitter	62
Facebook	256
LinkedIn	26

Top Post | Nov 20, 2014



#DidYouKnow Public transportation is a \$58 billion industry that employs nearly 400,000 people. SHARE if you support investing in public transportation! #Voices4Transit

APPENDIX H: STATIC DISPLAY

DC TO RICHMOND

SOUTHEAST HIGH SPEED RAIL

WASHINGTON, D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

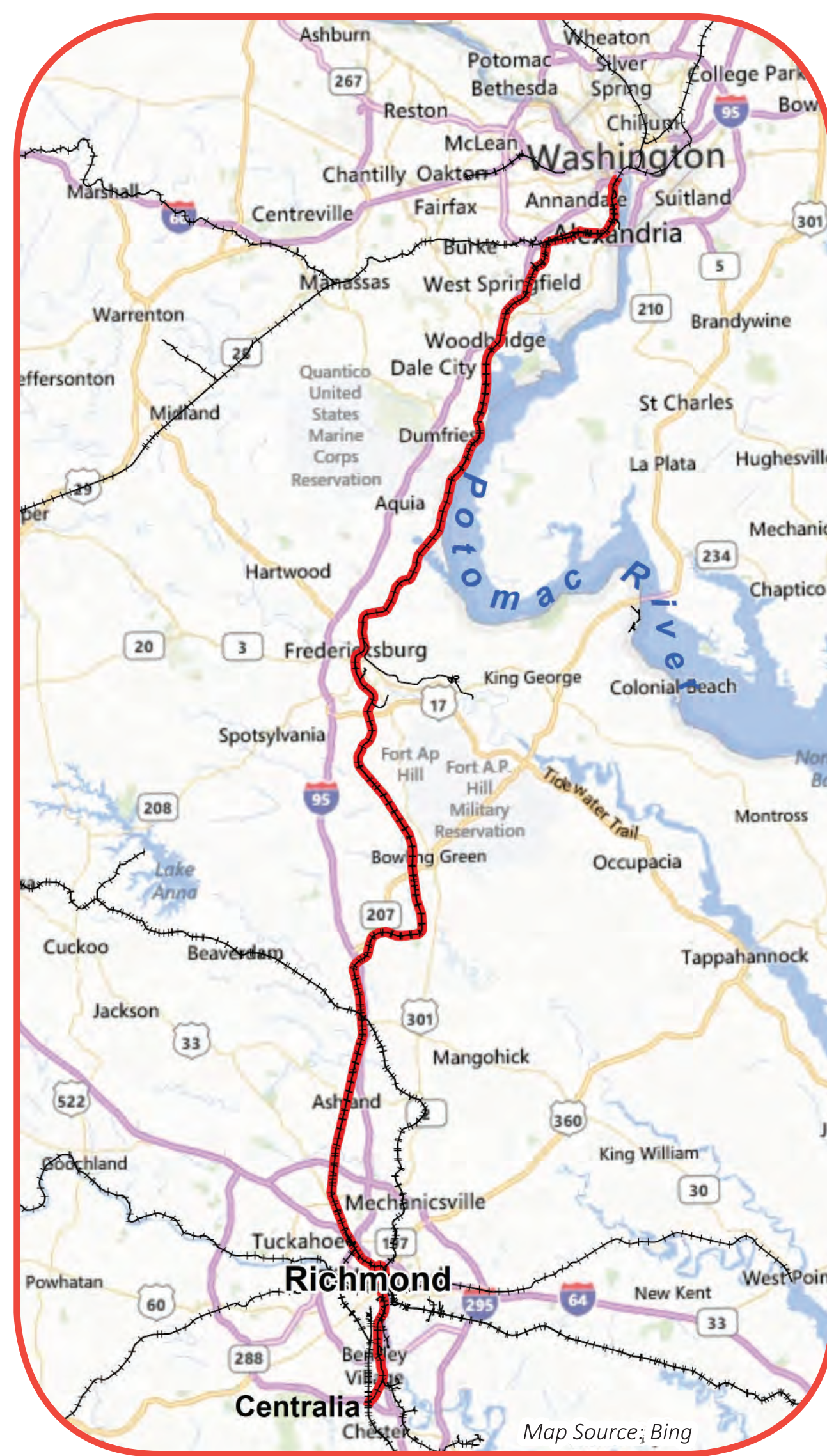
You're Invited!

Public Scoping Meetings Scheduled

Join the Virginia Department of Rail and Public Transportation (DRPT) at a public meeting to discuss improved intercity passenger rail service between Washington, D.C. and Richmond. This project is the final phase of an environmental review process to evaluate potential rail improvements that will lead to faster, more reliable passenger rail service to better connect the Commonwealth to the southeast and northeast rail corridors.

These meetings are being held to:

- Introduce you to a project that will evaluate passenger rail improvements.
- Discuss the purpose and need for improvements.
- Present possible route alternatives along the corridor.
- Identify potential issues that should be considered.
- Hear from you!



Mark Your Calendar and Bring a Friend.

Open house meeting from 5:00 to 7:30 p.m. with a presentation at 6:00 p.m. each evening.

Ashland	Richmond	Fredericksburg Area	Arlington
November 5, 2014	November 6, 2014	November 12, 2014	November 13, 2014
Hanover Arts and Activities Center 500 South Center Street Your Transit Options: www.amtrak.com	Department of Motor Vehicles 2300 W. Broad Street Your Transit Options: www.ridegrtc.com	National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Highway Your Transit Options: www.prtctransit.org	Westin Crystal City 1800 Jefferson Davis Highway Your Transit Options: www.wmata.com www.arlingtontransit.com www.dashbus.com www.fairfaxcounty.gov/connector

Need Assistance to Attend? Locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI Compliance Officer, 804-786-4440 or TDD 711 by November 1, 2014. Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

Can't Make a Meeting? Attend Online.

A self-guided meeting will be available online between October 27 and December 5, 2014. Look for it at: www.DC2RVArail.com

We Want Your Feedback!

Formal public comments must be submitted by December 5th to be included in the official public record for the scoping phase of the study.

- Attend a meeting and submit your comments.
- Review materials online and send your comments electronically.
- Mail comments to: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

Stay Connected

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APPENDIX I: FLIER DISTRIBUTION



Passenger Rail Public Meetings Planned

Help Us Improve Your Transportation Options

Please join the Virginia Department of Rail and Public Transportation (DRPT) for a public scoping meeting to help shape the Washington, D.C. to Richmond High Speed Rail plan. The project will evaluate options for providing higher speed passenger rail travel between Washington, D.C. and Richmond. Improved passenger rail service in the Commonwealth will offer citizens more transportation choices and faster, more reliable rail service that connects the northeast and southeast.

This is the second phase of a two-tiered environmental review process to evaluate potential environmental benefits and impacts of rail improvements that will lead to faster, more reliable passenger rail service south to Raleigh, N.C. and Charlotte, N.C. and north to Boston, Mass. SEHSR is part of the U.S. Department of Transportation's plan for rail improvements throughout the United States. While the first phase established the general corridor for improved service, the exact corridor route and stations will be finalized as a part of this project.



Source: Bing

Why Should You Participate?

During the project, your input is critical to providing important insight to the Project Team as we refine which path forward is the best for a given locality and corridor as a whole.

Mark Your Calendar and See You There.

Open house from 5:00 to 7:30 p.m. and formal presentation at 6:00 p.m. each evening.

<p>Ashland November 5, 2014 Hanover Arts and Activities Center 500 South Center Street Transit info: http://www.amtrak.com</p>	<p>Richmond November 6, 2014 Department of Motor Vehicles 2300 W. Broad Street Transit info: http://www.ridegrtc.com</p>	<p>Fredericksburg Area November 12, 2014 National Museum of the Marine Corps – Quantico 18900 Jefferson Davis Highway Transit info: http://www.prtctransit.org/</p>	<p>Arlington November 13, 2014 Westin Crystal City 1800 Jefferson Davis Highway Transit info: www.wmata.com www.arlingtontransit.com</p>
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Can't Make a Meeting? Attend Our Online Meeting.

DRPT is also hosting an online public meeting at www.DC2RVArail.com. Join the self-guided online meeting anytime day or night, whenever it is most convenient for you from October 27 – December 5, 2014.

Need Assistance to Attend?

Locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI compliance officer, 804-786-4440 or TDD 711 by November 1, 2014. En Espanol: Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com

Stay Connected Online: DC2RVArail.com [DC2RVArail](https://www.facebook.com/DC2RVArail) [@DC2RVArail](https://twitter.com/DC2RVArail)





Título: Reuniones Públicas Planificadas para Trenes de Pasajeros

Ayúdenos a Mejorar Sus Opciones de Transporte.

Únase por favor al Departamento Ferroviario y de Transporte Público de Virginia (DRPT por sus siglas en inglés) a una consulta pública de alcance que ayude a dar forma al plan del Tren de Alta Velocidad de Washington, D.C. a Richmond. El proyecto evaluaría las opciones para proporcionar mayor velocidad en los trenes de pasajeros entre Washington, D.C. y Richmond. El servicio de trenes mejorado en el Estado, ofrecerá a los ciudadanos más opciones de transporte y un servicio ferroviario más rápido y confiable que conecte el noreste y el sureste.

Esta es la segunda fase de un proceso evaluación ambiental de dos niveles para evaluar los posibles beneficios e impactos en el medio ambiente de las mejoras ferroviarias que llevarían a un servicio ferroviario de pasajeros más rápido, más confiable hacia el sur a Raleigh, N.C y a Charlotte, N.C. y hacia el norte a Boston, Mass. SEHSR es parte del plan del Departamento de Transporte para mejoras ferroviarias en todos los EEUU. Sabiendo que la primera fase estableció el corredor general para mejorar el servicio, la ubicación exacta de las estaciones y la ruta del corredor serán finalizadas como parte de este proyecto.



Source: Bing

Porque Debería Participar?

Durante el proyecto, su aporte es fundamental para proporcionar una visión importante al Equipo del Proyecto a medida que refinemos cual es el mejor camino a tomar para una localidad específica y en todo el corredor.

Marque su Calendario y Traiga un Amigo.

Casa abierta entre las 5:00 y las 7:30 p.m. y se dará una presentación formal cada tarde a las 6:00 p.m.

Ashland
5 de Noviembre del 2014
 Hanover Arts and
 Activities Center
 500 South Center Street
 Transit info:
<http://www.amtrak.com>

Richmond
6 de Noviembre del 2014
 Department of
 Motor Vehicles
 2300 W. Broad Street
 Transit info:
<http://www.riddegrtc.com>

Área de Fredericksburg
12 de Noviembre del 2014
 National Museum of the Marine
 Corps – Quantico
 18900 Jefferson Davis Highway
 Transit info:
<http://www.prtctransit.org/>

Arlington
13 de Noviembre del 2014
 Westin Crystal City
 1800 Jefferson Davis Highway
 Transit info:
www.wmata.com
www.arlingtontransit.com

No Puede asistir a una Reunión? Asista a Nuestra Reunión en Línea.

El DRPT es también el anfitrión de una consulta popular en línea en www.DC2RVArail.com. Únase a la reunión en línea auto guiada en cualquier momento del día o de la noche, que le sea más conveniente, desde el 27 de Octubre al 5 de Diciembre del 2014.

Necesita Ayuda para Asistir?

Todos los sitios son accesibles para personas con discapacidad. El DRPT se esfuerza para ofrecer instalaciones y servicios razonables para personas que requieran asistencia para participar. Para asistencia especial, llame al oficial de cumplimiento del Título VI, al 804-786-4440 o al TDD 711 antes del 1 de Noviembre del 2014. **En Español:** Si usted necesita servicios de traducción para participar, por favor manda un email: espanol@DC2RVArail.com

Manténgase Conectado en Línea: www.DC2RVArail.com DC2RVArail @DC2RVArail



Flier Distribution

Location	City	Items Distributed
College Corner	Ashland	Fliers (English)
Crystal City Business Improvement District (BID)	Arlington	Display Board/Fliers (English)
DMV	Richmond	Fliers (English)
Goodwill Industries-Community Relations	Glen Allen	Fliers (English)
Hanover Arts Musuem	Ashland	Display Board/Fliers (English)
Hanover Community Services	Ashland	Fliers (English)
Hilldrup Moving Company	Quantico	Fliers (English)
National Museum of the Marine Corps	Triangle	Fliers (English)
Panera	Henrico	Fliers (English)
Poco Loco	Thornburg	Fliers (English)
Sheetz	Fredericksburg	Fliers (English)
Starbucks	Henrico	Fliers (English)
The Supply Room Company	Ashland	Fliers (English)
Todos Super Market	Woodbridge	Fliers (English)
Unidos Super Market	Dumfries	Fliers (English)
Virginia Railway Express - Fredericksburg Station	Fredericksburg	Poster Display
Ann Hardy Plaza Community Center	Richmond	Fliers (English & Spanish)
Antioch School Community Center	Sandston	Fliers (English & Spanish)
Arlington Mill Community & Senior Center	Arlington	Fliers (English & Spanish)
Audrey Moore RECenter	Annandale	Fliers (English & Spanish)
Aurora Hills Community & Senior Center	Arlington	Fliers (English & Spanish)
Barcroft Sports & Fitness Center	Arlington	Fliers (English & Spanish)
Battery Park Community Center	Richmond	Fliers (English & Spanish)
Belle Mead Community Center	Richmond	Fliers (English & Spanish)
Belmonth Recreation Center & Golf Course	Henrico	Fliers (English & Spanish)
Ben Lomond Community Center	Manassas	Fliers (English & Spanish)
Bensley Community Building	North Chesterfield	Fliers (English & Spanish)
Berkeley Community Center	Spotsylvania	Fliers (English & Spanish)
Birchdale Community Center	Prince William	Fliers (English & Spanish)
Blackwell Community Cente	Richmond	Fliers (English & Spanish)
Calhoun Community Center	Richmond	Fliers (English & Spanish)
Caroline County Community Services	Milford	Fliers (English & Spanish)

Center		
Chancellor Community Center	Fredericksburg	Fliers (English & Spanish)
Charles Barrett Recreation Center	Alexandria	Fliers (English & Spanish)
Charles City County Social Center	Charles City	Fliers (English & Spanish)
Charles Drew Community Center	Arlington	Fliers (English & Spanish)
Charles Houston Recreation Center	Alexandria	Fliers (English & Spanish)
Chimborazo Community Center	Richmond	Fliers (English & Spanish)
Chinn Aquatics and Recreation Center	Prince William	Fliers (English & Spanish)
Community Center	Colonial Heights	Fliers (English & Spanish)
Confederate Hills Recreation Center	Henrico	Fliers (English & Spanish)
Cora Kelly Recreation Center	Alexandria	Fliers (English & Spanish)
Creighton Community Center	Richmond	Fliers (English & Spanish)
Cub Run RECenter	Chantilly	Fliers (English & Spanish)
Dabbs House Museum & Henrco County Tourist Info. Center	Henrico	Fliers (English & Spanish)
Deep Run Park & Recreation Cente	Henrico	Fliers (English & Spanish)
Disputanta Community Building	Disputanta	Fliers (English & Spanish)
Dorey Park and Recreation Center	Henrico	Fliers (English & Spanish)
Dorothy Hart Community Center	Fredericksburg	Fliers (English & Spanish)
Durant Center	Alexandria	Fliers (English & Spanish)
Eastern Henrico Recreation Center	Henrico	Fliers (English & Spanish)
Eastside Community Enhancement Center	North Dinwiddie	Fliers (English & Spanish)
Elko Community Center & Recreation Area	Sandston	Fliers (English & Spanish)
Fairfax County Park Authority	Fairfax	Fliers (English & Spanish)
Fairlington Community Center & Park	Arlington	Fliers (English & Spanish)
Fisher/Thompson Community Center	Richmond	Fliers (English & Spanish)
Fredericksburg Regional Head Start	Fredericksburg	Fliers (English & Spanish)
George Washington RECenter	Alexandria	Fliers (English & Spanish)
Gill Community Center	Richmond	Fliers (English & Spanish)
Gunston Community Center	Arlington	Fliers (English & Spanish)
Harding Street Community Center	Petersburg	Fliers (English & Spanish)
Harrison Road Community Center	Fredericksburg	Fliers (English & Spanish)
Hickory Hill Community Center	Richmond	Fliers (English & Spanish)
Hidden Creek Park & Recreation Center	Henrico	Fliers (English & Spanish)
Highland Springs Community Center and Recreation Area	Henrico	Fliers (English & Spanish)
Hotchkiss Field Community Center	Richmond	Fliers (English & Spanish)
Humphrey Calder Community Center	Richmond	Fliers (English & Spanish)
Hunton Community Center & Park	Glen Allen	Fliers (English & Spanish)
Lake Ridge Golf & Marina	Woodbridge	Fliers (English & Spanish)

Langston-Brown Community, Senior Center & Park	Arlington	Fliers (English & Spanish)
Laurel Recreation Area & Skate Park	Glen Allen	Fliers (English & Spanish)
Lee Community, Senior Center & Park	Arlington	Fliers (English & Spanish)
Lee District RECenter	Franconia	Fliers (English & Spanish)
Lee Hill Community Center	Fredericksburg	Fliers (English & Spanish)
Lick Run Community Center	Fredericksburg	Fliers (English & Spanish)
Locust Shade Park	Triangle	Fliers (English & Spanish)
Lubber Run Community Center	Arlington	Fliers (English & Spanish)
Madison Community Center & Park	Arlington	Fliers (English & Spanish)
Marshall Center	Spotsylvania	Fliers (English & Spanish)
Mayes-Colbert Ettrick Community Building	South Chesterfield	Fliers (English & Spanish)
Mount Vernon RECenter	Alexandria	Fliers (English & Spanish)
Mount Vernon Recreation Center	Alexandria	Fliers (English & Spanish)
Nannie J. Lee Recreation Center	Alexandria	Fliers (English & Spanish)
Oak Marr RECenter	Oakton	Fliers (English & Spanish)
Olde Towne Civic Center	Petersburg	Fliers (English & Spanish)
Parks and Recreation	Chesterfield	Fliers (English & Spanish)
Parks, Recreation & Community Facilities City of Richmond	Richmond	Fliers (English & Spanish)
Patrick Henry Recreation Center	Alexandria	Fliers (English & Spanish)
Pine Camp Culture Arts and Community Center	Richmond	Fliers (English & Spanish)
Pole Green Park	Mechanicsville	Fliers (English & Spanish)
Powhatan Community Center	Richmond	Fliers (English & Spanish)
Providence RECenter	Falls Church	Fliers (English & Spanish)
Randolph Community Center	Richmond	Fliers (English & Spanish)
Recreatin & Parks	Henrico	Fliers (English & Spanish)
Reid/Elkhardt Community Center	Richmond	Fliers (English & Spanish)
Sharron Baucom Dale City Recreation Center	Dale City	Fliers (English & Spanish)
South Run RECenter	Springfield	Fliers (English & Spanish)
Southside Community Service Center	Richmond	Fliers (English & Spanish)
Spotsylvania Parks and Recreation	Spotsylvania	Fliers (English & Spanish)
Spring Hill RECenter	McLean	Fliers (English & Spanish)
T. B. Smith Community Cente	Richmond	Fliers (English & Spanish)
Taylor Comple	Ashland	Fliers (English & Spanish)
The Rowser Building	Stafford	Fliers (English & Spanish)
Thomas Jefferson Community Center	Arlington	Fliers (English & Spanish)
Todds Tavern Community Center	Spotsylvania	Fliers (English & Spanish)
Twin Hickory Park & Recreation Center	Glen Allen	Fliers (English & Spanish)

Veteran's Memorial Park	Woodbridge	Fliers (English & Spanish)
Walter Reed Community Center & Park	Arlington	Fliers (English & Spanish)
William Ramsay Recreation Center	Alexandria	Fliers (English & Spanish)
Southside Community Service Center	Richmond	Fliers (English)
A. P. Hill Branch Library	Petersburg	Fliers (English & Spanish)
Abraham and William Cooper Memorial Branch Library	Colonial Beach	Fliers (English & Spanish)
Access Services for People With Disabilities	Fairfax	Fliers (English & Spanish)
Administrative Office	Hanover	Fliers (English & Spanish)
Alexandria Library	Alexandria	Fliers (English & Spanish)
Appomattox Regional-Maude Langhorne Nelson Library	Hopewell	Fliers (English & Spanish)
Arlington County Libraries	Arlington	Fliers (English & Spanish)
Atlee Branch Library	Mechanicsville	Fliers (English & Spanish)
Aurora Hills Branch Library	Arlington	Fliers (English & Spanish)
Belmont Branch Library (Closed for renovation)	Richmond	Fliers (English & Spanish)
Blake T. Newton Memorial Library Branch	Hague	Fliers (English & Spanish)
Bon Air Library	North Chesterfield	Fliers (English & Spanish)
Broad Rock Branch Library	Richmond	Display Board/Fliers (English & Spanish)
Bull Run Regional Library	Manassas	Fliers (English & Spanish)
Burke Centre Library	Burke	Fliers (English & Spanish)
Burrowsville Library	Disputanta	Fliers (English & Spanish)
C. Melvin Snow Memorial Branch Library	Spotsylvania	Fliers (English & Spanish)
Caroline Library	Bowling Green	Fliers (English & Spanish)
Carson Depot Branch Library	Carson	Fliers (English & Spanish)
Central Community Library	Manassas	Fliers (English & Spanish)
Central Rappahannock Regional Library	Fredericksburg	Fliers (English & Spanish)
Centreville Regional Library	Fairfax	Fliers (English & Spanish)
Chantilly Regional Library	Chantilly	Fliers (English & Spanish)
Charles City Branch Library	Charles City	Fliers (English & Spanish)
Charles E. Beatley, Jr. Central Library	Alexandria	Fliers (English & Spanish)
Cherrydale Branch Library	Arlington	Fliers (English & Spanish)
Chester Library	Chester	Fliers (English & Spanish)
Chesterfield County Public Library	Chesterfield	Fliers (English & Spanish)
Chinn Park Regional Library	Prince William	Fliers (English & Spanish)
Chinn Park Regional Library Administrative Offices	Prince William	Fliers (English & Spanish)
Clover Hill Library	Midlothian	Fliers (English & Spanish)

Cochrane Rockville Branch Library	Rockville	Fliers (English & Spanish)
Colonial Heights Public Library	Colonial Heights	Fliers (English & Spanish)
Columbia Pike Branch Library	Arlington	Fliers (English & Spanish)
Courthouse Plaza Branch Library	Arlington	Fliers (English & Spanish)
Dale City Neighborhood Library	Dale City	Fliers (English & Spanish)
Dawn Branch	Hanover	Fliers (English & Spanish)
Dinwiddie Branch Library	Dinwiddie	Fliers (English & Spanish)
Disputanta Station Branch	Disputanta	Fliers (English & Spanish)
Dolley Madison Library	McLean	Fliers (English & Spanish)
Dumbarton/Staples Mill Library	Henrico	Display Board/Fliers (English & Spanish)
Dumfries Neighborhood Library	Dumfries	Display Board/Fliers (English & Spanish)
Duncan Library	Ashland	Display Board/Fliers (English)
East End Branch Library	Richmond	Display Board/Fliers (English & Spanish)
Ellen Coolidge Burke Branch Library	Alexandria	Fliers (English & Spanish)
England Run Branch	Fredericksburg	Fliers (English & Spanish)
Enon Library	Chester	Fliers (English & Spanish)
Ettrick-Matoaca Library	South Chesterfield	Fliers (English & Spanish)
Fairfax County Regional Library	Fairfax	Fliers (English & Spanish)
Fairfield Library	Henrico	Fliers (English & Spanish)
Gainesville Neighborhood Library	Haymarket	Fliers (English & Spanish)
Gayton Library	Henrico	Fliers (English & Spanish)
George Mason Regional Library	Annandale	Fliers (English & Spanish)
Ginter Park Branch Library	Richmond	Fliers (English & Spanish)
Glen Allen Library	Glen Allen	Fliers (English & Spanish)
Glencarlyn Branch Library	Arlington	Fliers (English & Spanish)
Goochland Branch Library	Goochland	Fliers (English & Spanish)
Great Falls Library	Great Falls	Fliers (English & Spanish)
Hanover Branch Library	Hanover	Fliers (English & Spanish)
Heritage Public Library	New Kent	Fliers (English & Spanish)
Herndon Fortnightly Library	Herndon	Fliers (English & Spanish)
Hull Street Branch Library	Richmond	Fliers (English & Spanish)
Independent Hill Neighborhood Library	Manassas	Fliers (English & Spanish)
James M. Duncan Branch Library	Alexandria	Fliers (English & Spanish)
John Marshall Library	Alexandria	Fliers (English & Spanish)
John Musant Porter Branch Library	Stafford	Fliers (English & Spanish)
Kate Waller Barrett Branch Library	Alexandria	Fliers (English & Spanish)
King & Queen Branch Library	St. Stephen's Church	Fliers (English & Spanish)
Kings Park Library	Burke	Fliers (English & Spanish)

Kingstowne Library	Alexandria	Fliers (English & Spanish)
La Prade Library	North Chesterfield	Fliers (English & Spanish)
Ladysmith Branch	Ruther Glen	Fliers (English & Spanish)
Lake Ridge Neighborhood Library	Woodbridge	Fliers (English & Spanish)
Library of Virginia	Richmond	Fliers (English & Spanish)
Lois Wickham Jones Montpelier Branch Library	Montpelier	Fliers (English & Spanish)
Lorton Library	Lorton	Display Board/Fliers (English & Spanish)
Martha Washington Library	Alexandria	Fliers (English & Spanish)
McKenney Branch Library	McKenney	Fliers (English & Spanish)
Mechanicsville Branch Library	Mechanicsville	Fliers (English & Spanish)
Midlothian Library	Midlothian	Fliers (English & Spanish)
Mobile Library Service	Henrico	Fliers (English & Spanish)
Montross Branch Library	Montross	Fliers (English & Spanish)
Municipal Government & Law Library	Henrico	Fliers (English & Spanish)
Nokesville Neighborhood Library	Nokesville	Fliers (English & Spanish)
North Avenue Branch Library	Richmond	Fliers (English & Spanish)
North Park Library	Henrico	Fliers (English & Spanish)
Oakton Library	Oakton	Fliers (English & Spanish)
Patrick Henry Library	Vienna	Fliers (English & Spanish)
Petersburg Public Library	Petersburg	Fliers (English & Spanish)
Pohick Regional Library	Burke	Fliers (English & Spanish)
Port Royal Branch	Port Royal	Fliers (English & Spanish)
Potomac Community Library	Woodbridge	Fliers (English & Spanish)
Prince George Library	Prince George	Fliers (English & Spanish)
Reston Regional Library	Reston	Fliers (English & Spanish)
Richard Byrd Library	Springfield	Fliers (English & Spanish)
Richard S. Gillis, Jr. Ashland Branch Library	Ashland	Fliers (English & Spanish)
Richmond Public Library (Main)	Richmond	Fliers (English & Spanish)
Rodof Sholom Branch Library	Petersburg	Fliers (English & Spanish)
Rohoic Branch Library	Petersburg	Fliers (English & Spanish)
Salem Church Library	Fredericksburg	Display Board/Fliers (English & Spanish)
Sandston Library	Sandston	Fliers (English & Spanish)
Sherwood Regional Library	Alexandria	Fliers (English & Spanish)
Shirlington Branch Library	Arlington	Fliers (English & Spanish)
Thomas Jefferson Library	Falls Church	Fliers (English & Spanish)
Tuckahoe Library	Henrico	Fliers (English & Spanish)
Twin Hickory Library	Glen Allen	Fliers (English & Spanish)
Tysons-Pimmit Regional Library	Falls Church	Fliers (English & Spanish)

Upper King William Branch Library	King William	Fliers (English & Spanish)
Varina Library	Henrico	Fliers (English & Spanish)
West End Branch Library	Richmond	Fliers (English & Spanish)
West Point Branch Library	West Point	Fliers (English & Spanish)
Westover Branch Library	Arlington	Fliers (English & Spanish)
Westover Hills Branch Library	Richmond	Fliers (English & Spanish)
Woodrow Wilson Library	Falls Church	Fliers (English & Spanish)
Fredericksburg Head Start	Fredericksburg	Fliers (English)
Americans with Disabilities (ADA)	Washington	Fliers (English)
Center for Independent Living/disAbility Resource Center	Fredericksburg	Fliers (English)
District of Columbia Association of the Deaf (DCAD)	Washington	Fliers (English)
Maryland Governor's Office of the Deaf and Hard of Hearing (ODHH)	Baltimore	Fliers (English)
National Association of the Deaf (NAD)	Silver Spring	Fliers (English)
Northern Virginia Resource Center	Fairfax	Fliers (English)
Potomac Chapter of the Registry of Interpreters for the Deaf (PCRID)	Clarksville	Fliers (English)
Virginia Department for the Deaf and Hard of Hearing (VDDHH)	Henrico	Fliers (English)
Virginia Registry of Interpreters for the Deaf (VRID)	Fishersville	Fliers (English)
Alexandria Office of Aging and Adult Services	Alexandria	Fliers (English)
Arlington Agency on Aging	Arlington	Fliers (English)
Bay Aging	Urbanna	Fliers (English)
Crater District Area Agency on Aging	Petersburg	Fliers (English)
Fairfax Area Agency on Aging	Fairfax	Fliers (English)
Loudoun County Area Agency on Aging	Ashburn	Fliers (English)
Peninsula Agency on Aging, Inc.	Newport News	Fliers (English)
Prince William Area Agency on Aging	Woodbridge	Fliers (English)
Rappahannock Area Agency on Aging, Inc.	Fredericksburg	Fliers (English)
Senior Connections, The Capital Area Agency on Aging, Inc.	Richmond	Fliers (English)
Senior Services of Southeastern Virginia	Norfolk	Fliers (English)

APPENDIX J: ELECTED OFFICIALS LETTER



[Insert Date]

[Insert Name and Title of Recipient]

[Insert Address of Recipient]

Re: Project Notification
Washington, D.C. to Richmond Southeast High Speed Rail

Dear [Insert Name of Recipient]:

This letter is being sent to you as formal notification of the Washington, D.C. to Richmond Southeast High Speed Rail project's initiation. Your constituents have been identified as interested parties in the Project because of location and potential environmental impacts. Your interest and advice on the project scope and on ways to enhance coordination throughout the corridor are both welcome and encouraged.

The Federal Railroad Administration (FRA), in cooperation with the Virginia Department of Rail and Public Transportation (DRPT), is initiating the preparation of a Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond, Va. rail corridor. An EIS is a document required by the National Environmental Policy Act (NEPA) to promote informed decision-making by federal, state, and local agencies by making "detailed information concerning significant environmental impacts" available to both agency leaders and the public. The Project started in September 2014 and is anticipated to be complete in 2017.

The northern limits of the Project are at the foot of the Long Bridge where it crosses the Potomac River into Washington, D.C. The southern limit of the project is in Centralia, midway between downtown Richmond and downtown Petersburg. Proposed improvements are along CSX Transportation-owned track, generally parallel to the I-95 corridor. Enclosed with this letter are a project area description and map of the corridor and the project limits.

Stakeholder and public input are critical and mandatory elements of the EIS, and the Project Team is seeking both your direct input and your assistance in encouraging public and stakeholder outreach. Public Scoping Meetings are scheduled for the first two weeks in November 2014. The purpose of these meetings is to present the purpose and need of the project and solicit public input. Please visit the Project website at www.DC2RVARail.com for details. Your attendance and appropriate representation of your jurisdiction are encouraged. When the Draft EIS is available, we will be seeking a similar level of stakeholder and public participation.





Pursuant to Section 6 of FRA's Procedures for Considering Environmental Impacts, cities, counties, towns, regional transit providers, and metropolitan planning organizations should consult directly with DRPT to ensure that major concerns and interests are formally heard and acknowledged.

We suggest that you become involved in the development of the Southeast High Speed Rail through any of the following ways:

- 1) Provide meaningful and early input.
- 2) Participate in public and stakeholder meetings.
- 3) Provide or encourage comment on the Tier II Draft EIS to reflect the views and concerns of your constituents and/or your jurisdiction.

Should you have any questions or comments regarding this Project before the Public Scoping Meetings, please do not hesitate to contact Emily Stock at emily.stock@drpt.virginia.gov / 804-786-1052.

Thank you for your time.

Sincerely,

Jennifer L. Mitchell
Director
Virginia Department of Rail and Public Transportation
600 E. Main St., Suite 2102
Richmond, VA 23219

CC: Chief Administrative Officers

Enclosure:
Project Description / Map of Project Limits



DC TO RICHMOND

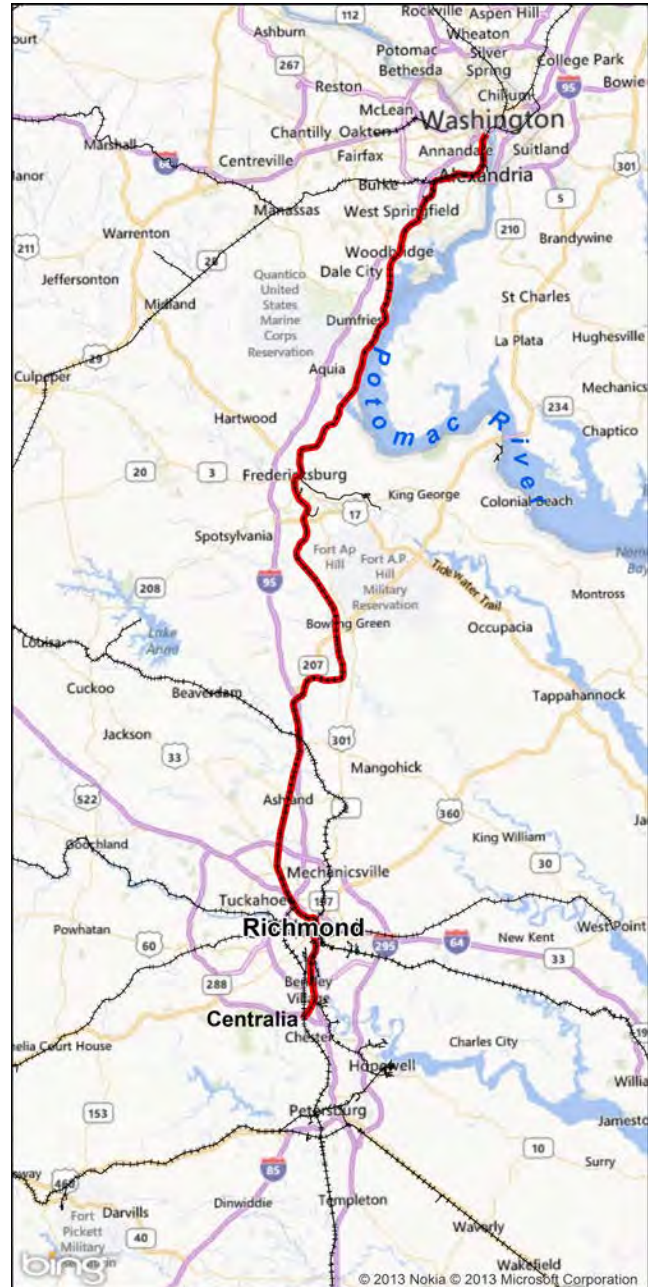
SOUTHEAST HIGH SPEED RAIL

PROJECT BACKGROUND

Southeast High Speed Rail (SEHSR) is part of a greater plan by the U.S. Department of Transportation (USDOT) to develop a high-speed rail network as one component of a nationwide intermodal transportation network.

This Project is funded through a cooperative agreement between the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) to complete the next phase of preliminary engineering and environmental review for SEHSR along a 123-mile segment between Washington, D.C. area (Arlington, Va.) and Richmond, Va. (Centralia, Va.) area. A Tier II EIS is currently underway for the SEHSR segment between Richmond, Va. and Raleigh, N.C. and is expected to be completed in 2015.

A Tier I EIS and Record of Decision (ROD) were completed in 2002 for the entire 500-mile SEHSR corridor between Washington, D.C. and Charlotte, N.C. In the ROD, FRA selected a preferred alternative for SEHSR, which generally follows the existing CSX right-of-way along the I-95 corridor north of Petersburg, VA, and determined that a Tier II EIS is the appropriate level of environmental review for the Washington, D.C. to Richmond segment of the SEHSR corridor. A tiered review process is typically used on exceptionally large studies. In such cases, the Tier I EIS analyzes the potential socio-environmental impacts along a general corridor but does not identify the exact location of where the action should occur.





Following the Tier I EIS ROD, the approved Tier I area is further broken down into sub-areas, and a Tier II EIS is then prepared for each sub-area. For public outreach purposes, the project area will be divided into three sub-areas: Southern, Middle, and Northern.

The Tier II EIS will be accompanied by the preparation of preliminary engineering documents for the individual improvements proposed for this Project. Additionally, the Project accounts for environmental assessments of related capacity improvements to connected rail lines in the Richmond area. The rail corridor travels through the following counties, towns, and cities and near the following military bases/forts:

- Arlington County
- Fairfax County
- Prince William County
- Stafford County
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- Chesterfield County
- City of Alexandria
- Town of Quantico
- City of Fredericksburg
- Town of Ashland
- City of Richmond
- Fort Belvoir
- Quantico Marine Base



APPENDIX K: PUBLIC INFORMATION OFFICER WEBINAR

From: [Deborah DeMarco](#)
To: [Deborah DeMarco](#)
Subject: DC2RVArail Webinar 10/22/14____
Date: Tuesday, October 14, 2014 8:27:19 PM



Dear Communications Managers:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), we invite you to learn more about an important project that will examine higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va. We encourage all county, city, and transit agency communication managers within this 123-mile corridor to attend a webinar to hear how this project effects your region and how we can support your communication efforts.

The project kick-off webinar is scheduled for Wednesday, October 22 from 11 a.m. – 11:30 a.m. A Microsoft Outlook Calendar appointment message will follow with information on how to log on to the webinar. If you have any questions on how to participate, please email me at demarco@cordell-crumley.com.

Through a variety of public outreach activities, along with detailed technical efforts, the project will culminate in a Tier II Environmental Impact Statement (EIS) and preliminary engineering for higher speed rail improvements. Expected to be complete within three years, this project is the second step in a two-tiered process of federal review. The Tier I EIS concluded in 2002 with a Record of Decision that called for incremental rail improvements that generate the benefits of higher speeds and minimize impacts by using existing rail infrastructure and railroad right-of-way.

We will keep you updated throughout the current environmental review and engineering process and hope you will share this information with your contacts, clients, and citizens. We are seeking the following assistance and guidance from you to reach the greatest number of stakeholders:

- Check agencies' master calendars to ensure we are not overlapping on meeting dates.
- Reach out to your constituents through your existing communications channels such as newsletters, e-blasts, cable stations, websites, and more.
- Provide new opportunities to spread the word through related projects.
- Potential guidance for meeting location ideas.

The rail corridor from Washington, D.C. to Richmond is the northernmost segment of the Southeast High Speed Rail (SEHSR) Corridor, which stretches southward from Washington, D.C. through Richmond, Va. south to Raleigh, N.C. and Charlotte, N.C. It is part of the U.S. Department of Transportation's plan for a nationwide rail network with improved service and connections to higher speed rail service in the northeast (Boston,

Mass. to Washington, D.C.) to points in the southeast (Miami, Fla. to Charlotte, N.C.) and beyond.

We appreciate your support to help us reach a diverse population that will enhance the public involvement process and the resulting final alternatives.

Thank you,

Deborah DeMarco
Washington, D.C. to Richmond High Speed Rail Team

www.DC2RVArail.com

757-739-6760

From: [Deborah DeMarco](#)
To: [Deborah DeMarco](#)
Subject: REMINDER: DC2RVArail Webinar TODAY
Date: Wednesday, October 22, 2014 8:55:39 AM

Dear Communication Managers,

We hope you can join us today for the DC2RVArail webinar. If you have never used Adobe Connect, be sure to log on early should you need to download Adobe Flash Player 10.1. If you are unable to make the webinar, please let us know and we will send follow up information about the project soon.

Wednesday, October 22, 2014; 11 – 11:30 a.m.

The conference call dial-in number is 866-994-6437

The passcode is 5148651

Join the online meeting: <https://meet66663673.adobeconnect.com/dc2rvarail/>

What Do You Need to Participate?

Online live seminars are scheduled events broadcast over the web via Adobe Connect. You'll need a computer with a browser, Adobe Flash Player 10.1, and Internet connection. Audio is available via telephone (see above). If you've never used Adobe Connect, get a quick overview:

<http://www.adobe.com/products/adobeconnect.html> Adobe, the Adobe logo, Acrobat and Adobe Connect are either registered trademarks or trademarks of Adobe Systems Incorporated in the United States and/or other countries.



Dear Communications Managers:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), we invite you to learn more about an important project that will examine higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va. We encourage all county, city, and transit agency communication managers within this 123-mile corridor to attend a webinar to hear how this project effects your region and how we can support your communication efforts.

The project kick-off webinar is scheduled for Wednesday, October 22 from 11 a.m. – 11:30 a.m. A Microsoft Outlook Calendar appointment message will follow with information on how to log on to the webinar. If you have any questions on how to participate, please email me at demarco@cordell-crumley.com.

Through a variety of public outreach activities, along with detailed technical efforts, the project will culminate in a Tier II Environmental Impact Statement (EIS) and preliminary

engineering for higher speed rail improvements. Expected to be complete within three years, this project is the second step in a two-tiered process of federal review. The Tier I EIS concluded in 2002 with a Record of Decision that called for incremental rail improvements that generate the benefits of higher speeds and minimize impacts by using existing rail infrastructure and railroad right-of-way.

We will keep you updated throughout the current environmental review and engineering process and hope you will share this information with your contacts, clients, and citizens. We are seeking the following assistance and guidance from you to reach the greatest number of stakeholders:

- Check agencies' master calendars to ensure we are not overlapping on meeting dates.
- Reach out to your constituents through your existing communications channels such as newsletters, e-blasts, cable stations, websites, and more.
- Provide new opportunities to spread the word through related projects.
- Potential guidance for meeting location ideas.

The rail corridor from Washington, D.C. to Richmond is the northernmost segment of the Southeast High Speed Rail (SEHSR) Corridor, which stretches southward from Washington, D.C. through Richmond, Va. south to Raleigh, N.C. and Charlotte, N.C. It is part of the U.S. Department of Transportation's plan for a nationwide rail network with improved service and connections to higher speed rail service in the northeast (Boston, Mass. to Washington, D.C.) to points in the southeast (Miami, Fla. to Charlotte, N.C.) and beyond.

We appreciate your support to help us reach a diverse population that will enhance the public involvement process and the resulting final alternatives.

Thank you,

Deborah DeMarco
Washington, D.C. to Richmond High Speed Rail Team
www.DC2RVArail.com

757-739-6760

From: [Deborah DeMarco](#)
To: [Deborah DeMarco](#)
Subject: DC2RVA Rail- Meeting Notification News Release and Webinar
Date: Wednesday, October 29, 2014 3:59:35 PM
Attachments: [DC2RVA_PIO_Webinar_102214.pdf](#)
[DC2RVA_Scoping_Release_FINAL_102214.doc](#)



Dear Communication Managers and PIOs,

The Washington D.C. to Richmond Southeast High Speed Rail project team recently held a webinar for area communication managers to discuss the northernmost segment of the Southeast High Speed Rail (SEHSR) Corridor, which stretches southward from Washington, D.C through Richmond to Raleigh, N.C. and Charlotte, N.C., ultimately connecting to a larger network of higher speed rail corridors.

Thank you to those who attended, we hope you found the webinar informative and helpful. The webinar was an opportunity for us to introduce you to the project and to invite you to share information about the upcoming public meetings hosted by the Virginia Department of Rail and Public Transportation (DRPT), in cooperation with the Federal Railroad Administration (FRA). Attached for your reference is a copy of the webinar presentation.

Ashland	Richmond	Fredericksburg area	Arlington
November 5, 2014 5-7:30 p.m. (6 p.m. presentation)	November 6, 2014 5-7:30 p.m. (6 p.m. presentation)	November 12, 2014 5-7:30 p.m. (6 p.m. presentation)	November 13, 2014 5-7:30 p.m. (6 p.m. presentation)
Hanover Arts and Activities Center 500 South Center Street	Department of Motor Vehicles 2300 W. Broad Street	National Museum of the Marine Corps -Quantico 18900 Jefferson Davis Hwy	Westin Crystal City 1800 Jefferson Davis Hwy
Transit info: http://www.amtrak.com	Transit info: http://www.ridegrtc.com	Transit info: http://www.prtctransit.org/	Transit info: http://www.wmata.com http://www.arlingtontransit.com/

Please share the attached public meeting notification materials (flier, news release, email alert) with your county/city contacts and citizens. These materials may be used to develop information for government access television, city/county websites, social media sites, RSS feeds, etc. Be sure to visit the project website (www.DC2RVArail.com) for additional communication materials that you can use to reach out to your audiences. An online meeting also is currently available on the website. The public can review project information at the Scoping Meetings or online. To be included in the public record, comments are due by December 5, 2014, although comments will be accepted throughout the project.

Project website: www.DC2RVArail.com

Online Media Kit (maps, logos): <http://dc2rvarail.com/newsroom/media-kit/>

Communications Toolkit (fliers, news releases): <http://dc2rvarail.com/resources/digital-toolkit/>

Over the next few months, we will be in touch with you to learn what tools your organization has in place to further the message to your communities. One specific area of importance is the Title VI and Environmental Justice portion of the public involvement plan. Anything you can offer to strengthen our outreach to low income, senior, disabled, and Limited English Proficiency audiences etc. would be tremendously helpful. Please let us know about any outreach you conduct on behalf of this project so that we can include it in the project's public involvement record.

If you have any questions regarding the project, please feel free to contact me at 757-739-6760. Thank you again for your

cooperation and assistance in promoting the November meetings. We look forward to working with you over the next three years.

Sincerely,

Deborah DeMarco

On behalf of the Washington, D.C. to Richmond Southeast High Speed Rail Team

757-739-6760

demarco@cordell-crumley.com

Attached:

Webinar presentation pdf

News Release



Washington, D.C. to Richmond Southeast High Speed Rail Tier II EIS

Project Kick Off Webinar for Regional Communicators

October 22, 2014

Presentation Objectives

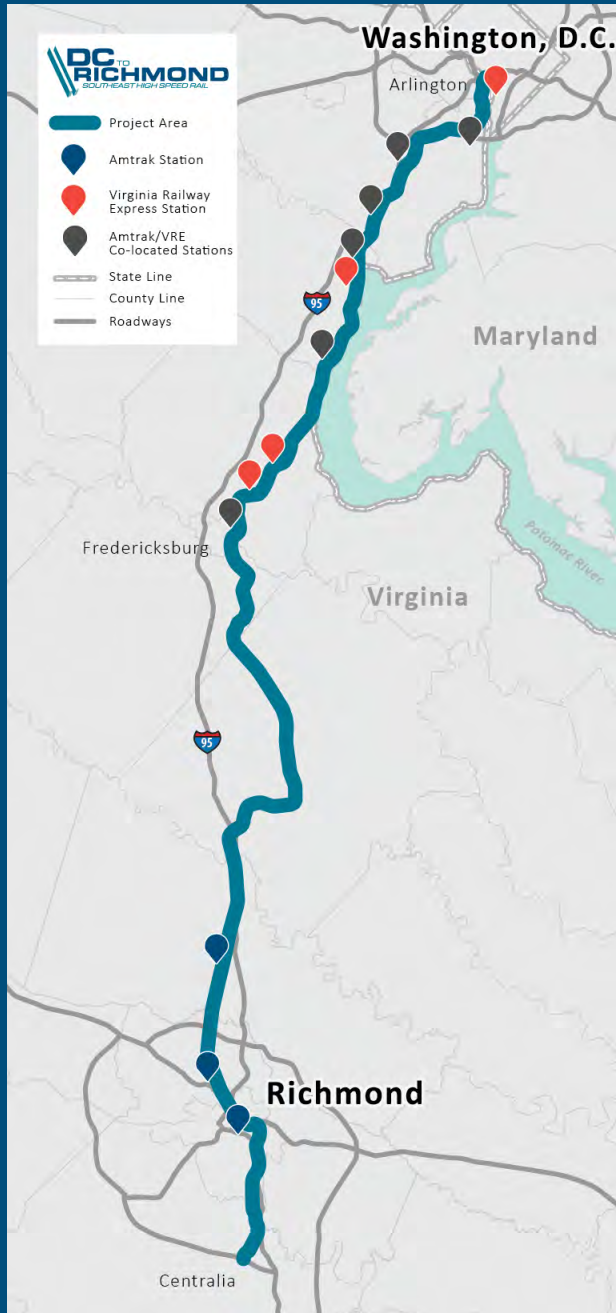
- Provide SEHSR background and current status
- Provide overview of D.C. to Richmond segment of the SEHSR corridor
- Describe how regional communication managers can help educate the community
- Describe coordination process
- Review project timeline and next steps
- Questions

SEHSR Background

- Plan by U.S. Dept. of Transportation and the states to develop a nationwide high speed rail network
- One component of a nationwide intermodal transportation network
- Purpose is to offer a viable transportation choice that is competitive with auto and air travel

History

	1990	2000	2010	2020
Southeast High Speed Rail Corridor	<p>1991 – National high speed rail corridors included in the Intermodal Surface Transportation Efficiency Act of 1991</p> <p>1992 – USDOT designated SEHSR from Washington D.C. to Charlotte, N.C. as one of the national high-speed rail corridors <i>The designation allowed for federal funds to be spent on rail-related improvements</i></p> <p>1999 – Tier I EIS began for the entire 500-mile corridor Washington, D.C. to Charlotte, N.C.</p> <p>2002 – Tier I Record of Decision published</p>			
Raleigh to Richmond	<p>2003 – Tier II EIS project began for the Raleigh, N.C. to Petersburg, Va. segment</p> <p>2007 – Tier II EIS extended to Richmond, Va.</p> <p>2015 – Tier II Record of Decision expected</p>			
Richmond to Hampton Roads	<p>2012 – Tier I Record of Decision <i>A preferred high-speed rail alternative was identified</i></p>			
Washington, D.C. to Richmond	<p>2014 – Tier II EIS project began</p> <p>2017 – Tier II Record of Decision expected</p>			



Corridor Overview

- 123-mile segment
- Along CSX's Richmond, Fredericksburg, and Potomac Subdivision
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service

Project Overview

Service Objectives

- 90 mph Maximum Authorized Speed (MAS)
- Add new higher speed intercity passenger rail trips

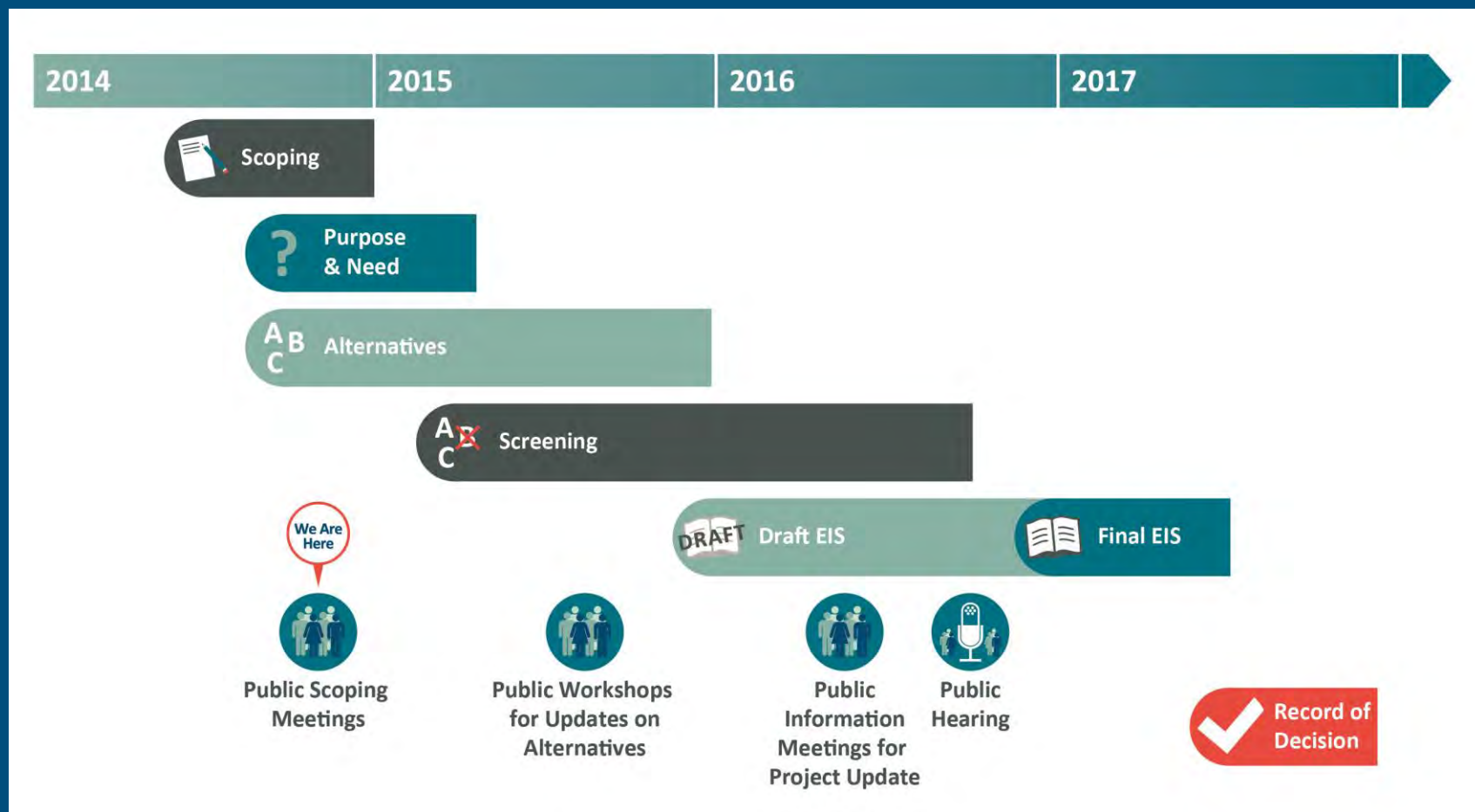
Possible Improvements

- Construct additional main line
- Straighten curves
- Improve sidings and signals
- Improve stations
- Improve grade crossing

Tier II EIS and the NEPA Process

- **Scoping** – introduce the project and identify issues to be addressed in the scope of work. Early input helps narrow the range of alternatives considered in the Draft EIS.
- **Draft Environmental Impact Statement (EIS)** – summarizes potential impacts and benefits of the proposed alternative(s). The document is made available for public review and a public hearing is held.
- **Final EIS** – after considering public and agency input and the alternatives analysis/screening results, a recommended alternative is published in the Final EIS.
- **Record of Decision (ROD)** – the FRA issues a Record of Decision stating their final decision on the recommended alternative.

Public Outreach Schedule



Public Involvement

What are we doing?

- Hold four sets of public meetings over the next three years
- Conduct small group community meetings
- Reach deep into the communities along I-95 to get quality public participation
- Use social media to engage through website, Facebook and Twitter
- Develop E-newsletters, fliers, ads, and informational boards to keep public informed throughout the process

Public Involvement

Why we need you...

Regional Coordination

Understand your audiences better and learn how to communicate with them

Assist us in educating your audiences about the project and invite them to participate

Assist in identifying your Title VI communities
Seniors/Disabled/Low Income/Minorities/LEP...

Communication Tools

Information Sharing

- Webinars and Meetings
 - Conducted at project milestones
 - Communication updates to PIOs
- One-on-one meetings

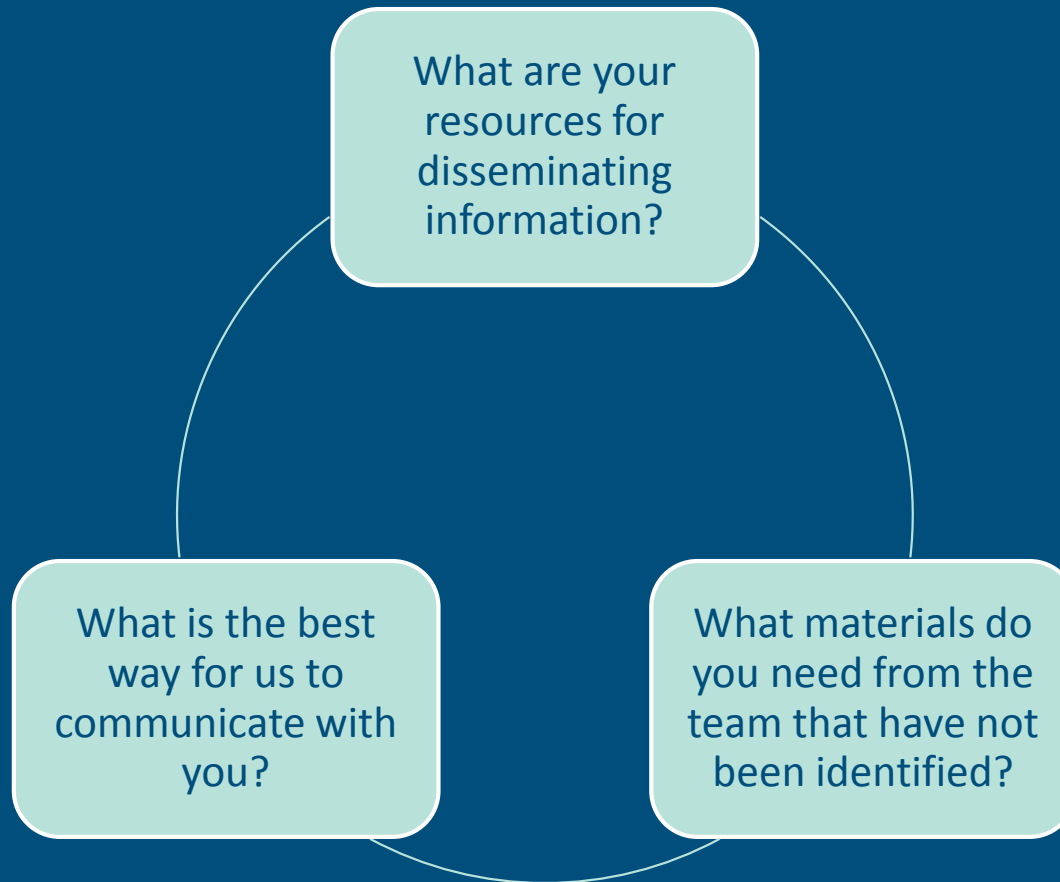
Project Website Online media kit

- Repository for E-alerts, news releases, fliers, PSAs, ads, logos and other collateral material
- Provide supporting documents and reports

Other

- E-newsletter
- Cable TV slides
- Video clips
- Social media connections

Communication Needs



Public Scoping Meetings

November 5, 2014	November 6, 2014	November 12, 2014	November 13, 2014
5:00 – 7:30 p.m.	5:00 – 7:30 p.m.	5:00 – 7:30 p.m.	5:00 – 7:30 p.m.
Ashland	Richmond	Fredericksburg area	Arlington
Hanover Arts and Activities Center 500 S. Center St.	Department of Motor Vehicles 2300 W. Broad St.	National Museum of the Marine Corps - Quantico 18900 Jefferson Davis Highway	Westin Crystal City 1800 Jefferson Davis Highway

Open house format with a formal presentation at 6 p.m. each evening.

Next Steps

Promote public meetings



Public meetings
November 2014



Outreach
documentation

Questions?

Thank you!

Public Involvement Team Contact: Deborah DeMarco
demarco@cordell-crumley.com; 757-739-6760

 DC2RVArail

www.DC2RVArail.com

 @DC2RVArail

APPENDIX L: AGENCY MEETING MATERIALS



Washington, D.C. to Richmond Southeast High Speed Rail

Interagency Scoping Meeting Invite List

Type	Agency	Name	
Agency - Federal			
Agency - Federal	Advisory Council on Historic Preservation, Office of the Executive Director	John	Fowler
Agency - Federal	Advisory Council on Historic Preservation, Office of Federal Agency Programs	Reid	Nelson
Agency - Federal	Federal Aviation Administration, Eastern Region	Debbie	Roth
Agency - Federal	Federal Emergency Management Agency, Region 3	Elizabeth	Edge
Agency - Federal	Federal Highway Administration, Virginia Division	Irene	Rico
Agency - Federal	Federal Highway Administration, District of Columbia Division	Christopher	Lawson
Agency - Federal	Federal Transit Administration, Region 3	Brigid	Hynes-Cherin
Agency - Federal	Federal Transit Administration, Region 3	Corey	Walker
Agency - Federal	Federal Transit Administration, Region 3	Melissa	Barlow
Agency - Federal	Federal Transit Administration, Headquarters	Matthew	Welbes
Agency - Federal	Federal Transit Administration, Headquarters	Rahman	Williams
Agency - Federal	Federal Transit Administration, Office of Planning & Environment	Lucy	Garliauskas
Agency - Federal	Federal Transit Administration, Office of Transit Safety and Oversight	Thomas	Littleton
Agency - Federal	U.S. Army Corps of Engineers, Norfolk	Paul	Olsen
Agency - Federal	U.S. Department of Interior, National Park Service	Jonathan	Jarvis
Agency - Federal	U.S. Department of Interior, National Park Service	Mike	Caldwell
Agency - Federal	U.S. Department of Interior, Headquarters	Sally	Jewell
Agency - Federal	U.S. Department of Interior, National Park Service	Julie	Kutruff
Agency - Federal	U.S. Department of Interior, National Park Service	Lucy	Lawliss
Agency - Federal	U.S. Department of Interior, National Park Service	Lisa	Mendelson
Agency - Federal	U.S. Department of Interior, National Park Service	Dave	Ruth
Agency - Federal	U.S. Department of Interior, Fish and Wildlife Service	Daniel	Ashe
Agency - Federal	U.S. Department of Interior, Fish and Wildlife Service	Gary	Frazer
Agency - Federal	U.S. Department of Interior, Fish and Wildlife Service	Jim	Kurth
Agency - Federal	U.S. Department of Interior, U.S. Geological Survey	Suzette	Kimball
Agency - Federal	U.S. Department of Interior, U.S. Geological Survey	Dave	Russ
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Roger	Flint
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Alan	Knewstep
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Kenneth	Bingham
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Ron	Wisniewski
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Jeanne	Turnure
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Jack	Bricker
Agency - Federal	U.S. Department of Agriculture, National Resource Conservation Service	Jason	Weller
Agency - Federal	U.S. Department of Agriculture, Wildlife Services	William	Clay
Agency - Federal	U.S. Department of Agriculture, Wildlife Services	Scott	Barras



Type	Agency	Name	
Agency - Federal	U.S. Department of Army, Fort Belvoir	Public Affairs	
Agency - Federal	U.S. Department of Defense, Richmond Supply Center	Management Office	
Agency - Federal	U.S. Department of Housing and Urban Development, Richmond Field Office	Carrie	Schmidt
Agency - Federal	U.S. Department of Housing and Urban Development, Washington DC Field Office	Marvin	Turner
Agency - Federal	U.S. Environmental Protection Agency, Office of the Administrator	Gina	McCarthy
Agency - Federal	U.S. Environmental Protection Agency, Region 3	Shawn	Garvin
Agency - Federal	U.S. Marine Corps Base, Quantico, Public Affairs Office	Community Relations	
Agency - State			
Agency - State	District Department of Transportation	Sam	Zimbabwe
Agency - State	District Department of Transportation	Matthew	Brown
Agency - State	Virginia Department of Forestry	Bettina	Ring
Agency - State	Virginia Department of Transportation	Charles	Kilpatrick
Agency - State	Virginia Department of Transportation	Helen	Cuervo
Agency - State	Virginia Department of Transportation	Thomas	Hawthorne
Agency - State	Virginia Department of Transportation	Mahmud	Hussain
Agency - State	Virginia Department of Transportation	Marcie	Parker
Agency - State	Virginia Department of Transportation	Stephen	Long
Agency - State	Virginia Department of Environmental Quality	David	Paylor
Agency - State	Virginia Department of Environmental Quality	Thomas	Faha
Agency - State	Virginia Department of Environmental Quality	Richard	Doucette
Agency - State	Virginia Department of Environmental Quality	Trish	Beasley
Agency - State	Virginia Department of Mines, Minerals, and Energy	Conrad	Spangler
Agency - State	Virginia Department of Health	John	Aulbach
Agency - State	Virginia Department of Health	Hugh	Eggborn
Agency - State	Virginia Department of Agriculture and Consumer Services	Sandra	Adams
Agency - State	Virginia Department of Agriculture and Consumer Services	Andy	Sorrell
Agency - State	Virginia Department of Aviation	Randall	Burdette
Agency - State	Virginia Department of Aviation	Rusty	Harrington
Agency - State	Virginia Department of Conservation and Recreation	Clyde	Cristman
Agency - State	Virginia Department of Conservation and Recreation	Jackie	Miller
Agency - State	Virginia Department of Emergency Management	Jeffrey	Stern
Agency - State	Virginia Department of Emergency Management	Virgil	Gray
Agency - State	Virginia Department of Game and Inland Fisheries	Bob	Duncan
Agency - State	Virginia Department of Game and Inland Fisheries	David	Whitehurst
Agency - State	Virginia Department of Game and Inland Fisheries	Robert	Walker
Agency - State	Virginia Department of Environmental Quality	Melanie	Davenport
Agency - State	Virginia Department of Historic Resources	Julie	Langan
Agency - State	Virginia Department of Historic Resources	David	Edwards
Agency - State	Virginia Department of Housing/Community Development	Bill	Shelton
Agency - State	Virginia Port Authority	John	Reinhart
Agency - State	Virginia Railway Express	Doug	Allen
Agency - State	Virginia Railway Express	Chris	Henry
Agency - County			



Type	Agency	Name	
Agency - County	Arlington County	John	Liebertz
Agency - County	Arlington County	Barbara	Donnellan
Agency - County	Arlington County	Tom	Bruccoleri
Agency - Local	Arlington Economic Development	Cindy	Richmond
Agency - County	Caroline County	Gary	Wilson
Agency - County	Caroline County	Mike	Finchum
Agency - County	Caroline County	Alan	Partin
Agency - County	Caroline County	Mike	Finchum
Agency - County	Chesterfield County	James	Stegmaier
Agency - County	Chesterfield County	William	Dupler
Agency - County	Chesterfield County	Lou	Lassiter
Agency - County	Chesterfield County	Kirk	Turner
Agency - County	Chesterfield County	Jesse	Smith
Agency - County	Fairfax County	Edward	Long
Agency - County	Fairfax County	Linda	Cornish Blank
Agency - County	Fairfax County	Leonard	Wolfenstein
Agency - County	Fairfax County	Michael	Garcia
Agency - County	Fairfax County Economic Development Authority	Gerald	Gordon
Agency - County	Hanover County	Cecil	Harris
Agency - County	Hanover County	David	Maloney
Agency - County	Henrico County	Timothy	Foster
Agency - County	Henrico County	Steven	Yob
Agency - County	Henrico County	Todd	Eure
Agency - County	Henrico County	Rosemary	Deemer
Agency - County	Henrico County	R. Joseph	Emerson
Agency - County	Prince William County	Melissa S	Peacor
Agency - County	Prince William County	Christopher	Price
Agency - County	Prince William County	Thomas	Blaser
Agency - County	Spotsylvania County	Wanda	Parrish
Agency - County	Spotsylvania County	C. Douglas	Barnes
Agency - County	Stafford County	Kathy	Baker
Agency - County	Stafford County	Jeff	Harvey
Agency - County	Stafford County	Steve	Hubble
Agency - Local (City/Town within 0.5-miles of corridor)			
Agency - Local	City of Alexandria	Francine	Bromberg
Agency - Local	City of Alexandria	Rich	Baier
Agency - Local	City of Alexandria	Rashad	Young
Agency - Local	City of Alexandria	Michele	Oaks
Agency - Local	City of Fredericksburg	Charles	Johnston
Agency - Local	City of Fredericksburg	Doug	Fawcett
Agency - Local	City of Fredericksburg	Karen	Hedelt
Agency - Local	City of Fredericksburg	Erik	Nelson
Agency - Local	City of Fredericksburg	Beverly	Cameron
Agency - Local	City of Richmond	Byron	Marshall



Type	Agency	Name	
Agency - Local	City of Richmond	Mark	Olinger
Agency - Local	City of Richmond	Mark	Olinger
Agency - Local	City of Richmond	Lee	Downey
Agency - Local	City of Richmond	Viktoria	Badger
Agency - Local	Town of Ashland	Charles	Hartgrove
Agency - Local	Town of Ashland	Nora	Amos
Agency - Local	Town of Ashland	Janie	Kaplan
Local/Regional Commissions / Authorities / Organizations			
MPO	Fredericksburg Area Metropolitan Planning Organization	Andy	Waple
MPO	George Washington Regional Commission	Tim	Ware
MPO	Metropolitan Washington Council of Governments	Chuck	Bean
MPO	Metropolitan Washington Council of Governments	Kanti	Srikanth
MPO	Richmond Area Metropolitan Planning Organization	Daniel	Lysy
Reg. Comm. / Auth.	Northern Virginia Regional Commission	Mark	Gibb
Reg. Comm. / Auth.	Northern Virginia Regional Park Authority	Paul	Gilbert
Reg. Comm. / Auth.	Northern Virginia Regional Park Authority	Todd	Hafner
Reg. Comm. / Auth.	Northern Virginia Transportation Commission	Kelley	Coyner
Reg. Comm. / Auth.	Northern Virginia Transportation Commission	Jillian	Linnell



Sign-in Sheet

Meeting: *Agency Scoping*

Date & Location: *11/3/2014 Virginia Henry Center, Richmond*

Contact Information			Do you currently travel by rail?
Name <i>JAMES HILL</i>	Address <i>CITY HALL, Room 510 900 E BROAD ST</i>	Phone <i>804-646-7552</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>CITY OF RICHMOND</i>	City/State/Zip <i>RICHMOND VA 23219</i>	Email <i>james.hill@richmondgov.com</i>	
Name <i>Ron Svejlovsky</i>	Address	Phone <i>804-524-6002</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>VDOT-Richmond Div</i>	City/State/Zip	Email <i>ronald.svejlovsky@vdot.virginia.gov</i>	
Name <i>Jon Schermann</i>	Address <i>777 North Capital St. Suite 300</i>	Phone <i>(202) 962-3317</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>MWCOG</i>	City/State/Zip <i>Washington, DC 20002</i>	Email <i>jschermann@mwog.org</i>	
Name <i>JEAN M MOORE</i>	Address <i>4301 E. PARHAM RD HENRICO, VA</i>	Phone <i>804.501.4229</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>231</i>	Email <i>jean.moore@henrico.us</i>	
Name <i>VIKTORIA BADGER</i>	Address <i>1500 E. MAIN ST. MAIN ST. STATION</i>	Phone <i>804-646-5871</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>RICHMOND, VA 23219</i>	Email <i>VIKTORIA.BADGER@RICHMONDVA.GOV.COM</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	



Sign-in Sheet

Meeting: *Agency Scoping*

Date & Location: *11/3/2014 Virginia Housing Center, Richmond*

Contact Information			Do you currently travel by rail?
Name <i>Todd Eure</i>	Address <i>P.O. Box 90775</i>	Phone <i>(804) 501-4617</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Henrico County</i>	City/State/Zip <i>Henrico, VA 23273</i>	Email <i>eure@henrico.us</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	



Sign-in Sheet

Meeting: *Agency Scoping*

Date & Location: *11/3/2014 Virginia Housing Center, Richmond*

Contact Information			Do you currently travel by rail?
Name <i>Kathleen Onufer</i>	Address <i>900 E. Broad St.</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>City of Richmond</i>	City/State/Zip <i>RVA 23223</i>	Email <i>kathleen.onufer@richmondgov.com</i>	
Name <i>Theresita Augustine</i>	Address <i>Triangle Plaza</i>	Phone <i>703-221-9736</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>U.S. Army Corps of Engineers</i>	City/State/Zip <i>Dumfries, VA 22026</i>	Email <i>theresita.m.crockett-augustine@usace.army.mil</i>	
Name <i>John Winkle</i>	Address <i>1200 New Leaf Ave SE</i>	Phone <i>202-463-6067</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>FRA</i>	City/State/Zip <i>Wash DC 20590</i>	Email <i>John.Winkle@dot.gov</i>	
Name <i>Dan Dlysy</i>	Address <i>Richmond, VA</i>	Phone <i>(804) 323-2033 ext. 166</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>RRPDC/RRTRC</i>	City/State/Zip <i>23117</i>	Email <i>dlysy@richmondregionl.org</i>	
Name <i>Wanda Parrish</i>	Address <i>Spotsylvania VA 22553</i>	Phone <i>540 507-7425</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>Spotsylvania Co</i>	City/State/Zip <i>9019 Old Battlefield Blvd</i>	Email <i>w.parrish@spotsylvania-va.us</i>	
Name <i>Barb Smith</i>	Address	Phone <i>748 1037</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>Chesterfield Co</i>	City/State/Zip	Email <i>smithbk@chesterfield.gov</i>	
Name <i>Rosemary Deemu</i>	Address	Phone <i>501-4488</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Henrico Co. Pny</i>	City/State/Zip	Email <i>dee12@henrico.us</i>	



Sign-in Sheet

Meeting: *Agency Scoping*

Date & Location: *11/3/2014 Virginia Housing Center Richmond*

Contact Information			Do you currently travel by rail?
Name <i>Steve Yob</i>	Address <i>PO Box 90775</i>	Phone <i>804 501 4390</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Henrico County</i>	City/State/Zip <i>Henrico VA 23273</i>	Email <i>yob@henrico.us</i>	
Name <i>Joey Hess</i>	Address <i>P.O. Box 339</i>	Phone <i>540-658-4611</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>Stafford County</i>	City/State/Zip <i>Stafford County VA 22555</i>	Email <i>jhess@staffordcountyva.gov</i>	
Name <i>Carrie Schmidt</i>	Address <i>600 E. Broad St Third Floor</i>	Phone <i>804-822-4807</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>US Dept. of Housing & Urban Development</i>	City/State/Zip <i>Richmond, VA 23219</i>	Email <i>Carrie.s.schmidt@hud.gov</i>	
Name <i>Laura Watson</i>	Address <i>3301 Speaks Dr.</i>	Phone <i>(804) 674-2806</i>	<input checked="" type="checkbox"/> Yes <i>sometimes</i> <input type="checkbox"/> No
Organization (if applicable) <i>VDOT</i>	City/State/Zip <i>Richmond, VA 23112</i>	Email <i>laura.l.watson@vdot.virginia.gov</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	



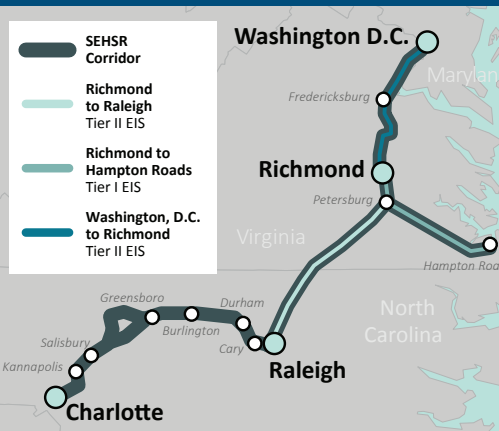
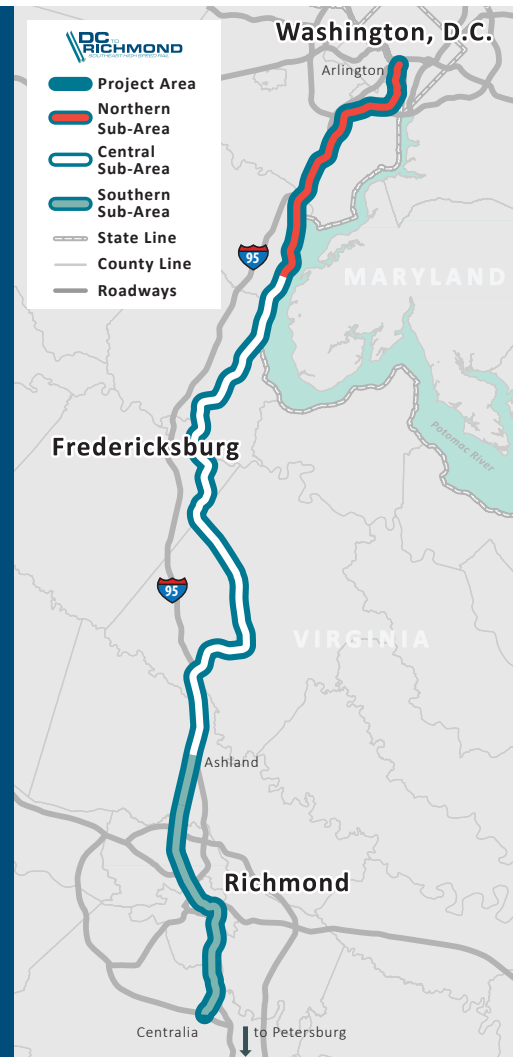
Let's Get Virginia Moving!

Thank you for your interest in planning the future of intercity high-speed passenger rail in the Washington, D.C. to Richmond corridor. The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are holding Public Scoping Meetings to launch the final phase of preliminary engineering and environmental review for Southeast High Speed Rail (SEHSR) between Washington, D.C. and Richmond, Va. This segment will provide the critical link between the northeast rail corridor and the rest of the SEHSR corridor, enhancing connectivity between Washington, D.C., Richmond, and beyond by providing faster and more reliable rail service.

This project will result in a Tier II Environmental Impact Statement (EIS) that will describe actions needed to expand the capacity of the rail network and document whether those actions would affect the man-made and natural environments. The EIS is intended to help decision makers understand the benefits and risks of moving forward with this project.

DC2RVA at a Glance:

- Northern Terminus – Long Bridge (Potomac River) in Arlington, Va.
- Southern Terminus – Centralia in Chesterfield County, Va.
- Approximately 123-mile segment generally parallel to the I-95 corridor
- Shared freight rail and passenger rail corridor

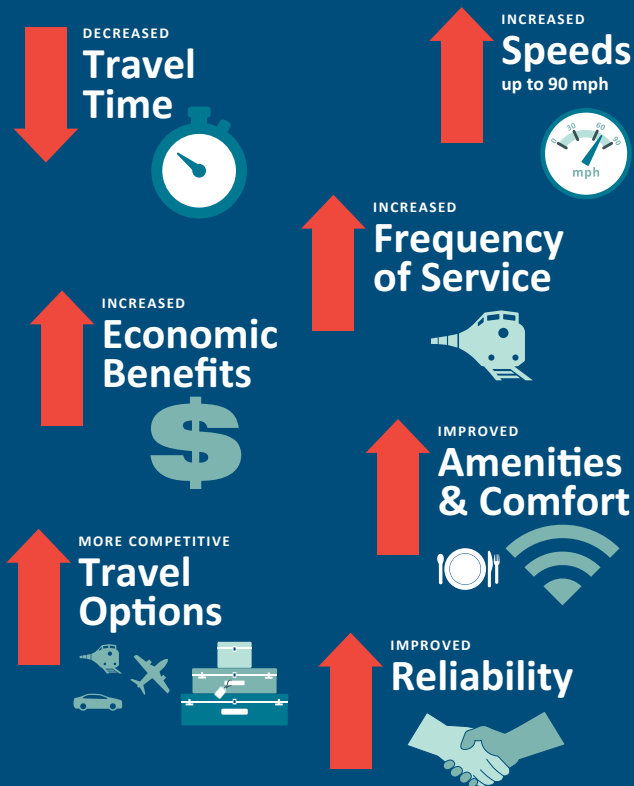


SEHSR Overview

- **1992** - USDOT designated SEHSR from Washington, D.C. to Charlotte, N.C. as a national high-speed rail corridor
- **1999** - Tier I EIS began for the entire SEHSR corridor
- **2002** - SEHSR Corridor Tier I Record of Decision
- **2012** - Tier I Record of Decision for Richmond to Hampton Roads *A preferred high-speed rail alternative was identified*
- **2015** - Tier II Record of Decision expected for Richmond to Raleigh
- **2017** - Tier II Record of Decision expected for Washington, D.C. to Richmond



Proposed Rail Service Benefits



Many Ways to Stay On Track

Learn more and stay informed!

- Website: www.DC2RVArail.com
- Facebook: [DC2RVArail](https://www.facebook.com/DC2RVArail)
- Twitter: [@DC2RVArail](https://twitter.com/DC2RVArail)
- Email: info@DC2RVArail.com
- Call: 888-832-0900 or TDD 711

We Want to Hear From You

We are currently in the Scoping Phase of the project. During this phase, we want your input on the project Purpose and Need and the identification of environmental issues.

Project Purpose and Need

The Tier I EIS identified the following factors; do they reflect current and future needs?

- Population growth
- The increase in intercity travel demand
- Need for more transportation options
- The negative effects of congestion on the economy, quality of life, and air quality in the Commonwealth
- Possibility for economic development
- Emergency transportation plans

Environmental Screening

Help us identify benefits and impacts associated with:

- Air Quality
- Historic Properties
- Indirect Impacts
- Noise and Vibration
- Parks, Recreation, and Open Space
- Water Quality
- Wetlands and Streams
- Social and Economic Impacts
- Threatened and Endangered Species

All Scoping Comments Must Be Received by December 5, 2014.

Scoping (2014)

Meetings to introduce the program and identify issues to be addressed in the scope of work. Early input helps narrow the range of alternatives considered in the Draft EIS.

Draft EIS (2016)

Summarizes potential impacts and benefits of the proposed alternative(s). The document is made available for public review and a public hearing is held.

Final EIS (2017)

After considering public and agency input and the alternatives analysis/screening results, a recommended alternative is published in the Final EIS.

Record of Decision (2017)

The FRA issues a Record of Decision stating its final decision on the recommended alternative.

**Washington, D.C. to Richmond Southeast High Speed Rail
Scoping Comment Form
Fall 2014**

This project will document whether, and to what extent, the improvements that are needed to increase rail capacity and speed of rail travel would affect the environment. The environment includes both natural and man-made resources, such as air quality; water quality; cultural resources and historic properties; indirect impacts; parks, recreation, and open spaces; noise; wetlands and streams; traffic; social and economic factors; and threatened and endangered species.
Please provide a comment if there is a potential impact, resource, or location that concerns you.

Additional Comments:

Name: _____

Organization: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Would you like to receive project updates? Yes No

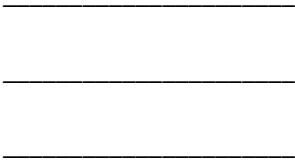
Formal scoping comments are due December 5, 2014.

How to submit comments:

- Complete and submit this form at a meeting.
- Use the instructions on the reverse side of this form to mail this form.
- Email your comments to info@DC2RVArail.com
- Fill out the online comment form at www.DC2RVArail.com
- Call the project hotline at **(888) 832-0900, TDD 711**



Please fold, fasten with tape, and mail. No envelope necessary. Do not staple.



Place
Stamp
Here

Emily Stock
Manager of Rail Planning
DRPT
600 E Main St, Ste 2102
Richmond, VA 23219

APPENDIX M: PUBLIC MEETING MATERIALS



Sign-in Sheet
 Meeting:
 Date & Location:

Contact Information			Do you currently travel by rail?
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No

Sign-in Sheet

Meeting: Scoping - DEPT DR 2RVA

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name BRIAN BARTON	Address 1400 Railroad Ave	Phone 540-373-4526	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) CSX	City/State/Zip Fredericksburg VA 22401	Email brian_barton@csx.com	
Name GEORGE SPINNER	Address 17306 JOCASTA AVE	Phone 804 633 1215	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip RUTHER GLEN 22546	Email	
Name Jean St. John	Address 600 N. James St	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Ashland, Va 23005	Email	
Name Clint Glasco	Address 110 Cox Lane #4	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) Randolph-Macon College	City/State/Zip Ashland	Email	
Name Gwen Bennett	Address 112 Beverly Rd.	Phone (804) 337-7725	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip Ashland, VA 23005	Email gwennib@yahoo.com	
Name DAVID HAMILTON	Address 14158 INDEPENDENCE RD.	Phone 804-798-8152	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip ASHLAND, VA, 23005	Email	
Name PAT PORZILLO	Address 12102 NEALE SOUND DRIVE	Phone 240-233-3332	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip COBB ISLAND, MD	Email PATRICK PORZILLO@YAHOO.COM	



Sign-in Sheet

Meeting: DRPT DC2RVA Scoping

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name <i>Pattie Bland</i>	Address <i>14687 Scotchtown Rd</i>	Phone <i>804.883.7368</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>Coalition for Hanover's future (501c13) Citizen interest group</i>	City/State/Zip <i>Montpelier, VA 23192</i>	Email <i>pattiebland@gmail.com</i>	
Name <i>BILL GAZEWOOD</i>	Address <i>12261 Mt HERMAN RD</i>	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>ASHLAND VA 23005</i>	Email	
Name <i>Gary Robertson</i>	Address <i>707 S. Center St</i>	Phone <i>804-370-5957</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>freelance writer</i>	City/State/Zip <i>Ashland, Va 23005</i>	Email <i>garyrobertson12me.com</i>	
Name <i>Jimmy Mills</i>	Address <i>12372 COTTAGE Woods Dr</i>	Phone <i>8047982011</i>	<input type="checkbox"/> Yes <i>Occasionally</i> <input type="checkbox"/> No
Organization (if applicable) <i>IHS LLC representing Crossroads</i>	City/State/Zip <i>ASHLAND Va</i>	Email <i>jmillsihsllc@comcast.net</i>	
Name <i>Paige Baxter</i>	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>The Herald-Progress</i>	City/State/Zip	Email	
Name <i>Ashley Neville</i>	Address <i>11311 Cedar Ln</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Coler Allen, VA 23059</i>	Email <i>ashleyneville@comcast.net</i>	
Name <i>Wanda Cornwell</i> <i>Asst. to City Manager</i>	Address <i>101 Thompson St.</i>	Phone <i>798 9219</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Town of Ashland</i>	City/State/Zip <i>Ashland, VA 23005</i>	Email <i>wcornwell@town.ashland.va.us</i>	

Sign-in Sheet

Meeting: DRPT DC2RVA Scoping

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name <i>Tom Wulf</i>	Address DRPT	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Ashland Main Street Association</i>	City/State/Zip DRPT	Email	
Name <i>Bonnie + Randy Lewis</i>	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name <i>Jim Hunt</i> <i>Husband</i>	Address <i>309 Hills Way Dr</i>	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>CITF</i>	City/State/Zip <i>ASHLAND, VA 23005</i>	Email <i>HIREJIMHUNT@HOTMAIL.COM</i>	
Name <i>Randall Brown</i>	Address <i>1103 Blackwood Mtn Rd.</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>FRA</i>	City/State/Zip <i>Chapel Hill, NC 27516</i>	Email	
Name <i>David Nigrelli</i>	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>DRPT</i>	City/State/Zip	Email	
Name <i>Cameron Carter</i> <i>Dave Greennager</i>	Address <i>103 W. Sneed St.</i>	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Ashland, VA</i>	Email	
Name <i>JEFF E TAYLOR THOMAS</i>	Address <i>500 THOMPSON</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>ASHLAND 23005</i>	Email <i>THOMASJEFF@YAHOO.COM</i>	

Sign-in Sheet

Meeting: DEPT DORVA Scoping

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name Nora Años Organization (if applicable) Town of Ashland <i>Planning Director</i>	Address PO Box 1600 Ashland VA 23005 City/State/Zip	Phone 804 798 1073 Email namos@town.ashland.va.us	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Dick Peacock Organization (if applicable) VARP	Address 8923 Virginia Ave Manassas, VA 20110 City/State/Zip	Phone 703-335-1101 Email	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Toni Radler Organization (if applicable)	Address 309 Hillsway Dr. <i>wife</i> Ashland, Va 23005 City/State/Zip	Phone 804-916-0693 Email toniradler@hotmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Georgia Spagna Organization (if applicable) Town of Ashland (Mayor)	Address 120 Courtside Dr Ashland VA 23005 City/State/Zip	Phone 804-757-6513 Email gspagna@town.ashland.va.us	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Mantla & Synn Wingfield Organization (if applicable) Coachmen for Henric's future	Address 9011 E. Potomac Hwy Rd Ashland 23005 City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name ERIC BURKE Organization (if applicable)	Address 11001 RIDGEBROOK DR MECHANICSVILLE, VA 23116 City/State/Zip	Phone 804-299-3150 Email burke.eric@gmail.com	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name David Phillips Organization (if applicable) TransSystems (For FRA)	Address 222 S. Riverside Pl. #610 Chicago, IL 60606 City/State/Zip	Phone (312) 669-5827 Email dphillips@transystems.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: DRPT DC2RVA Scoping

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name EDWARD DASS	Address 4329 RIVERSIDE DR	Phone 804-368-8579	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip ASHLAND, VA 23005	Email ORSCHER968@gmail.com	
Name RANNY ROBERTSON	Address 10605 Purcell Rd	Phone 804-314-8376	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Glw Allen, VA 23060	Email grejr41@gmail.com	
Name Michael Testerman	Address P.O. Box 867	Phone (804) 649-1405	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) Va. Assn. of Rwy Patrons	City/State/Zip RICHMOND, VA 23218-0867	Email testerman@verizon.net	
Name VAL SUTTON + IAN	Address 712 S CENTER ST	Phone 804 496-6072	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip ASHLAND VA 23005	Email val.sutton@stb07.com ian.sutton@stb07.com	
Name UPTON MARTIN	Address 113 HENRY CLAY RD	Phone 804-252-6477	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) CTAC <i>appointed by TOWN</i>	City/State/Zip ASHLAND VA 23005	Email	
Name DOUG RIDDELL <i>wife Sandy</i>	Address 13306 SLYDEN CIRCLE	Phone (804) 798-8739	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) (RETIRED AMTRAK)	City/State/Zip ASHLAND, VA 23005-7459	Email THE RAILWRITER@yahoo.com	
Name DON LITTLE	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) RETIRED VDOT	City/State/Zip	Email	

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Sign-in Sheet

Meeting: DRPT DC2RVA Separately

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name <i>Joseph M. Topham</i>	Address 300 P.O. Box 1	Phone 804.366.7925	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>King William County</i>	City/State/Zip <i>King William, VA 23086</i>	Email <i>joe.topham@gmail.com</i>	
Name <i>John and Becky Longmire</i>	Address <i>600 S. Center St.</i>	Phone <i>804-798-4348</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>retired</i>	City/State/Zip <i>Ashland, VA 23005</i>	Email	
Name <i>Rusty Foley</i>	Address <i>Henrico VA 23229</i>	Phone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email <i>rusty@mrfoleyandassoc.com</i>	
Name <i>Tanya Tignor</i>	Address <i>14538 Bud Ln.</i>	Phone <i>798-1446</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Glen Allen, VA 23059</i>	Email <i>tignort@yahoo.com</i>	
Name <i>Mark Georgallis</i>	Address <i>209 Roslyn Hills Dr.</i>	Phone <i>798-1451</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>McKinney and Co</i>	City/State/Zip <i>Henrico VA. 23229</i>	Email <i>Mgeorgallis@McKinney-USA.com</i>	
Name <i>Ned D. Krack</i>	Address 674 Bristol Village Dr., Apt 204 Midlothian, VA 23114	Phone 804-239-4067	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Midlothian, VA 23114</i>	Email <i>nedrdgfan@msn.com</i>	
Name <i>Dallin Kimble</i>	Address <i>101 Thompson St</i>	Phone 804-495 798-9219	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>Town of Ashland</i>	City/State/Zip <i>Ashland</i>	Email <i>dkimble@town.ashland.va.us</i>	



Sign-in Sheet

Meeting: DRPT DC2RVA Scoping

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
Name <i>Samuel Hayes III</i>	Address <i>4949 Willows Green Lane</i>	Phone <i>540-521-8660</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Chen Allen, VA 23059</i>	Email <i>shayesiii@stratagem.com</i>	
Name <i>RHEAT COATES</i>	Address	Phone <i>804 641 3544</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email <i>W_J_PCMS@YAHOO.COM</i>	
Name <i>Penny Boyd</i>	Address <i>707 S. Center</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email <i>pennyboyd@icloud.com</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	

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Sign-in Sheet

Meeting: DRAFT DCZRVA Scoping

Date & Location: Ashland 11/5

Contact Information			Do you currently travel by rail?
2 Name Jennifer + Michael Raymond Organization (if applicable)	Address 300 Thompson St City/State/Zip Ashland, VA 23005	Phone 919-260-8740 Email mandjraymond@gmail.com	<input checked="" type="checkbox"/> Yes - a lot! <input type="checkbox"/> No
Name Jordana Hiltrop Organization (if applicable)	Address 28 Westhampton Way City/State/Zip University of Richmond	Phone 804 920 9914 Email jordana.hiltrop@hotmail.com	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Kayla Sherman Organization (if applicable)	Address 131 Nelson Rd City/State/Zip Aylett, VA 23009	Phone 804-467-4460 Email kayla.sherman@richmond.edu	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Michael Spence Organization (if applicable)	Address 9174 Hickory Hill Rd City/State/Zip Ashland, VA 23005	Phone (804) 363-2719 Email miketspence@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Ian Sutton Organization (if applicable) Sutton Technical Books	Address P.O Box 2217 City/State/Zip Ashland VA 23005	Phone 281-782-7459 Email ian.sutton@stb07.com	<input type="checkbox"/> Yes <input type="checkbox"/> No
X Name Wayne Hyatt Organization (if applicable) M+N.	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *DEPT DC2RVA Scoping*

Date & Location: *Richmond 11/6*

Contact Information			Do you currently travel by rail?
Name <i>Stephen T. Curran</i> Organization (if applicable) <i>RIB U.S. Coast</i>	Address <i>241 Garrisonville Road</i> City/State/Zip <i>Stafford Va 22554</i>	Phone <i>703-5166 415-0835</i> Email <i>SCURRAN@USCOAST.COM</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>K W. Adams</i> Organization (if applicable)	Address <i>2440 ARCADIA AVE.</i> City/State/Zip <i>CHESTER, VA 23801</i>	Phone <i>804-748-4162</i> Email	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Dick Beadles</i> Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Tarah Rhine</i> Organization (if applicable) <i>Henrico County</i>	Address City/State/Zip	Phone <i>(804) 501-4624</i> Email <i>rhi001@henrico.us</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Haneen Bal.</i> Organization (if applicable) <i>University of Richmond</i>	Address City/State/Zip	Phone <i>870</i> Email	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<i>(2)</i> Name <i>TOM & JACKIE WHITMORE</i> Organization (if applicable)	Address <i>3308 RUFFORD CT</i> City/State/Zip <i>CHESTER VA 23831</i>	Phone <i>804 748-0367</i> Email <i>MOTORARTTOM@VERIZON.NET</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>BRUCE CARLSON</i> Organization (if applicable)	Address <i>7918 PENNINGMAN PL</i> City/State/Zip <i>RICHMOND, VA 23228-3043</i>	Phone <i>804-266-0028</i> Email <i>carlgard@verizon.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: DRPT DC2RVA SWPING

Date & Location: Richmond 11/6

Contact Information			Do you currently travel by rail?
Name Virginia Cowles Organization (if applicable) League of Women Voters Richmond Metropolitan Area	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
② Name Mr. & Mrs. MICHAEL MASCARI Organization (if applicable) ANDERSON & ASSO.	Address 3342 DAK MEADOW LN. City/State/Zip MIDLOTHIAN, VA 23112	Phone 804-744-7894 Email MASCARI@ANDASSOC.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name FLAUBOISSEAU Organization (if applicable)	Address 1120 RUFFIN MILL CT. City/State/Zip S. CHESTER FIELD, VA	Phone 804-712-3140 Email FLAUBOISSEAU@GMAIL.COM	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Nicholas Smith Organization (if applicable) N/A	Address 4809 E Seminary Ave City/State/Zip Richmond VA/23227	Phone 804-551-6040 Email nicholas@nicholas-smith.ca	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Louis Llodio Organization (if applicable) Richmond Times Dispatch	Address City/State/Zip	Phone 804-649-6348 Email LLlodio@times Dispatch.com	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name BOB HILL Organization (if applicable) F&R	Address 3015 DUMBARTON RD City/State/Zip RICHMOND, VA 23228	Phone 804-591-2778 Email RHill@FAOR.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name BRIAN GROGAN Organization (if applicable) PHOTOGRAPHY + PRESERVATION	Address 2037 MONUMENT AVE. No. 1 City/State/Zip RICHMOND 23220	Phone 804/303-4020 Email grogan@inreach.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Sign-in Sheet

Meeting: DRPT DC2 RVA Scoping

Date & Location: Richmond 11/6

Contact Information			Do you currently travel by rail?
Name MARK A. OLINGER	Address 900 E. BROAD ST. Room 511	Phone 804-646-6305	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) CITY OF RICHMOND PLANNING & DEVELOPMENT REVIEW	City/State/Zip RICHMOND, VA 23219	Email MARK.OLINGER@RICHMONDGOV.COM	
Name Jeannie Welliver	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) City of Richmond Main St. Station Development, Proj. Mgr.	City/State/Zip	Email	
Name Linda Nelson	Address 8519 Scottingham Drive	Phone 804-745-4974	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Richmond, VA 23236	Email nelsonlinda@yahoo.com	
Name Dorothy L. Jones	Address 2107 Clark St.	Phone (804) 874-1124	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Henrico, VA 23228	Email Dorothy.Jones@ccc of va.org	
Name Chuck Roadley	Address 5209 Center St.	Phone 757-220-6869	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) STANTEC	City/State/Zip Williamsburg VA 23187	Email chuck.roadley@stantec.com	
Name Terry Coker	Address 1100 Boulders Pkwy Suite 500	Phone 804-320-1996	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) Moffatt & Nichol	City/State/Zip Richmond, VA 23225	Email tcoker@moffattnichol.com	
Name Ralph Rhudy PE	Address 1801 Murdoch Rd Richmond, VA 23229-4013	Phone 804 270 0871	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) VA; ASST City Trans- City of Richmond portation Engineer (Retired) (since 01/01/2010)	City/State/Zip Richmond VA 23229-4013	Email rhudy52@verizon.net	



Sign-in Sheet

Meeting: DRPT PL2 RVA Steering

Date & Location: Richmond 11/6

Contact Information			Do you currently travel by rail?
Name <i>Chip Lattin</i>	Address <i>505 GREENE RIDGE RD</i>	Phone <i>(804) 539-5686</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>VA FOL HIGH SPEED RAIL</i>	City/State/Zip <i>Richmond, VA 23229</i>	Email	
Name <i>Geoffrey Urdo</i>	Address <i>3410 Clubhouse Court, Apt. E</i>	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Henrico, VA 23294</i>	Email	
Name <i>Ray Tervo</i>	Address <i>11525 Autumnwood Way</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Glen Allen, VA 23059</i>	Email	
Name <i>Burcu Mercan Kaya Tervo</i>	Address <i>11525 Autumnwood Way</i>	Phone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Glen Allen, VA 23059</i>	Email <i>mercan.kaya@gmail.com</i>	
Name <i>STEVEN OLLEK</i>	Address <i>13401 SIR BRITTON CT</i>	Phone <i>305 815 2303</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>CHERRYFIELD, VA 23832</i>	Email <i>STEVENOLLEK@GMAIL.COM</i>	
Name <i>Micah McDermott</i>	Address <i>801 Cobblestone Dr. Apt. 110 Fredericksburg VA, 22401</i>	Phone <i>540-271-0232</i>	<input checked="" type="checkbox"/> Yes (Wife) <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name <i>Danny Plausher</i>	Address <i>5110 Bethlehem Rd</i>	Phone <i>804 461 8165</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>VHSR</i>	City/State/Zip <i>Richmond, VA 23230</i>	Email <i>Danny@VHSR.com</i>	



Sign-in Sheet

Meeting: DC2KVA Scoping

Date & Location: Richmond 11/6

Contact Information			Do you currently travel by rail?
Name JOSHUA SON Organization (if applicable) City of Richmond ECD	Address 21 W. MARSHALL City/State/Zip RVA, 23220	Phone Email JOSHNOKSON@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Kayla Sherman Organization (if applicable)	Address 131 Nelson Rd City/State/Zip Aylett, VA 23009	Phone Email Kayla.Sherman@richmond.edu	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Jordana Hiltrop Organization (if applicable)	Address 20 Westhampton Way City/State/Zip Richmond	Phone Email jordana.hiltrop@hotmail.com	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name SID PAWAR Organization (if applicable) VDOT	Address 2430 PINE FOREST DRIVE City/State/Zip COLONIAL HEIGHTS, VA 23084	Phone email Sid.Pawar@vdot.virginia.gov Email (804) 524-2356	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Todd Ewe Organization (if applicable) Henrico County	Address P.O. Box 90775 City/State/Zip Henrico, VA 23293	Phone (804) 501-4617 Email ew@henrico.us	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Jeffrey Miller Organization (if applicable) VCEN	Address 3555 Grove Ave City/State/Zip Richmond, VA 23221	Phone Email jmilnc3@gmail.com	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name KIRK BOWLING Organization (if applicable)	Address 3105 MAYOS WOODS CT. City/State/Zip GOOCHLAND VA, 23063	Phone 804 556 3463 Email WKBOWL@MSN.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: DRPT DC2RVA Stoping

Date & Location: Richmond 11/16

Contact Information			Do you currently travel by rail?
Name <i>Tony Haverly</i>	Address <i>9002 Cloisters West</i>	Phone <i>804-554-9409</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Henrico, VA 23229</i>	Email <i>Anthony_Haverly@yahoo.com</i>	
Name <i>Sandra Leibowitz</i>	Address <i>1606 West Grace St.</i>	Phone <i>804-353-022</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Richmond, VA 23220</i>	Email <i>sleibowitz@earthlink.net</i>	
Name <i>STEWARTSCHWARTZ</i>	Address <i>316 F St NE, Suite 200</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>frequently</i>
Organization (if applicable) <i>Qualitative for Smarter Growth (DC) Partnership for Smarter Growth (Richmond)</i>	City/State/Zip <i>WASHINGTON DC 20002</i>	Email <i>STEWART@SMARTERGROWTH.NET</i>	
Name <i>KENNETH J. WYNNE</i>	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Ann K. Wynne</i>	City/State/Zip	Email	
Name <i>Naomi Siodmok</i>	Address <i>4426 Old Fox Trail</i>	Phone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Midlothian, VA 23112</i>	Email <i>siodmoknm@vcu.edu</i>	
Name <i>WILLIAM E. JOHNSON</i>	Address <i>135 NORTH UNION SE</i>	Phone <i>(804) 733-2301</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>City of Petersburg VA</i>	City/State/Zip <i>Petersburg VA 23903</i>	Email <i>wjohnson@petersburg-va.gov</i>	
Name <i>Benjamin P. Campbell</i>	Address <i>2209 E Grace St</i>	Phone <i>(804) 783-7903</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Richmond Hill / RVA Rapid Transit</i>	City/State/Zip <i>Richmond VA 23223</i>	Email <i>Bcampbell@richmondhillva.org</i>	

Sign-in Sheet

Meeting: DRPT DC2RVA Slooping

Date & Location: Richmond 11/16

Contact Information			Do you currently travel by rail?
Name <i>Champe Burnley</i>	Address <i>Box 7282</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>VA Bicycling Fed</i>	City/State/Zip <i>RVVA 23224</i>	Email <i>Champe-Burnley@Yahoo.com</i>	
Name <i>Winston P. Phillips</i>	Address <i>5139 Eaves Ln</i>	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Richmond VA 23231</i>	Email <i>PhillipsWinston@yahoo.com</i>	
Name <i>Nora Lundberg</i>	Address <i>1500 E. Main Street</i>	Phone <i>(804) 523-3328</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>RMTA - Main Street Station</i>	City/State/Zip <i>Richmond, VA 23219</i>	Email <i>nora.lundberg@the-rma.org</i>	
Name <i>Mark Hickman</i>	Address	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Greater Richmond Chamber</i>	City/State/Zip	Email <i>mark.hickman@grec.com</i>	
Name <i>Greg S Winter</i>	Address <i>110 Starbry Street</i>	Phone <i>804-355-6384</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>N/A</i>	City/State/Zip <i>Richmond Va. 23220</i>	Email <i>wintergs@yahoo.com</i>	
Name <i>Anna Sangree</i>	Address <i>28 Westhampton way</i>	Phone <i>808-838-9404</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>U of R</i>	City/State/Zip <i>Richmond VA 23173</i>	Email <i>anna.sangree@richmond.edu</i>	
Name <i>Jeremy Miller</i>	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Green UR (UofR)</i>	City/State/Zip	Email	



Sign-in Sheet

Meeting: DRPT DC2RVA Summary

Date & Location: Richmond 11/12

Contact Information			Do you currently travel by rail?
Name SAMUEL HAYES	Address 2430 ANNE FOREST DRIVE	Phone 804-524-6095	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) VDOT-RICHMOND DISTRICT	City/State/Zip COLONIAL HEIGHTS, VA 23072	Email SAMUEL.HAYES@VDOT.VIRGINIA.GOV	
Name Jess Ellington	Address 4900 Westline Pkwy	Phone 843-412-1420	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) Union Bank	City/State/Zip Richmond, VA 23233	Email jess.ellington@bmo.com	
Name JOHN KNAPP	Address 919 E. MAIN ST. SUITE 970	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) OFFICE OF SENATOR TIM KAIING	City/State/Zip RICHMOND VA 23219	Email	
Name CRAIG CARVER	Address 3801 PLYMOUTH DR	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip RICHMOND VA 23222	Email craig.carver@yahoo.com	
Name Julien Williams	Address 6429 Roselawn Rd	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip 23226	Email	
Name Jared Goldbach Ehmer	Address 42 Westhampton way 19086	Phone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip Richmond, VA 23173	Email Jared.goldbachehmer@richmond.edu	
Name Robert Lancaster	Address 10001 Patterson Ave	Phone (804) 422-0004	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) Virginia Land Investments	City/State/Zip Richmond VA 23238	Email robert@washingtondcsouth.com	



Sign-in Sheet

Meeting: DRPT DC2RVA SDDPmg

Date & Location: Richmond 11/6

Contact Information			Do you currently travel by rail?
Name Kristen Reece	Address 1500 E Main St	Phone (804) 607-0703	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) Richmond Metropolitan Transportation Authority	City/State/Zip Richmond, VA 23219	Email Kristen.reece@the-RMA.org	
Name Jim Bezdov	Address 7800 Creek Side Ct	Phone 804 592 8109	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) IE, Inc	City/State/Zip Bon Air VA 23235	Email jim@bezlov.us	
Name Kate DiPrete	Address 6620 Three Chopt Rd	Phone 401 4867483	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip Richmond VA 23226	Email kate.diprete@gmail.com	
Name WILLIAM B. CLEMENTS	Address 3727 KENMORE RD.	Phone (804) 387-2814	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip RICHMOND, VA 23225	Email wbclements13@yahoo.com hwells@verizon.net	
Name Dorothy Jaedle	Address 11441 Rochelle Rd	Phone 804-748-4364	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) Chesterfield BOS	City/State/Zip Chester VA 23831	Email jaedled@chesterfield.gov	
Name Scudder Wagg	Address 309 Overbrook Rd	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Richmond, VA 23222	Email scudderwagg@yahoo.com	
Name Bradley Evans	Address P.O. Box 90787	Phone 202-631-3217	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Washington DC 20090	Email evansbradley@juno.com	



Sign-in Sheet

Meeting: DRPT DC2RVA Slooping

Date & Location: Richmond 11/6

Contact Information			Do you currently travel by rail?
Name Danny Swanson Organization (if applicable)	Address 10431 Epsilon Rd City/State/Zip Richmond, VA 23235	Phone (804) 307-0635 Email DraySwanson@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Thomas Dillon Massey Organization (if applicable) Groundwork RVA	Address 3902 Stuart Ave Apt 2 City/State/Zip Richmond, VA 23220	Phone 804 441 0956 Email dillon@groundworkrva.org	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name John Simeoni Organization (if applicable)	Address PO BOX 29126 City/State/Zip Henrico, VA 23242	Phone 804-513-3631 Email MATHMUSSIM@HIMAIC.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Mr. Robin R. Shavers Organization (if applicable) NRHS	Address 2322 Hampstead Ave #2 City/State/Zip Richmond, VA 23230	Phone 804-282-0329 Email robin.shavers@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Gene Mc Auliffe Organization (if applicable)	Address 1811 CASTLEBROOK RD City/State/Zip MIDDLETON VA 23113	Phone 804-314-0300 Email Gene@crosscreeknursery.com	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Paul Agwello Organization (if applicable)	Address 3024 Kensington Avenue City/State/Zip Richmond, VA 23221	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Keith W. Pindley Organization (if applicable)	Address 219 N Kalmia Ave City/State/Zip Highland Spgs, VA 23075	Phone Email	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: DRPT DL2RVA *working*

Date & Location: Nov 6, DMV Building Richmond

Contact Information			Do you currently travel by rail?
Name <i>Wayne Poates</i>	Address <i>2418 Pineway Dr</i>	Phone <i>804 232-3797</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Richmond Virginia 23225</i>	Email <i>dwp_isaiah53@verizon.net</i>	
Name <i>RON WHITE</i>	Address <i>9401 COURTHOUSE RD</i>	Phone <i>804 318-1363</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>OFFICE OF CONGRESSMAN J. RANDY FORBES</i>	City/State/Zip <i>CHESTERFIELD, VA 23832</i>	Email <i>ronald.white@mail.house.gov</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	



Sign-in Sheet

Meeting: Public Scoping Meeting

Date & Location: Nat'l Museum of the Marine Corps

Contact Information			Do you currently travel by rail?
Name Charles Bullock P2m Jewett-Bullock Organization (if applicable)	Address 4 Blossom Wood Ct City/State/Zip Stafford, VA 22554	Phone 540, 720-2807 Email tochbullock@aol.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name MARION WALL Organization (if applicable)	Address 504 Browning St City/State/Zip Quantico, VA 22134	Phone 703 640 6442 Email mmwall@aol.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name JANE R. AMANN Organization (if applicable)	Address 26 BRIDGEPORT CIRCLE City/State/Zip STAFFORD VA 22554	Phone Email MRAMANN@AOL.COM	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Milli Mancure Organization (if applicable)	Address PO Box 655 City/State/Zip Stafford VA 22555	Phone Email KRTR/VR@yahoo.com	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Aden Ferguson Organization (if applicable)	Address 14782 Stratford DR City/State/Zip Woodbridge VA 22193	Phone Email	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name BRIAN SULLIVAN Organization (if applicable)	Address 48 RIVER RUN LN. City/State/Zip BUMPASS, VA 23024	Phone Email SULLIVBT@GMAIL.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Herbert McVair Organization (if applicable)	Address 15823 John Diskin Cir City/State/Zip Woodbridge, VA 22191	Phone 703-6789028 Email herbertmcvair@hotmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: Public Scoping Meeting

Date & Location: Nat'l Museum of the Marine Corps

Contact Information			Do you currently travel by rail?
Name Joyce Arndt	Address 86 Driftwood Lane	Phone 540-220-7908	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) Stafford County Utilities Commissioner	City/State/Zip Stafford Co. VA. 22554	Email aarndtj@hughes.net	
Name Patrick Durany	Address 4361 Ridgewood Center Drive	Phone (703) 792-4667	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) Sup. John Jenkins Office (Weabsc District) PWC	City/State/Zip Woodbridge, VA 22192	Email pdurany@pwcgov.org	
Name JAMES SEED	Address 3549 Finish Line Drive	Phone 571-259-4056	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Gainesville Virginia 20155	Email James@ascoweb.com	
Name Jimmy Giannopoulos	Address 216 Potomac Ave	Phone 703-505-9610	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Quantico VA 22134	Email JGiannopoulos@verizon.net	
Name Michael Coughlin	Address 4310 Prince William Pk	Phone 703-680-4664	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) Walsh, Cotucci	City/State/Zip Woodbridge, VA 22192	Email mcoughlin@thelandlaw.com	
Name ALFONSO DIAZ DEL RIO	Address 2025 HARBOUR VIEW BLVD	Phone 8179139718	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) FERROVIAL	City/State/Zip SUFFOLK 23435 VA	Email ADIAZDELRIO@FERROVIAL.VS	
Name Sean Maroney	Address 1200 Caroline Street	Phone 540-371-4504	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) Historic Fredericksburg Foundation	City/State/Zip Fredericksburg VA 22401	Email director@hff.org	



Sign-in Sheet

Meeting: Scoping Meeting

Date & Location: Nat'l Museum of the Marine Corps

Contact Information			Do you currently travel by rail?
Name TERRY HILL	Address 16205 NEABSCO RD	Phone 703-898 3011	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable)	City/State/Zip WOODBRIDGE VA 22191	Email thill45@comcast.net	
Name Stephen Haynes	Address 86 Denon Rd	Phone 540 664 530 899 4709	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) VDOT	City/State/Zip Fredericksburg VA 22405	Email stephen.haynes@vdot.virginia.gov	
Name KEXI PITTMAN	Address 2004 BARNETT AVE	Phone 703-432-2606	<input checked="" type="checkbox"/> Yes BUT NOT FOR <input type="checkbox"/> No COMMUTE
Organization (if applicable) MACBR PUBLIC WORKS	City/State/Zip QUANTICO VA 22134	Email KEXIETH.PITTMAN@USMC.MIL	
Name Georgia Rattelle	Address 240 Third Ave	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Quantico, VA 22134	Email	
Name MITCHEL P. RAFFELIS	Address 240 Third Ave	Phone 703-646-6311	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip Quantico, Va 22134	Email	
Name Scott Shent	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) The Free Lance-Star Media	City/State/Zip	Email	
Name IGNACIO PEREZ	Address 7025 HARBOURVIEW BLV	Phone 972 623 7758	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) FERROVIAL-AGROMAN	City/State/Zip SUFFOLK VA 23435	Email IPEREZ@FERROVIAL.COM	



Sign-in Sheet

Meeting: Public Scoping Meeting

Date & Location: Nat'l Museum of the Marine Corps

Contact Information			Do you currently travel by rail?
Name <i>NAN Rollison</i> Organization (if applicable) <i>—</i>	Address <i>22 Shore Drive</i> <i>Stafford, VA</i> City/State/Zip <i>22554</i>	Phone <i>540 288 8569</i> Email <i>puggywug_@hotmail.com</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>Mark Richards</i> Organization (if applicable)	Address <i>16250 Neahseo Beach Way</i> City/State/Zip <i>Woodbridge, Va 22191</i>	Phone <i>703-973-2517</i> Email MARK <i>MGRcabin@comcast.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>GARY SKINNER</i> Organization (if applicable) <i>SPOTSYLVANIA BOARD OF SUPERVISOR</i>	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>BETH DALY</i> Organization (if applicable)	Address <i>144 WALLER PT DR</i> City/State/Zip <i>STAFFORD, VA 22554</i>	Phone <i>540 658 6411</i> Email <i>elizabethdaly@juno.com</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>Steve Hurdley</i> Organization (if applicable) <i>MCB Quantico</i>	Address City/State/Zip <i>Quantico VA</i>	Phone <i>(718) 994-0116</i> Email <i>steve.hurdley@usmc.mil</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>EILEEN THRALL</i> Organization (if applicable) <i>PRINCE WILLIAM CO WETLANDS BOARD</i>	Address <i>78312 POSSUM POINT RD</i> City/State/Zip <i>DUMFRIES, VA 22026</i>	Phone Email <i>WTHRALL@VERIZON.NET</i>	<input checked="" type="checkbox"/> Yes <i>SOMETIMES</i> <input type="checkbox"/> No
Name <i>JOSE WIS BELTRAN</i> Organization (if applicable) <i>FERRONIA</i>	Address <i>7025 HARBOUR VIEW BLVD.</i> City/State/Zip <i>SUFFOLK/VA/23435</i>	Phone <i>(757) 692 9125</i> Email <i>jbeltran@ferrovial.com</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: Public Scoping Meeting

Date & Location: Nat'l Museum of the Marine Corps

Contact Information			Do you currently travel by rail?
Name JOSEPH WINTERER Organization (if applicable) MCBQ PLANNING	Address 2004 BARNETT AVE, City/State/Zip QUANTICO, VA 22134	Phone 703-784-5530 Email joseph.winterer@usmc.mil	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name ROBERT HART Organization (if applicable)	Address 16245 NEABSCO Rd City/State/Zip Woodbridge VA 22191	Phone 703-670-8111 Email ROBERT ROBERT8111@MSN.COM	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Joey Hess Organization (if applicable)	Address 1301 Courthouse Rd City/State/Zip Stafford, VA 22555	Phone 540-658-4611 Email jhess@staffordcountyva.gov	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name James FERGUSON Organization (if applicable)	Address 14782 Statler Dr City/State/Zip Woodbridge VA 22193	Phone 703 891 9473 Email xjferguson@juno.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name DENIS PADDEU Organization (if applicable) RAPID RIVER AREA AGENCY ON PAID	Address 480 LENDALL LN City/State/Zip FREDERICKSBURG, VA 22405	Phone 800-627-2892 Email DPADDEU@RAM16.ORG	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name DAVID MONTANARI Organization (if applicable)	Address 2217 W LONGVIEW DR City/State/Zip WOODBRIDGE, VA 22191	Phone 703-494-4326 Email djm11349@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Sean Reilly Organization (if applicable) Environment & Energy Publishing	Address 122 C St. N.W. City/State/Zip Washington, D.C. - 20001	Phone 202-446-0433 Email sreilly@eo news.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: Public Scoping Meeting

Date & Location: Nat'l Museum of the Marine Corps

(Business Cards)

Contact Information			Do you currently travel by rail?
Name TR Hickey Organization (if applicable) VRE	Address 1500 King St Ste. 202 Alexandria, VA 22314 City/State/Zip	Phone 703-838-5428 Email thickey@vre.org	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable) Hamptons Landing Marina	Address 16205 Neabsco Rd Woodbridge VA 22191 City/State/Zip	Phone 703-221-4915 Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Christine Hoeffner Organization (if applicable) VRE	Address 1500 King St Ste. 202 Alexandria, VA 22314 City/State/Zip	Phone 703-838-5442 Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Gail "for Rail" Parker Organization (if applicable) Fairfax Filmed for Public Access TV	Address 5904 Mt. Eagle Dr. # 1118 Alexandria VA 22303 City/State/Zip	Phone 571-282-8381 Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: Arlington

Date & Location: 11.13.14 Crystal City - Wash DC

Contact Information			Do you currently travel by rail?
Name Nancy Gordon-Brooks Organization (if applicable) Myers Power Products	Address 11921 Freedom Drive #502 City/State/Zip Reston, VA 20190	Phone 571-919-0793 Email nancy.gordonbrooks@myerspower.com	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name JOE SHELLHORSE Organization (if applicable) US HIGH SPEED RAIL	Address 106 ST NE STE 710 City/State/Zip WASHINGTON DC 20002	Phone (202) 248-5001 Email JSHELLHORSE@USHSR.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name GERRY FULLER Organization (if applicable)	Address 1200 Crystal Dr #713 Arlington, VA 22202 City/State/Zip	Phone 703 395-4799 Email gerryfuller@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name WADE SMITH Organization (if applicable)	Address 8010 Burnhamwood Dr McLean, VA 22102 City/State/Zip	Phone 203-356-2586 Email oceanblue1492@verizon.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Christer Ahl Organization (if applicable) Crystal City Civic Association	Address 1805 Crystal Drive #74 City/State/Zip Arlington, VA. 22202	Phone 703-271-6418 Email Christer.ahl@comcast.net	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Denise Nugent Organization (if applicable) Travis Ky + Assoc	Address 3900 Jermon town Rd, #300 City/State/Zip Fairfax VA 22030	Phone Email denisenugent@verizon.net	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name Russell Stevens Organization (if applicable) Self	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Crystal City - Westin*

Contact Information			Do you currently travel by rail?
Name <i>ROSS CAPON</i> Organization (if applicable)	Address <i>9220 Shelton St,</i> City/State/Zip <i>Bethesda MD 20817-2410</i>	Phone <i>301-385-6438</i> Email <i>RailCapon@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>MIKE GOODE</i> Organization (if applicable) <i>JACOBS</i>	Address <i>1100 N Glebe Rd</i> City/State/Zip <i>Arlington VA 22201 #500</i>	Phone <i>571-309-2799</i> Email <i>michael.goode@jacobs.com</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Rob Mandle</i> Organization (if applicable) <i>Crystal City BID</i>	Address <i>2001 S.D. Highway Suite 505</i> City/State/Zip <i>Arlington, VA 22202</i>	Phone <i>703.915.9429</i> Email <i>rmandle@crystalcity.org</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>FRED ROSE</i> Organization (if applicable) <i>Fairfax Co., DPWES</i>	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Karen Campbell</i> Organization (if applicable)	Address <i>4031 University Dr</i> <i>Ste 100</i> City/State/Zip <i>Fairfax VA 22030</i>	Phone <i>407 496 1273</i> Email <i>Karen@KTCPLAN.COM</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Eric Peterson</i> Organization (if applicable)	Address <i>9531 Whitewater Court</i> City/State/Zip <i>Vienna, Va. 22181</i>	Phone <i>703 348 6945</i> Email <i>ecp50@verizon.net</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Stephen Repetski</i> Organization (if applicable)	Address <i>2600 Hickory Hollow Lane</i> City/State/Zip <i>Oakton VA 22124</i>	Phone <i>571 766 8739</i> Email <i>srepetski@srepetski.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Crystal City - Westm*

Contact Information			Do you currently travel by rail?
Name <i>KEN BRIERS</i>	Address <i>736 5TH ST NE APT B</i>	Phone <i>202/841-6851</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>VRPI</i>	City/State/Zip <i>WASHINGTON, DC 20002-3587</i>	Email <i>ken.briers@gmail.com</i>	
Name <i>John Tolleris</i>	Address <i>5901 Mt Eagle Dr #1201</i>	Phone <i>703-960-7562</i>	<input checked="" type="checkbox"/> Yes <i>if possible</i> <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Alexandria, VA 22303</i>	Email <i>jatolleris@aol.com</i>	
Name <i>David J. Nelson</i>	Address <i>525 7th St NE</i>	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>1 Washington DC 20002</i>	Email <i>dey.david@ycho.com</i>	
Name <i>Pierre Holloman</i>	Address	Phone <i>703-746-4080</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Alexandria Transit</i>	City/State/Zip	Email <i>Pierre.holloman@alexandriava.gov</i>	
Name <i>Carol Fuller</i>	Address <i>1200 Crystal Dr #713</i>	Phone <i>703 477-5954</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Crystal City Civic Association</i>	City/State/Zip <i>Arlington, VA 22202</i>	Email <i>cfuller603@aol.com</i>	
Name <i>Douglas E Judd</i>	Address <i>8791 Peabody St</i>	Phone <i>703-203-6457</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Independent Consultant</i>	City/State/Zip <i>Manassas, VA 20110</i>	Email <i>juddde@verizon.net</i>	
Name <i>RAY HAYHURST</i>	Address <i>421 KING ST #400</i>	Phone <i>703-746-4160</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>CITY OF ALEXANDRIA</i>	City/State/Zip <i>Alexandria, VA 22314</i>	Email <i>raymond.hayhurst@alexandriava.gov</i>	



Sign-in Sheet

Meeting: *Abingdon*

Date & Location: *11.13.14 Capital City - Washington*

Contact Information			Do you currently travel by rail?
Name <i>MARY ANN WELTON</i> Organization (if applicable) <i>ENVIRONMENTAL PLANNER FAIRFAX COUNTY</i>	Address <i>12053 GOV'T CTR PRKY</i> City/State/Zip <i>FAIRFAX VA 22035</i>	Phone <i>703 324-1380</i> Email <i>MaryAnn.Welton@fairfaxcounty.gov</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Charlie Phelps</i> Organization (if applicable) <i>Paraclete Realty</i>	Address <i>111 Cameron Park Place Suite 100</i> City/State/Zip <i>Alexandria VA 22304</i>	Phone <i>301 536 7900</i> Email <i>Charlie@ParacleteRealty.com</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>William M Judd</i> Organization (if applicable)	Address <i>9502 GRAYS Mill Ct</i> City/State/Zip <i>MANASSAS, VA 20110</i>	Phone <i>703-789-5926</i> Email <i>Lahkwido @ AOL.com</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Jon Schermann</i> Organization (if applicable) <i>MWCOG</i>	Address <i>777 N. Capital St. Suite 300</i> City/State/Zip <i>Washington, DC 20002</i>	Phone <i>(202) 671-6172</i> Email <i>jscherman@mwco.org</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>MICHAEL BATTAGLINI</i> Organization (if applicable)	Address <i>1805 CRYSTAL DR ARLINGTON, VA</i> City/State/Zip	Phone <i>703 685 0768</i> Email	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>Andrea Patrizio</i> Organization (if applicable) <i>Paraclete Realty LLC</i>	Address <i>111 Cameron Park Pl Suite 100</i> City/State/Zip <i>Alexandria Va 22304</i>	Phone <i>4436327464</i> Email <i>andrea@paracleteRealty.com</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>ALFRED HARR</i> Organization (if applicable) <i>PATC Executive Director</i>	Address <i>14700 POTOMAC MILLS ROAD</i> City/State/Zip <i>WOODBRIDGE VA 22192</i>	Phone <i>(703) 580-6121</i> Email <i>AHARR@OMNIRISE.COM</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Crystal City - Wash*

Contact Information			Do you currently travel by rail?
Name DAVE SALMON	Address <i>1308 CRYSTAL DR</i> <i>#</i>	Phone <i>703-416-6750</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>occasionally</i>
Organization (if applicable) <i>Remax Allegiance</i>	City/State/Zip <i>ARLINGTON, VA 22202</i>	Email <i>davesalmon@mls.com</i>	
Name <i>David Shriver</i>	Address <i>1118 S. Alfred St. Apt 192B</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Alexandria VA 22314</i>	Email <i>d8altergo@gmail.com</i>	
Name <i>Steve Dunham</i>	Address <i>8600 S. Fork Ct.</i>	Phone <i>540 891 6614</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Va. Assn. of Ry. Patrons</i>	City/State/Zip <i>Fredericksburg, VA 22407</i>	Email <i>SGDunham@Verizon.net</i>	
Name <i>Chris Slatt</i>	Address <i>2100 8th St S</i>	Phone	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>Arlington Transportation Commission</i>	City/State/Zip <i>Arlington, VA 22204</i>	Email <i>chris@dodgersden.com</i>	
Name <i>JAMIE JOO</i>	Address <i>1100 N. GLEBE RD STE 500</i>	Phone <i>571-218-1511</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>JACOBS</i>	City/State/Zip <i>ARLINGTON, VA 22079</i>	Email <i>JAMIE.JOO@JACOBS.COM</i>	
Name <i>ROBERTO DRAGONIERI</i>	Address <i>1100 N. Glebe Rd</i>	Phone <i>571-218-7490</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Organization (if applicable) <i>JACOBS</i>	City/State/Zip <i>Arlington, VA 22079</i>	Email <i>roberto.dragonieri@jacobson.com</i>	
Name <i>Pamela Van Hine +</i>	Address <i>918 S. 19th Ct</i>	Phone	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Bnactors</i>	City/State/Zip <i>22202</i>	Email <i>pvanhine@gmail.com</i>	



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Crystal City - Washin*

Contact Information			Do you currently travel by rail?
Name <i>Sandra Borden, President</i> Organization (if applicable) <i>CRYSTAL CITY CIVIC ASSOC</i>	Address <i>1805 CRYSTAL DR #1105</i> City/State/Zip <i>ARLINGTON VA 22202-4408</i>	Phone <i>703 685 0768</i> Email <i>sandraborden@att.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>BILL NOVAK</i> Organization (if applicable) <i>NTP SERVICES</i>	Address <i>1709 N. UTAH ST.</i> City/State/Zip <i>ARLINGTON, VA 22207</i>	Phone <i>703-525-7020</i> Email <i>NOVAKTRANPLAN@GMAIL.COM</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Erfatih Salim</i> Organization (if applicable) <i>Fairfax County Government</i>	Address City/State/Zip <i>Water Resources Engineer</i>	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>GREG PLOTNICK</i> Organization (if applicable) <i>SELF</i>	Address <i>5300 HOLMES RAN PKY #1515</i> City/State/Zip <i>ALEXANDRIA, VA. 22304</i>	Phone <i>703.963.1392</i> Email <i>greg.p123@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Steve Strauss</i> Organization (if applicable) <i>DDOT</i>	Address <i>55 M St., SE</i> City/State/Zip <i>Washington, DC 20003</i>	Phone <i>202-671-1357</i> Email <i>steve.strauss@dc.gov</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Laura Glassman</i> Organization (if applicable) <i>Self</i>	Address <i>1300 Crystal Dr #804</i> City/State/Zip <i>Arlington VA 22202</i>	Phone Email <i>laura1300@verizon.net</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>Alex Haske</i> Organization (if applicable) <i>PSS</i>	Address <i>2100 Crystal Drive</i> City/State/Zip <i>Arlington 22202</i>	Phone Email <i>AHASKE@PSS.ORG</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Crystal City - Westin*

Contact Information			Do you currently travel by rail?
Name <i>Cliff Dunn</i> Organization (if applicable) <i>VHSR/NARP</i>	Address <i>130 James River Drive</i> City/State/Zip <i>Newport News, VA 23601</i>	Phone <i>(757) 813-1494</i> Email <i>wcdunn@widomaker.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>B. Selfridge</i> Organization (if applicable) <i>CCCA</i>	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Wynn Rivers</i> Organization (if applicable) <i>Arlington Co.</i>	Address <i>2100 Clarendon Blvd, Suite 900</i> City/State/Zip <i>Arlington, VA 22201</i>	Phone <i>703-228-7929</i> Email <i>Lrivers@ArlingtonVA.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Elliot Sperling</i> Organization (if applicable) <i>N/A</i>	Address <i>1401 N TRF ST</i> City/State/Zip <i>Arlington, VA 22201</i>	Phone <i>301 395 4774</i> Email <i>elliott.a.sperling@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>T. Plaskin</i> Organization (if applicable)	Address City/State/Zip	Phone Email <i>terence.plaskin@dot.gov</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>MIKE AIELLO</i> Organization (if applicable)	Address <i>221 R SONE, Apt B</i> City/State/Zip <i>Washington, DC 20002</i>	Phone Email <i>thechorp@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Pat Corp</i> Organization (if applicable) <i>SMART-TD</i>	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Crystal City - Washin*

Contact Information			Do you currently travel by rail?
Name <i>Scott E. Pedowitz</i> Organization (if applicable)	Address <i>2250 Clarendon Blvd, Apt # 1118</i> City/State/Zip <i>Arlington, VA 22201</i>	Phone <i>1-571-257-7239</i> Email <i>sepedowitz@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Lauren Hall</i> Organization (if applicable) <i>SC&A, Inc.</i>	Address <i>1011 Arlington Blvd, Apt. 1021</i> City/State/Zip <i>Arlington, VA 22209</i>	Phone <i>703-350-4739</i> Email <i>lhall@scanc.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Collier Cook</i> Organization (if applicable)	Address <i>1001 N. Randolph St. #409</i> City/State/Zip <i>Arlington VA 22201</i>	Phone <i>703-247-3046</i> Email <i>Collier.Cook@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Gabriel Morey</i> Organization (if applicable) <i>Student W&M</i>	Address <i>313 Jaustown Road</i> City/State/Zip <i>williamsburg VA, 23187</i>	Phone <i>540-560-9470</i> Email <i>gtmorey@email.wm.edu</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Carolyn Held</i> Organization (if applicable) <i>CC&A</i>	Address <i>1300 Crystal Dr # 505</i> City/State/Zip <i>Arld, 22202</i>	Phone <i>703-416-7256</i> Email <i>carolynheld@comcast.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Matt Bell</i> Organization (if applicable) <i>GMU - Student</i>	Address City/State/Zip	Phone <i>703-606-2997</i> Email <i>mbell17@gmu.edu</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Brad Edwards</i> Organization (if applicable)	Address <i>6364 Chimney Wood Ct</i> City/State/Zip <i>Alexandria VA 22306</i>	Phone <i>571-991-1758</i> Email <i>bedwards2425@yahoo.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *Arlington*

Date & Location: *11.13.14 Annapolis-Washin*

Contact Information			Do you currently travel by rail?
Name <i>Valerie Pardo</i> Organization (if applicable) <i>VDOT</i>	Address <i>3975 Fair Ridge Dr. Fairfax, VA</i> City/State/Zip	Phone 703 Email <i>valerie.pardo@VDOT.virginia.gov</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name Dennis <i>Leach</i> Organization (if applicable) <i>Arlington DOT</i>	Address <i>2100 CHAMBERLAIN BLVD SUITE 900 ARLINGTON, VA 22201</i> City/State/Zip	Phone <i>703-228-0508</i> Email <i>leach@arlingtonva.us</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Scott Harwood</i> Organization (if applicable)	Address <i>2701 S. VINE ST</i> City/State/Zip <i>Arlington, VA 22202</i>	Phone Email <i>theharwoods@earthlink.net</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Name [scribble] Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>FAISAL HAMEED.</i> Organization (if applicable) <i>DC DOT</i>	Address <i>55 M ST, SE</i> City/State/Zip <i>WASHINGTON DC</i>	Phone Email <i>faisal.hameed@dc.gov</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Name <i>John W.</i> Organization (if applicable)	Address City/State/Zip	Phone Email	<input type="checkbox"/> Yes <input type="checkbox"/> No
Name <i>Janet Murphy</i> Organization (if applicable) <i>Independent Green Party of VA</i>	Address <i>704 N Monroe St #6</i> City/State/Zip <i>22201</i>	Phone <i>202 215 5691</i> Email <i>ja.starlings@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



Sign-in Sheet

Meeting: *Albany*

Date & Location: *11.13.14 Capital City - Westin*

Contact Information			Do you currently travel by rail?
Name <i>Allen Muchnick</i>	Address <i>9625 Park Dr</i>	Phone <i>703-947-6667</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Virginia Bicycling Federation</i>	City/State/Zip <i>Manassas VA 20110</i>	Email <i>allen22204@gmail.com</i>	
Name <i>Matthew Shufflett</i>	Address <i>1116 Cottage St., S.W.</i>	Phone <i>703-242-2403</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip <i>Vienna, VA 22180</i>	Email <i>shufflett matt mom@aol.com</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	



Sign-in Sheet
Meeting:
Date & Location:

Contact Information			Do you currently travel by rail?
Name <i>Nicholas Devereux</i>	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable) <i>Sen Mark Warner</i>	City/State/Zip	Email <i>nicholas.devereux@warner.senate.gov</i>	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	
Name	Address	Phone	<input type="checkbox"/> Yes <input type="checkbox"/> No
Organization (if applicable)	City/State/Zip	Email	



What benefits could improved passenger rail service bring?

The following are a few points from the project team and other studies.

Can you think of more?

- **Decreased travel times with increased speeds up to 90 mph**
- **Increased frequency of passenger rail service**
- **Improved reliability of passenger rail service**
- **Competitive option to air and auto travel along the eastern seaboard**
- **Improved air quality and reduced greenhouse gas emissions from automobiles**
- **Economic benefit to the Commonwealth and this region**
- **Improved motorist and rail safety through upgraded highway-railroad crossings**

Potential Improvements

To make improved passenger rail service possible, including increasing passenger rail operating speeds to 90 mph, this project will evaluate the following improvements:

- **Construct additional main line track**
- **Straighten curves in existing tracks**
- **Improve station areas**
- **Improve sidings and signals**
- **Improve grade crossings**

Let's Get Virginia Moving! You're invited to come along for the ride.

Thank you for your interest in planning the future of intercity high-speed passenger rail in the Washington, D.C. to Richmond corridor. The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are holding Public Scoping Meetings to launch preliminary engineering and environmental review for Southeast High Speed Rail (SEHSR) along a 123-mile segment, which generally follows the CSX railroad parallel to I-95 between Washington, D.C. and Richmond, Va. This segment will provide the critical link between the northeast rail corridor and the rest of the SEHSR corridor, enhancing connectivity between Washington, D.C., Richmond, and beyond by providing faster and more reliable rail service. Improving the current passenger rail corridor, while supporting the preservation and growth of the existing freight corridor, is integral to the successful long-term operation of the Commonwealth's multimodal transportation system.

This project will result in a Tier II Environmental Impact Statement (EIS) that will describe actions needed to expand the capacity of the rail network and document whether those actions would affect air quality, noise, water, open space, and several other aspects of the man-made and natural environments. The EIS is intended to help decision makers understand the benefits and risks of moving forward with this project.



Project Background

The EIS is a document required by the National Environmental Policy Act (NEPA) for all federal projects that could significantly impact the environment. It encourages communication and cooperation between all who are involved in environmental decisions: government officials, private businesses, and the public.

For high-speed rail corridors, FRA typically conducts two tiers of review. The first tier (Tier I EIS), which was completed in 2002, evaluated the environmental and socio-economic issues of a passenger rail corridor between Washington, D.C. and Charlotte, N.C. at a high level but did not identify the exact footprint of the passenger rail route. While the Tier I EIS established the general corridor for improved service, the actual route will be developed as part of the more rigorous Tier II EIS process. Currently there are two Tier II projects underway for the SEHSR corridor, the Richmond, Va. to Raleigh, N.C. Tier II (anticipated to be complete early in 2015) and this project, which is just starting. The selection of the preferred route improvements and the formal federal approval (called a Record of Decision or ROD), will signal the approval for final design and construction to begin.

What came out of the SEHSR Tier I EIS?

The Tier I EIS recommended that the Tier II EIS projects should:

- Use an incremental development approach.
- Minimize impacts by using existing rail infrastructure, corridor, and railroad right-of-way.
- Reduce expected initial capital investment.
- Generate benefits of higher speeds in achievable timeframes.
- Add new higher speed intercity round trips to the corridor.

Project Area

The limits of the project area extend approximately 123 miles from Arlington, Va., where the Long Bridge crosses the Potomac River into Washington, D.C., to Centralia, halfway between Richmond and Petersburg, Va. Proposed improvements are along CSX-owned track, generally parallel to the I-95 corridor.



Public Input – A Key Component

During the EIS process, stakeholder and public input are critical to providing important insight to DRPT and FRA as they refine which alternative improvements are the best for a given locality and corridor as a whole. Public input will be integrated into the technical evaluation process to ensure their input is considered before decisions are made.

The information and materials here and online at www.DC2RVArail.com are designed to educate you about the project process so that you will be able to offer relevant input throughout the effort.

Scoping Phase – We Need Your Input to Shape the Plan

We are currently in the Scoping Phase of the Project. During this phase, the team wants your input to help shape the following:

- Development of the Purpose and Need for higher speed passenger rail
- Identification of the scope of environmental issues to be addressed



Project Purpose and Need – Why Improved Passenger Rail?

Why do we need this project? *Do these statements capture Virginia's current and future transportation needs?*

- Prepare for population growth.
- Account for the increase in intercity travel demand.
- Offer more transportation options as travel delays increase because of growing congestion on Virginia's highways and at airports.
- Help mitigate the negative effects this congestion will have on the economy, quality of life, and air quality in the Commonwealth.
- Support economic development.
- Support emergency transportation plans.
- Improve safety and energy effectiveness.

Environmental Issues Screening

The team will evaluate potential improvements against a number of environmental categories.

Are you aware of any environmental issues to add?

- Air Quality
- Water Quality
- Historic Properties
- Parks, Recreation Areas, and Open Space
- Noise and Vibration
- Wetlands and Streams
- Social and Economic Impacts
- Threatened and Endangered Species

Key Milestones - Tier II Full Steam Ahead:

Scoping (2014)

Meetings to introduce the program and identify issues to be addressed in the scope of work. Early input helps narrow the range of alternatives considered in the Draft EIS.

Draft EIS (2016)

Summarizes potential impacts and benefits of the proposed alternative(s). The document is made available for public review and a public hearing is held.

Final EIS (2017)

After considering public and agency input and the alternatives analysis/screening results, a recommended alternative is published in the Final EIS.

Record of Decision (2017)

The FRA issues a Record of Decision stating its final decision on the recommended alternative.

Send Comments and Input by December 5

Formal public comments must be submitted by December 5, 2014, to be included in the official public record for the scoping phase of the project. General comments and questions may be submitted at any time. You can:

- Participate in a self-guided online meeting: www.DC2RVArail.com
- Read materials online and send your comments and questions electronically from the project website.
- Mail comments to: Emily Stock, Manager of Rail Planning, DRPT, 600 E. Main St., Suite 2102, Richmond, VA 23219.

While your questions and comments may not be responded to individually, the Draft EIS will include a summary of Scoping Phase comments and responses for your review.

Many Ways to Stay On Track

There will be several more meetings like this one during key project milestones at various locations along the corridor. Online meetings also will be offered to complement each set of in-person meetings.

Learn more, stay informed, and keep in contact:

- Visit our website at: www.DC2RVArail.com
- Facebook: DC2RVArail
- Twitter: @DC2RVArail
- Email: info@DC2RVArail.com
- Sign up on the website to receive email updates.
- Submit an online question or comment at any time.
- Attend a public meeting in person or online.
- Call us toll-free at: 888-832-0900 or TDD 711



DC2RVA at a Glance:

The project is designed to improve service between Washington, D.C. and Richmond.

- Northern Terminus – Long Bridge (Potomac River) in Arlington, Va.
- Southern Terminus – Centralia in Chesterfield, Va.
- Approximately 123-mile segment generally parallel to the I-95 corridor
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express (VRE) provides commuter rail service
- Along CSX's Richmond, Fredericksburg, and Potomac Subdivision

En Español?

Si usted necesita servicios de traducción para poder participar, por favor envíe un email a: espanol@DC2RVArail.com

DRPT Mission:

The Department of Rail and Public Transportation's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.

DRPT is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please contact the Title VI Compliance Officer, Linda Balderson, (804) 786-4440, 600 E. Main Street, Suite 2102, Richmond, VA 23219.

Envíe Comentarios y Aportes hasta Diciembre 5

Comentarios formales del público deben ser enviados antes del 5 de Diciembre del 2014, para ser incluidos en el registro oficial de la fase de alcance del proyecto. Comentarios generales y preguntas pueden ser suministradas en cualquier momento a lo largo del proyecto.

Usted puede:

- Participar en una reunión auto guiada en línea: www.DC2RVArail.com
- Leer el material en línea y envíe sus comentarios y preguntas electrónicamente desde el sitio web del proyecto.
- Enviar por correo sus comentarios a:
Emily Stock, Manager of Rail Planning, DRPT,
600 E. Main St., Suite 2102, Richmond, VA 23219

Aunque las preguntas y comentarios podrían no ser atendidos de manera individual, el Borrador del EIS incluirá un sumario de respuestas y comentarios sobre la Fase de Alcance para su revisión.

Muchas Maneras de Estar en el Camino

Van a haber más reuniones como esta durante los hitos claves del proyecto en distintas localidades a lo largo del corredor. Reuniones en línea también serán ofrecidas para complementar cada reunión en persona.

Aprenda más, permanezca informado, y mantenga el contacto:

- Visite el sitio web: www.DC2RVArail.com
- Facebook: [DC2RVArail](https://www.facebook.com/DC2RVArail)
- Twitter: [@DC2RVArail](https://twitter.com/DC2RVArail)
- Email: info@DC2RVArail.com
- Regístrese en el sitio web para recibir actualizaciones en su email.
- Envíe preguntas o comentarios en cualquier momento.
- Asista a una reunión pública en persona o en línea.
- Llámenos gratuitamente al: 888-832-0900 o TDD 711



DC2RVA en un Vistazo:

El proyecto está diseñado para mejorar el servicio entre Washington, D.C. y Richmond.

- Terminal Norte - Long Bridge (Río Potomac) en Arlington, Va.
- Terminal Sur - Centralia en el Condado Chesterfield, Va.
- Aproximadamente un segmento de 123 millas generalmente paralelo al corredor de I-95
- Corredor compartido por trenes de pasajeros y de carga
- Amtrak presta el servicio entre ciudades de tren de pasajeros
- Virginia Railway Express presta el servicio de tren de cercanías
- A lo largo de la subdivisión de CSX en Richmond, Fredericksburg, y Potomac

En Español?

Si usted necesita servicios de traducción para poder participar, por favor envíe un email a: espanol@DC2RVArail.com

Acerca del Departamento de Ferrocarriles y Transporte Público:

La misión del Departamento de Ferrocarriles y Transporte Público es mejorar la movilidad de personas y bienes mediante la expansión de las opciones de transporte en la Mancomunidad a través de trenes, transporte público y servicios a los que se desplazan diariamente al trabajo.

DRPT esta comprometido a asegurar que ninguna persona sea excluida de participar o sea negada de los beneficios de sus servicios en base a su raza, color o origen nacional, como se encuentra protegido en el Título VI del Acta de Derechos Civiles de 1964. Para información adicional de DRPT y sus políticas de no discriminación y procedimientos o para hacer una queja, por favor contacte al Oficial de Cumplimiento de Título VI, Linda Balderson, (804) 786-4440, 600 E. Main Street, Suite 2102, Richmond, VA 23219.



Que beneficios puede traer el mejorar el servicio de tren de pasajeros?

Los siguientes son algunos puntos del equipo del proyecto y otros estudios.

Puede usted pensar en algunos más?

- Reducción en el tiempo de viaje con un aumento de velocidad de hasta 90 mph
- Aumentar la frecuencia de trenes de pasajeros
- Mejorías en la confiabilidad en el servicio de tren de pasajeros
- Competir con la opción de viaje aéreo o en automóvil a lo largo de la costa Este
- Mejorías en la calidad del aire y reducir la emisión de gases de invernadero producidos por automóviles
- Beneficios económicos para la Mancomunidad y la región
- Mejorías en la seguridad de conductores y trenes mediante la actualización de los cruces de autopistas con rieles

Mejorías Potenciales

Para hacer posible el mejorar el servicio de trenes de pasajeros, incluyendo el aumento de la velocidad de operación de trenes de pasajeros hasta 90 mph, este proyecto evaluará las siguientes mejorías:

- Construir una línea de riel adicional
- Enderezar curvas en la vía existente
- Mejorar las áreas de las estaciones
- Mejorar apartaderos y señales
- Mejorar cruces a nivel

Pongamos a Virginia en Movimiento! Usted esta invitado a venir en el viaje.

Gracias por su interés en planear el futuro tren de alta velocidad interurbano en el corredor de Washington, D.C. a Richmond. El Departamento de Ferrocarriles y Transporte Público de Virginia (DRPT) y la Administración Federal de Ferrocarriles (FRA) están celebrando Reuniones Publicas del Alcance para emprender la fase final de la revisión ingenieril y ambiental del Tren de Alta Velocidad del Sureste (SEHSR) a lo largo de un segmento de 123 millas, el cual sigue el ferrocarril de CSX paralelo a I-95 entre Washington, D.C. y Richmond, Va. Este segmento proveerá un enlace critico entre el corredor ferroviario del noreste y el resto del corredor del SEHSR, resaltando la conectividad más allá de Washington, D.C. y Richmond, suministrando un servicio de tren más rápido y más confiable. El mejoramiento del corredor de trenes existente, que respalda la preservación y crecimiento del corredor de carga existente, es vital para el éxito a largo plazo de la operación del sistema multimodal de transporte de la Mancomunidad.

Este proyecto va a tener como resultado una Declaración del Impacto Ambiental de Nivel II (EIS) que describirá las acciones necesarias para expandir la capacidad de la red de trenes y documentar si estas acciones afectarían la calidad del aire, ruido, agua, espacio abierto y demás aspectos de los ambientes naturales y artificiales. El EIS tiene como intención ayudar a las personas encargadas de tomar decisiones entender los beneficios y riesgos del seguir adelante con este proyecto.



Antecedentes del Proyecto

El EIS es un documento requerido por la Acta Nacional de Política Ambiental (NEPA) para todos los proyectos federales que puedan significativamente impactar el medio ambiente. Este promueve la comunicación y cooperación entre todos aquellos que estén envueltos en decisiones de tipo ambiental: oficiales del gobierno, empresas privadas y el público.

Para corredores de tren de alta velocidad, FRA típicamente realiza dos niveles de revisión. El primer nivel (EIS Nivel I), el cual fue terminado en 2002, evaluó asuntos ambientales y socio-económicos de un corredor de trenes entre Washington, D.C. y Charlotte, N.C. a un nivel alto pero sin identificar el trazado de la ruta del tren de pasajeros. Mientras el proyecto Nivel I establece el corredor general para mejorar el servicio, la ruta será desarrollada como parte de un proceso más riguroso como es el EIS Nivel II. Actualmente existen dos proyectos de Nivel II en marcha para el corredor del SEHSR, el de Richmond, Va. a Raleigh, N.C. Nivel II (terminación prevista a comienzos del 2015) y este proyecto, el cual tan solo esta comenzando. La selección de las mejoras de la ruta preferida y la aprobación federal formal (llamada Registro de Decisión o ROD), señalaran el visto bueno para comenzar el diseño y construcción finales.

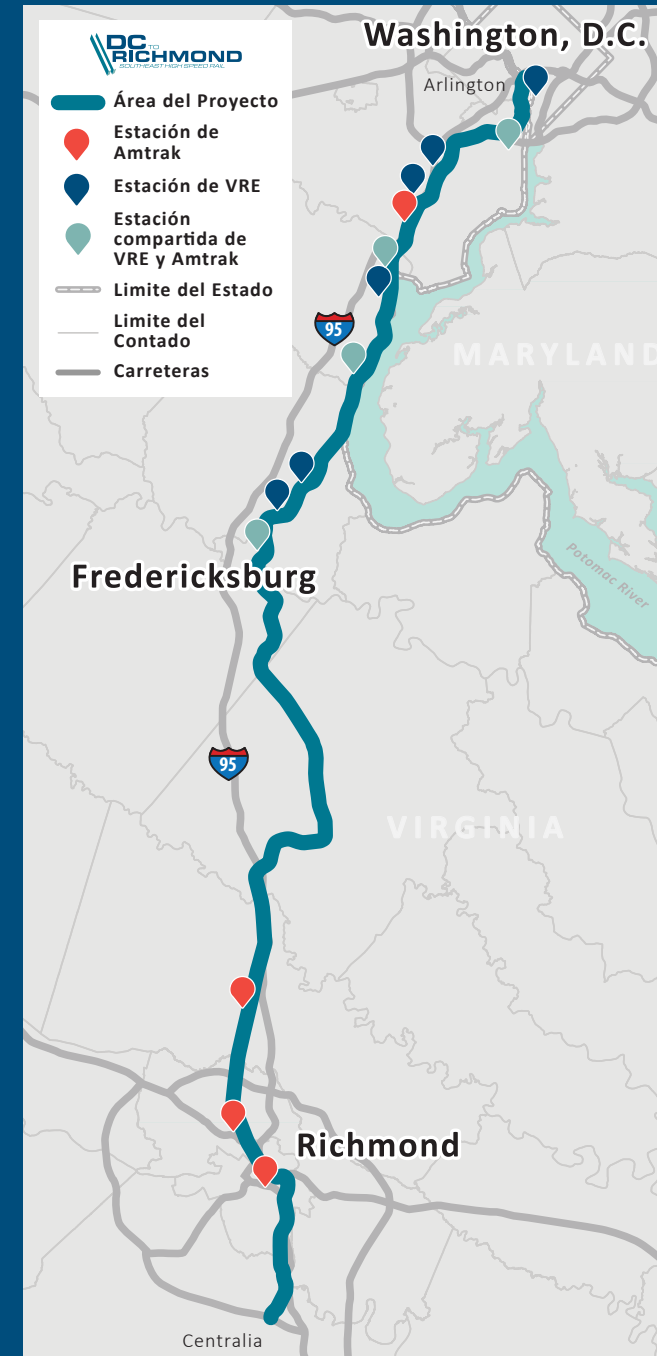
Que se obtuvo en el SEHSR EIS Nivel I?

El EIS Nivel I recomendó que los proyectos del EIS Nivel II deben:

- Usar un enfoque que incremente el desarrollo.
- Minimizar los impactos mediante el uso de infraestructura de trenes existentes, corredores y derecho de vía de ferrocarril existentes.
- Reducir la inversión capital inicial esperada.
- Generar beneficios al tener mayores velocidades en plazos alcanzables.
- Agregar al corredor nuevos viajes de ida y vuelta a alta velocidad.

Área del Proyecto

Los límites del área del proyecto se extienden aproximadamente 123 millas desde Arlington, Va., donde el Long Bridge cruza el río Potomac hacia Washington, D.C., hasta Centralia, en la mitad del camino entre Richmond and Petersburg, Va. Las mejoras propuestas se encuentran a lo largo de los rieles propiedad de CSX Transportation, generalmente paralelos al corredor de I-95.



Aportes del Público - Un Componente Clave

Durante el proceso del EIS, los aportes de las partes interesadas y el público son críticos para suministrar ideas importantes al DRPT y FRA mientras ellos perfeccionan cual alternativa de mejoras es la más adecuada para cierta localidad y corredor como conjunto. Los aportes del público serán integrados al proceso de evaluación técnica para asegurar que estos sean considerados antes de la toma de decisiones.

La información y materiales presentes y en línea en www.DC2RVArail.com están diseñados para educarlo a usted acerca del proceso del proyecto para que usted pueda suministrar aportes relevantes.

Fase de Alcance - Necesitamos su aporte para formar el Plan

Estamos actualmente en la Fase de Alcance del proyecto. Durante esta fase, el equipo requiere su aporte para darle forma a los siguientes puntos:

- Desarrollar el Propósito y Necesidad de un tren de pasajeros de alta velocidad
- Identificar el alcance de los aspectos ambientales a ser considerados



Propósito y Necesidad del Proyecto - Por que mejorar el tren de pasajeros?

Por que necesitamos mejorar este proyecto?

Estas declaraciones, capturan las necesidades de transporte presentes y futuras de Virginia?

- Preparación para el crecimiento de la población.
- Considerar el aumento de la demanda de viajes entre ciudades.
- Ofrecer más opciones de transporte cuando las demoras en tiempos de viaje aumentan debido a incrementos en la congestión de autopistas y aeropuertos en Virginia.
- Ayudar a mitigar los efectos negativos que esta congestión traería a la economía, calidad de vida y aire en la Mancomunidad.
- Respalda el desarrollo económico.
- Respalda planes de transporte de emergencia.
- Mejorar la seguridad y la efectividad de la energía.

Control de Aspectos Ambientales

El equipo evaluará las mejoras potenciales contra un cierto numero de categorías ambientales.

Conoce usted algún aspecto ambiental que deba ser agregado?

- Calidad del Aire
- Calidad del Agua
- Propiedades Históricas
- Parques, Áreas de Recreación y Espacios Abiertos
- Ruido y Vibración
- Humedales y Corrientes
- Impactos Sociales y Económicos
- Especies amenazadas y en peligro

Hitos Claves - Nivel II Hacia Adelante:

Alcance (2014)

Reuniones para presentar el programa e identificar aspectos a ser tratados en el alcance del trabajo. Aportes iniciales ayudan a reducir el rango de alternativas a considerar en el Borrador del EIS.

Borrador EIS (2016)

Sumariza los impactos potenciales y los beneficios de la(s) alternativa(s) propuesta(s). El documento esta disponible para la revisión por parte del público y una audiencia pública es llevada a cabo.

EIS Final (2017)

Tras considerar aportes del público y de las agencias y los resultados del análisis y control de las alternativas, una alternativa es recomendada y publicada en el EIS Final.

Registro de Decisión (2017)

El FRA establece un Registro de Decisión declarando su decisión final por la alternativa recomendada.

**Washington, D.C. to Richmond Southeast High Speed Rail
Scoping Comment Form
Fall 2014**

This project will document whether, and to what extent, the improvements that are needed to increase rail capacity and speed of rail travel would affect the environment. The environment includes both natural and man-made resources, such as air quality; water quality; cultural resources and historic properties; indirect impacts; parks, recreation, and open spaces; noise; wetlands and streams; traffic; social and economic factors; and threatened and endangered species. Please provide a comment if there is a potential impact, resource, or location that concerns you.

Additional Comments:

Name: _____

Organization: _____

Street Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Would you like to receive project updates? Yes No

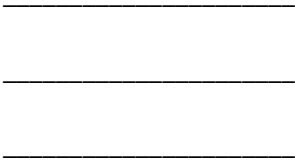
Formal scoping comments are due December 5, 2014.

How to submit comments:

- Complete and submit this form at a meeting.
- Use the instructions on the reverse side of this form to mail this form.
- Email your comments to info@DC2RVArail.com
- Fill out the online comment form at www.DC2RVArail.com
- Call the project hotline at **(888) 832-0900, TDD 711**



Please fold, fasten with tape, and mail. No envelope necessary. Do not staple.



Place
Stamp
Here

Emily Stock
Manager of Rail Planning
DRPT
600 E Main St, Ste 2102
Richmond, VA 23219

Washington, D.C. a Richmond Tren de Alta Velocidad

Forma de Comentarios del Alcance

Otoño 2014

Este proyecto documentará sí y hasta que alcance, los proyectos que son necesarios para aumentar la capacidad de trenes afectarían el medio ambiente. El medio ambiente incluye calidad del aire, calidad del agua, propiedades históricas, impactos indirectos, parques, recreación y espacios abiertos, ruido, humedales y corrientes, impactos sociales y económicos, y especies amenazadas y en peligro.

Por favor suministre su aporte sí existe una localidad o un impacto potencial de su interés.

Comentarios Adicionales:

Nombre: _____

Organización: _____

Dirección _____

Ciudad, Estado, _____

Teléfono: _____

Email: _____

Le gustaría recibir actualizaciones del proyecto? Sí No

Como Enviar Comentarios*

- Complete y envíe esta forma en una reunión.

- Use las instrucciones al reverso y envíe esta forma por correo.

- Envíe sus comentarios a info@DC2RVArail.com

-Use la forma de comentarios en línea www.DC2RVArail.com

- Llame a la línea del proyecto al **(888) 832-0900, TDD 711**



Por favor doble, selle con cinta y envíe por correo. No es necesario sobre. No use grapa.

Ponga
Sello
Aqui

Emily Stock
Manager of Rail Planning
DRPT
600 E Main St, Ste 2102
Richmond, VA 23219



Welcome!

This scoping meeting is being held to:

- Kick off and explain the Tier II Environmental Impact Statement (EIS) process.
- Discuss the purpose and need for improvements.
- Review project route and potential rail improvements.
- Identify scope of issues to address.
- Hear from you!

Scoping comments will be accepted until December 5, 2014.

The Washington D.C. to Richmond High Speed Rail project:

- Is the northernmost segment of the Southeast High Speed Rail (SEHSR) corridor.
- Consists of preliminary engineering and environmental review.
- Evaluates route alternatives for providing higher speed intercity passenger rail service.
- Includes a Tier II Environmental Impact Statement (EIS) for the 123-mile corridor.
- Will include an evaluation of ridership and revenue, station area improvements, service frequency, and schedules.

2001 SEHSR Tier I EIS Purpose and Need

- Improve transportation choices.
- Ease congestion.
- Improve safety and energy effectiveness.
- Reduce air emissions per passenger mile.
- Improve transportation system efficiency.

Considerations Specific to the Washington, D.C. to Richmond Segment

Connect the SEHSR and Northeast Corridors

- Address the "missing link" in infrastructure and service between the Northeast corridor and planned improvements to the SEHSR corridors.

Provide a viable alternate transportation mode between Washington, D.C. and Richmond

- Improve choices.
- Avoid I-95 congestion.
- Increase return on investment for transportation dollars.
- Reduce environmental impacts.

Integrated Rail System in Virginia

- Improve connectivity of intercity passenger rail operations in Virginia.
- Accommodate expansion of VRE's commuter rail system.
- Increase flexibility of shared freight/passenger rail system.

Efficient Rail Operations in Richmond

- Improve the safety and efficiency of passenger and freight rail operations through Richmond.

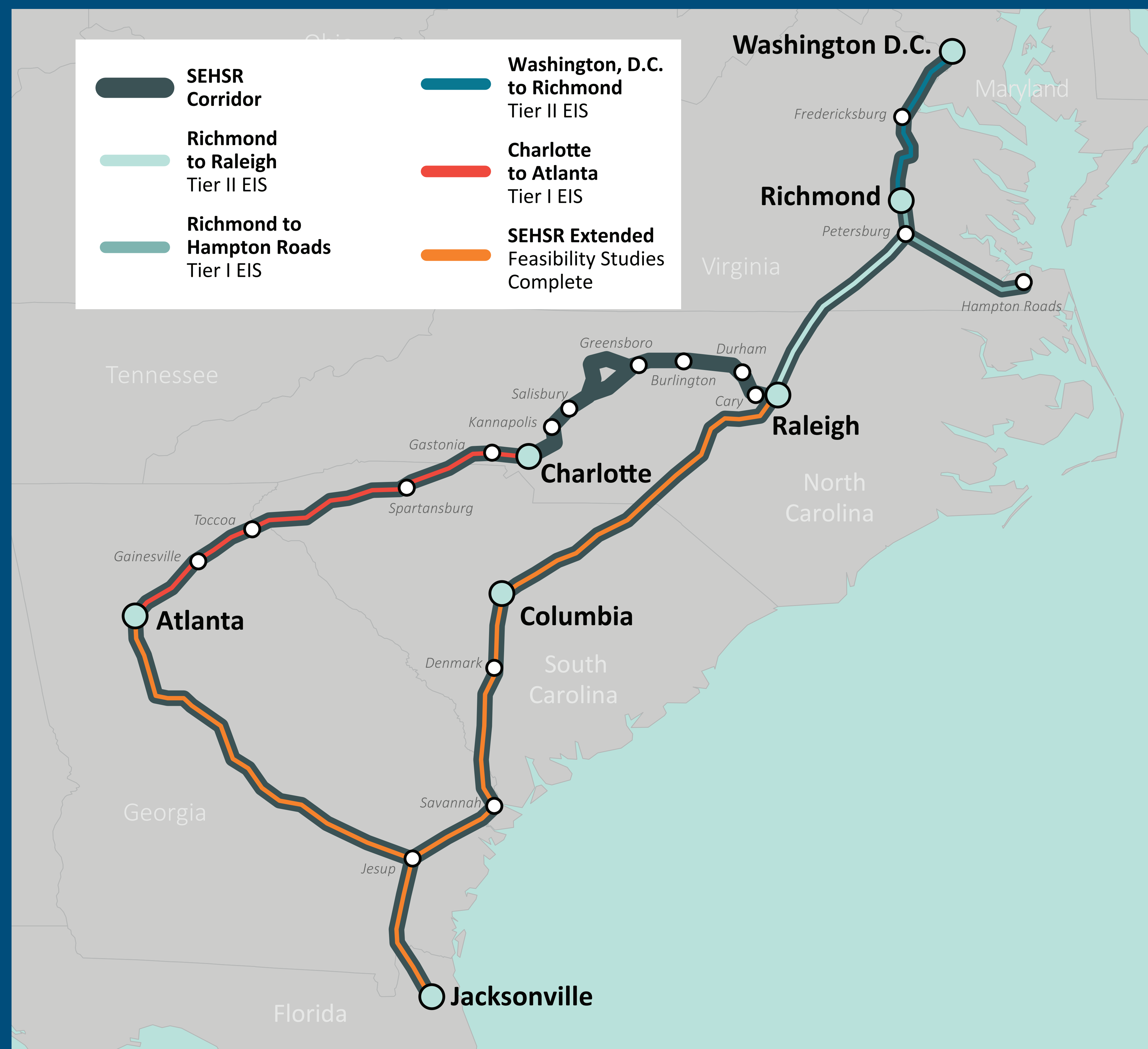
Developing the Tier II Purpose & Need

Think about Virginia's current and future transportation needs.

Air Quality Population 
Safer Crossings Growth
AVOIDING CONGESTION **ECONOMIC DEVELOPMENT**
quality of life 
  **ON HIGHWAYS AND AT AIRPORTS** *intercity travel demand* **Economic Benefits**

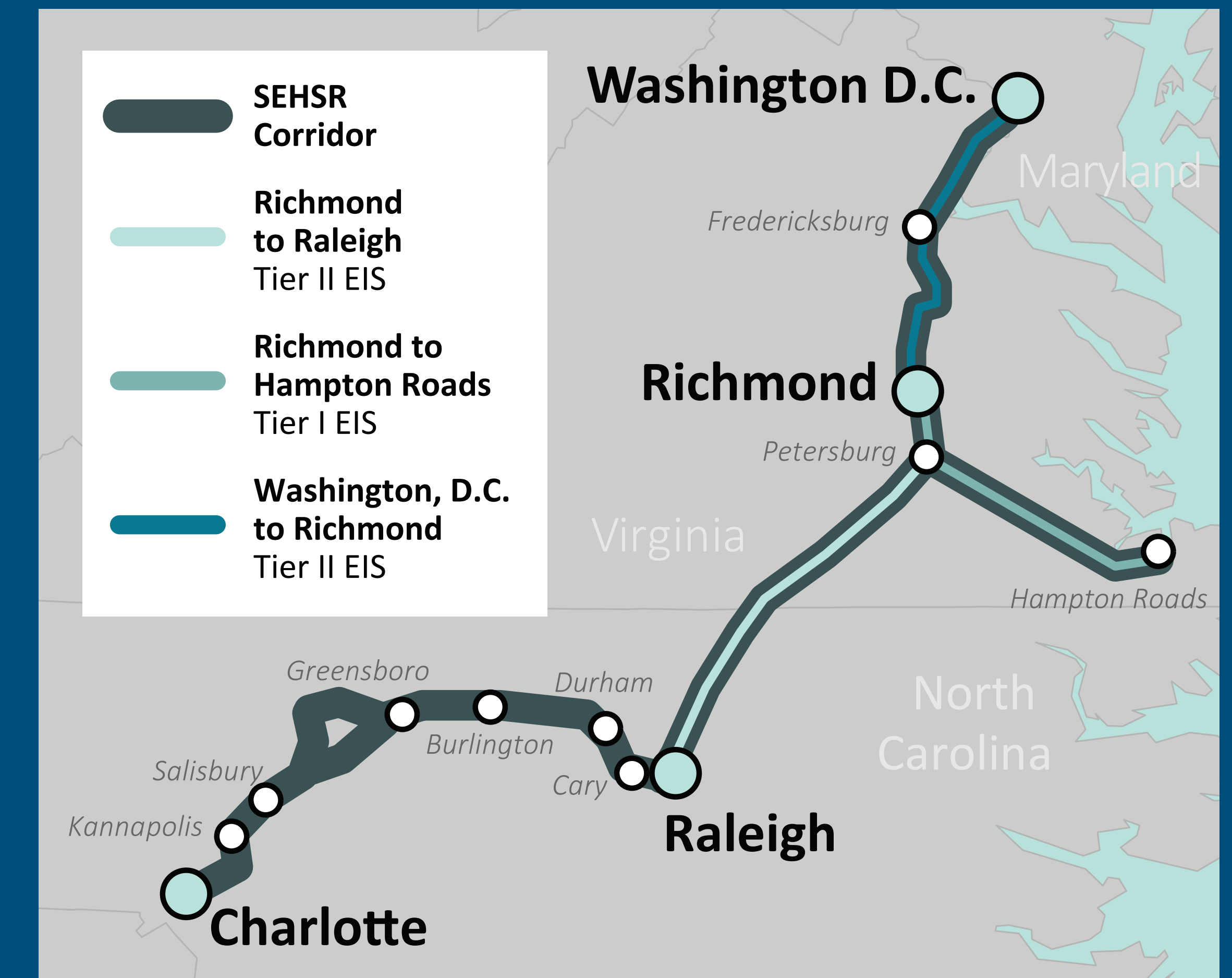
What is Southeast High Speed Rail (SEHSR)?

- Part of a plan by USDOT, Virginia, North Carolina, South Carolina, Georgia, and Florida
- Component of a nationwide multimodal transportation network
- Viable alternative to air and auto travel



- Use an incremental development approach.
- Minimize impacts by using existing rail infrastructure, corridors, and railroad right-of-way.
- Reduce expected initial capital investment.
- Generate benefits of higher speeds in achievable timeframes.
- Add new higher speed round trips to the corridor.

The Washington, D.C. to Richmond High Speed Rail Tier II EIS will identify potential improvements and evaluate their impact on the environment and how well they fulfill the Purpose and Need.

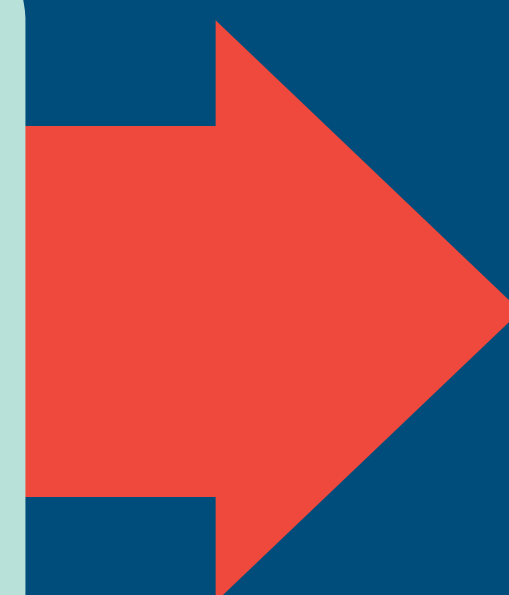


	1990	2000	2010	2020
Southeast High Speed Rail Corridor	<p>1991 – National high speed rail corridors included in the Intermodal Surface Transportation Efficiency Act of 1991</p> <p>1992 – USDOT designated SEHSR from Washington, D.C. to Charlotte, N.C. as one of the national high-speed rail corridors <i>The designation allowed for federal funds to be spent on rail-related improvements</i></p> <p>1999 – Tier I EIS began for the entire 500-mile corridor Washington, D.C. to Charlotte, N.C.</p> <p>2002 – Tier I Record of Decision published</p>			
Richmond to Raleigh	<p>2003 – Tier II EIS project began for the Raleigh, N.C. to Petersburg, Va. segment</p> <p>2007 – Tier II EIS extended to Richmond, Va.</p> <p>2015 – Tier II Record of Decision expected</p>			
Richmond to Hampton Roads	<p>2012 – Tier I Record of Decision <i>A preferred high-speed rail alternative was identified</i></p>			
Washington, D.C. to Richmond	<p>2014 – Tier II EIS project began</p> <p>2017 – Tier II Record of Decision expected</p>			

The Tier II EIS will:

- Summarize broader issues reported in the Tier I Study.
- Focus on site-specific impacts and mitigation for individual elements of the larger study.
- Incorporate further public/agency input.
- Quantify impacts and analyze potential mitigation measures.

**Tier II Documentation
and Decisions**



**Permitting, Final Design,
Right-of-way Acquisition, and Construction**

The project leaders:

- Virginia Department of Rail and Public Transportation (DRPT)
Project Sponsor/Environmental Lead
- Federal Railroad Administration (FRA)
Lead Federal Agency

Project Area Overview

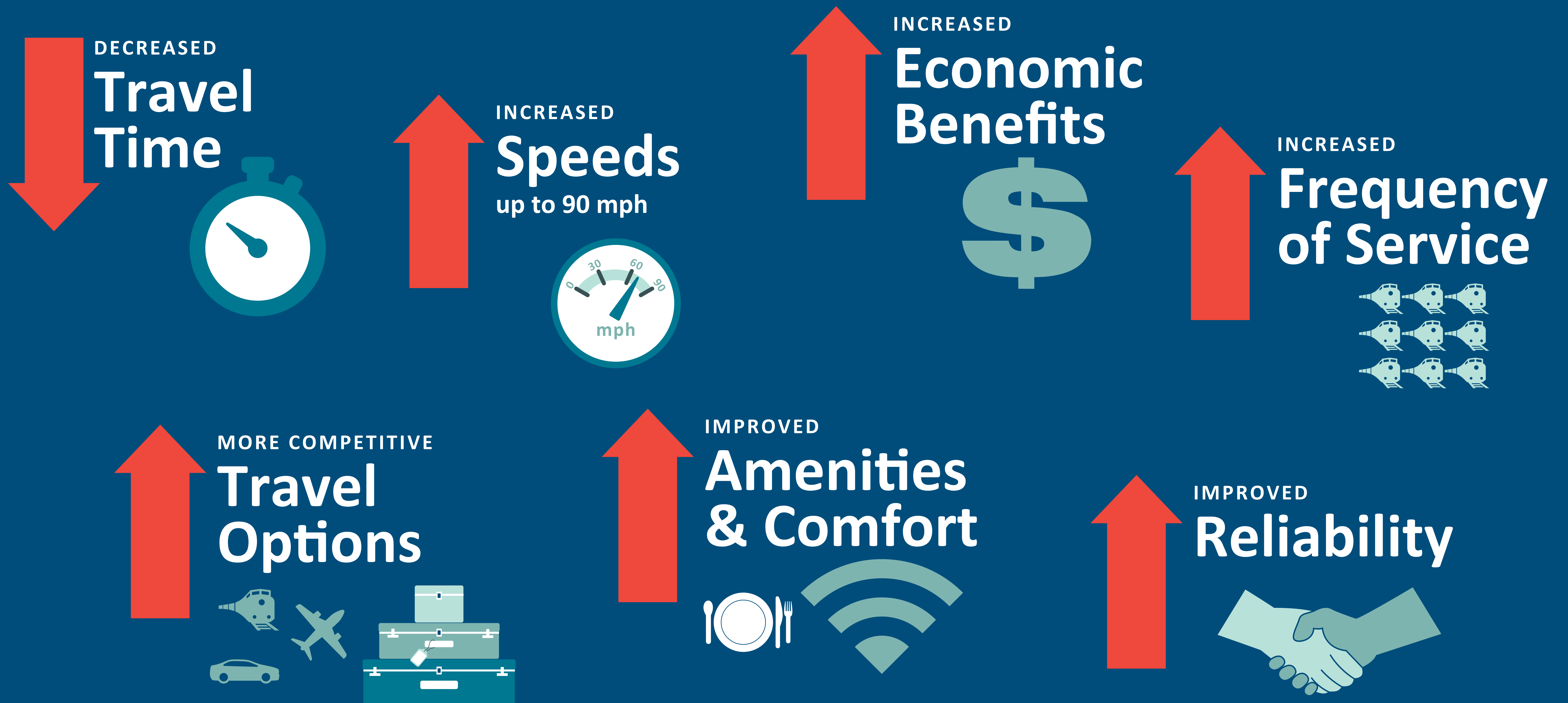
The project is designed to improve service between Washington, D.C. and Richmond.

- Northern Terminus -- Long Bridge, Arlington, Va. (Potomac River)
- Southern Terminus -- Centralia in Chesterfield County, Va.
- Approximately 123-mile segment generally parallel to the I-95 corridor
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service
- Along CSX's Richmond, Fredericksburg, and Potomac Freight Rail Subdivision



Proposed Higher Speed Rail Service

If implemented, the project could result in:



Project Timeline

The Tier II EIS is expected to be completed by 2017.



Scoping
Solicit public input on the issues and concerns the project should address

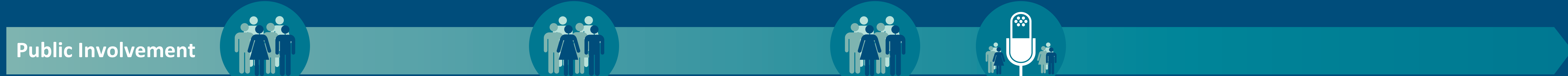
Purpose & Need
Establish why the project is needed

Alternatives
Identify and consider alternatives that address the program's Purpose and Need

Screening
Review alternatives to determine if they are reasonable and feasible considering socio-economics, engineering, the environment, and cost

DRAFT Draft EIS Document has a full description of the affected environment, a range of alternatives, and an analysis of the impacts of each alternative

Final EIS
Announce Proposed Action based on the comments received on the Draft EIS



We Are Here

Public Scoping Meetings

Public Workshops for Updates on Alternatives

Public Information Meetings for Project Update

Public Hearing

Record of Decision
Issued by FRA; determines selected alternative and mitigation requirements

We need *your input* to ensure we identify the benefits and impacts associated with improved passenger rail service.

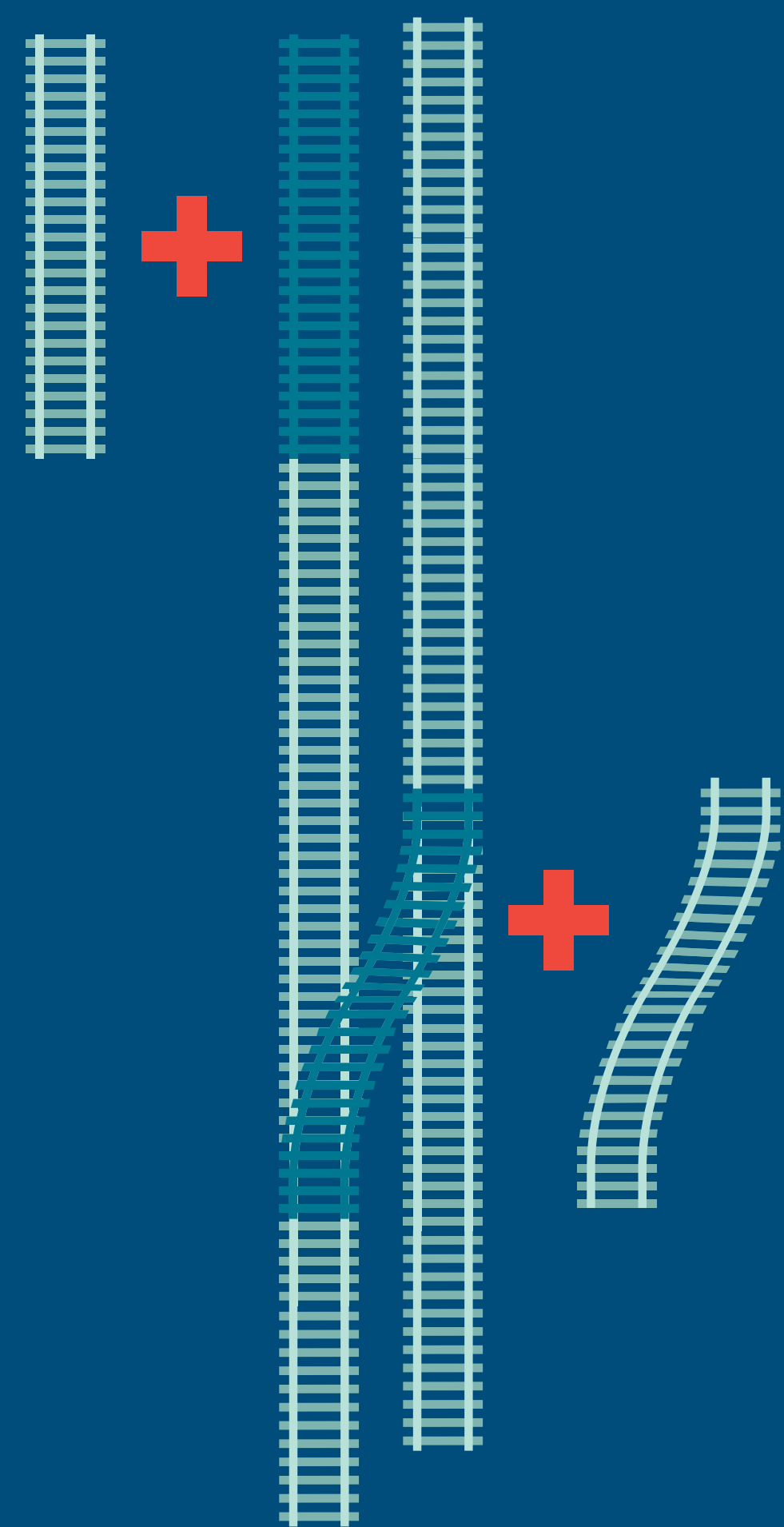
As part of the Tier II EIS, the Project Team will consider potential effects on:

- Air Quality
- Historic Properties
- Indirect Impacts
- Parks, Recreation, and Open Space
- Water Quality
- Noise and Vibration
- Wetlands and Streams
- Social and Economic Impacts
- Threatened and Endangered Species

Improvement Concepts

To make all this possible, the project may include:

Construction of additional main line tracks and crossovers.



Straightening of curves.



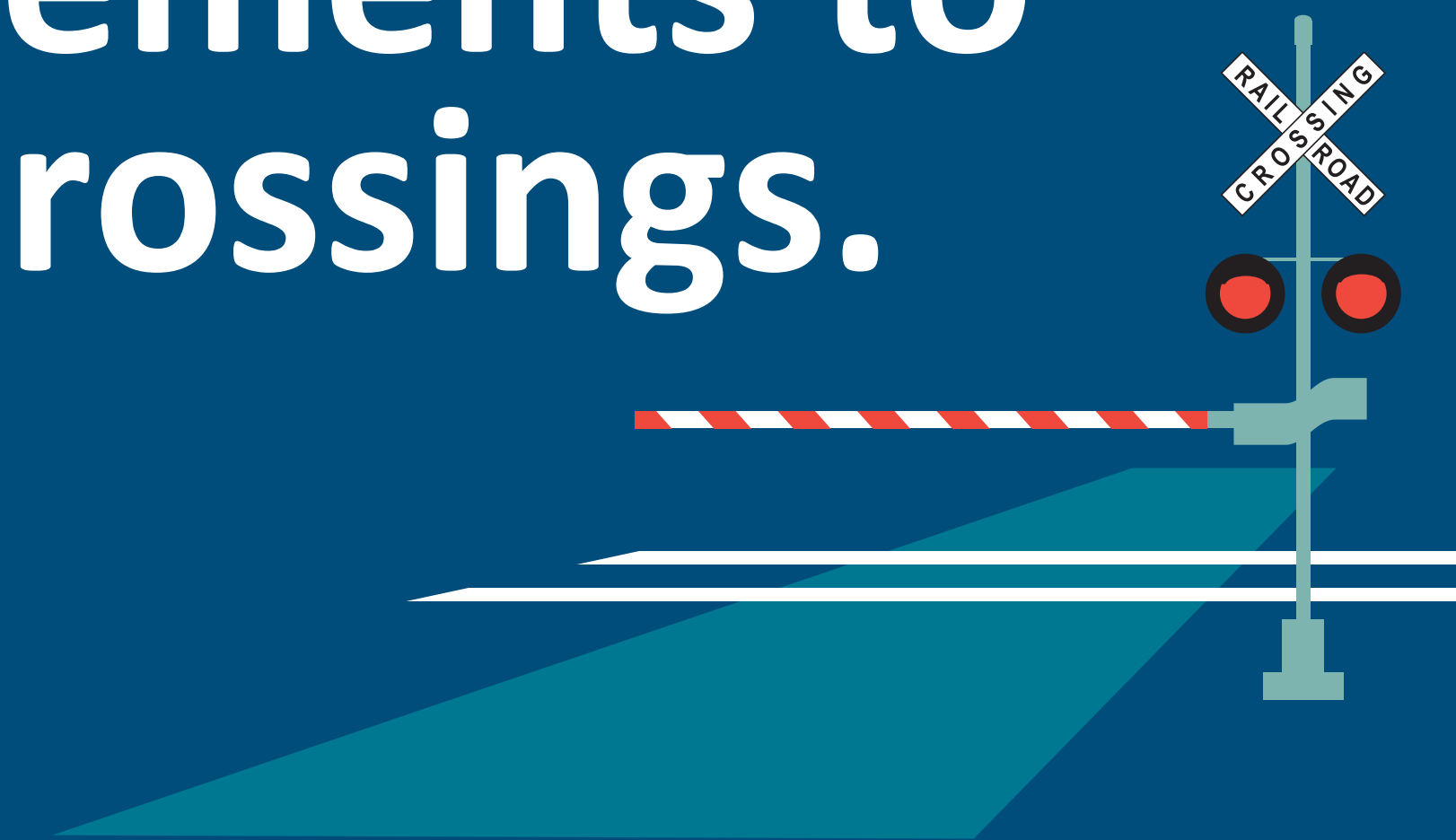
Station area improvements.



Improvements to sidings and signals.






Improvements to grade crossings.



Multiple opportunities to get involved will be provided throughout the project. Public meetings will be held at project milestones.

We want to hear from you!

-  Fill out a comment form today.
-  Leave a message on the project hotline: **(888) 832-0900, TDD 711**
-  Email your comments to: **info@dc2rvarail.com**
-  Mail your comments to:
Virginia Department of Rail and Public Transportation
Attn: Emily Stock, Manager of Rail Planning
600 East Main Street, Suite 2102
Richmond, VA 23219

*Comments on the scope of the issues to be evaluated will be accepted through **December 5, 2014.***

Next Steps:

The next round of public meetings will be held in Spring 2015 to discuss alternatives.



Scoping Meeting

Agenda

- Introductions
- Southeast High Speed Rail (SEHSR) Multi-State Overview
- Virginia Project Overview
- Your Input
- Get Involved

Welcome!

This Scoping Meeting is being held to:

- Kick off and explain the Tier II Environmental Impact Statement (EIS) process
- Discuss the Purpose and Need for improvements
- Review project route and potential rail improvements
- Identify scope of issues the project should address
- Hear from you

Submit **DEC.**
Comments 
By:

 SEHSR Corridor	 Washington, D.C. to Richmond Tier II EIS
 Richmond to Raleigh Tier II EIS	 Charlotte to Atlanta Tier I EIS
 Richmond to Hampton Roads Tier I EIS	 SEHSR Extended Feasibility Studies Complete

Washington D.C.

Richmond

Raleigh

Charlotte

Atlanta

Columbia

Jacksonville

Tennessee

Gainesville

Toccoa

Spartansburg

Gastonia

Kannapolis

Salisbury

Greensboro

Burlington

Cary

Durham

North Carolina

South Carolina

Denmark

Savannah

Jesup

Georgia

Florida

Virginia

Maryland

Fredericksburg

Petersburg

Hampton Roads

What is Southeast High Speed Rail?



**SEHSR
Corridor**



**Richmond
to Raleigh**
Tier II EIS



**Richmond to
Hampton Roads**
Tier I EIS



**Washington, D.C.
to Richmond**
Tier II EIS

Washington D.C.

Maryland

Fredericksburg

Richmond

Petersburg

Virginia

Hampton Roads

Greensboro

Durham

Burlington

Cary

North
Carolina

Salisbury

Kannapolis

Raleigh

Charlotte

**Tier I D.C. to
Charlotte
SEHSR
Overview**

SEHSR Overview

	1990	2000	2010	2020
Southeast High Speed Rail Corridor	<p>1991 – National high speed rail corridors included in the Intermodal Surface Transportation Efficiency Act of 1991</p> <p>1992 – USDOT designated SEHSR from Washington, D.C. to Charlotte, N.C. as one of the national high-speed rail corridors <i>The designation allowed for federal funds to be spent on rail-related improvements</i></p> <p>1999 – Tier I EIS began for the entire 500-mile corridor Washington, D.C. to Charlotte, N.C.</p> <p>2002 – Tier I Record of Decision published</p>			
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Richmond to Hampton Roads	<p>2012 – Tier I Record of Decision <i>A preferred high-speed rail alternative was identified</i></p>			
Washington, D.C. to Richmond	<p>2014 – Tier II EIS project began</p> <p>2017 – Tier II Record of Decision expected</p>			

SEHSR Overview: Tier I EIS and Previous Studies

Tier I EIS / Previous Studies

Use an incremental development focus.

Minimize impacts by using existing railroad corridors, infrastructure, and right-of-way.

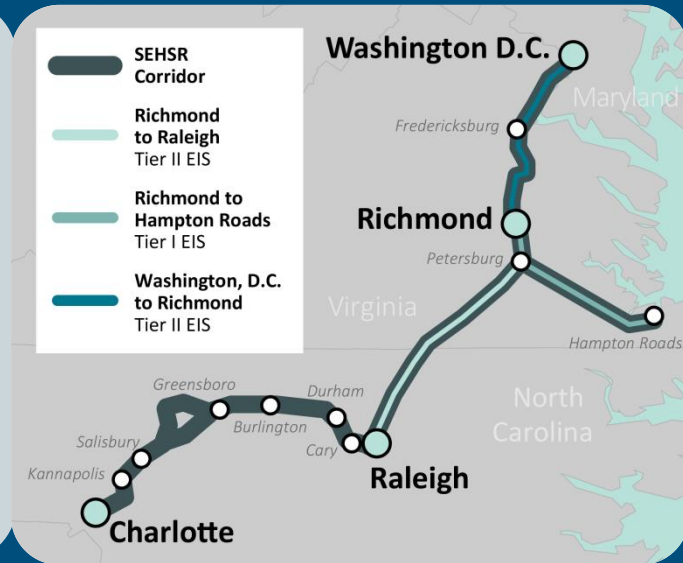
Add new higher speed round trips.

Project Overview: Washington, D.C. to Richmond SEHSR

Northernmost segment of the SEHSR corridor; connects to the Northeast Corridor.

Tier II EIS for 123-mile corridor.

- Preliminary Engineering and Environmental Review.
- Ridership and revenue, station area improvements, service frequency, and schedules.



Project Sponsor/Environmental Lead:



Virginia Department of Rail and Public Transportation

Lead Federal Agency:



U.S. Department of Transportation
Federal Railroad Administration

Project Overview: Tier II EIS

Tier II Environmental Impact Statement (EIS)



Summarize broader issues discussed in the Tier I Study.



Focus on site-specific impacts and mitigation for individual elements of the larger study.



Incorporate further public/agency input.



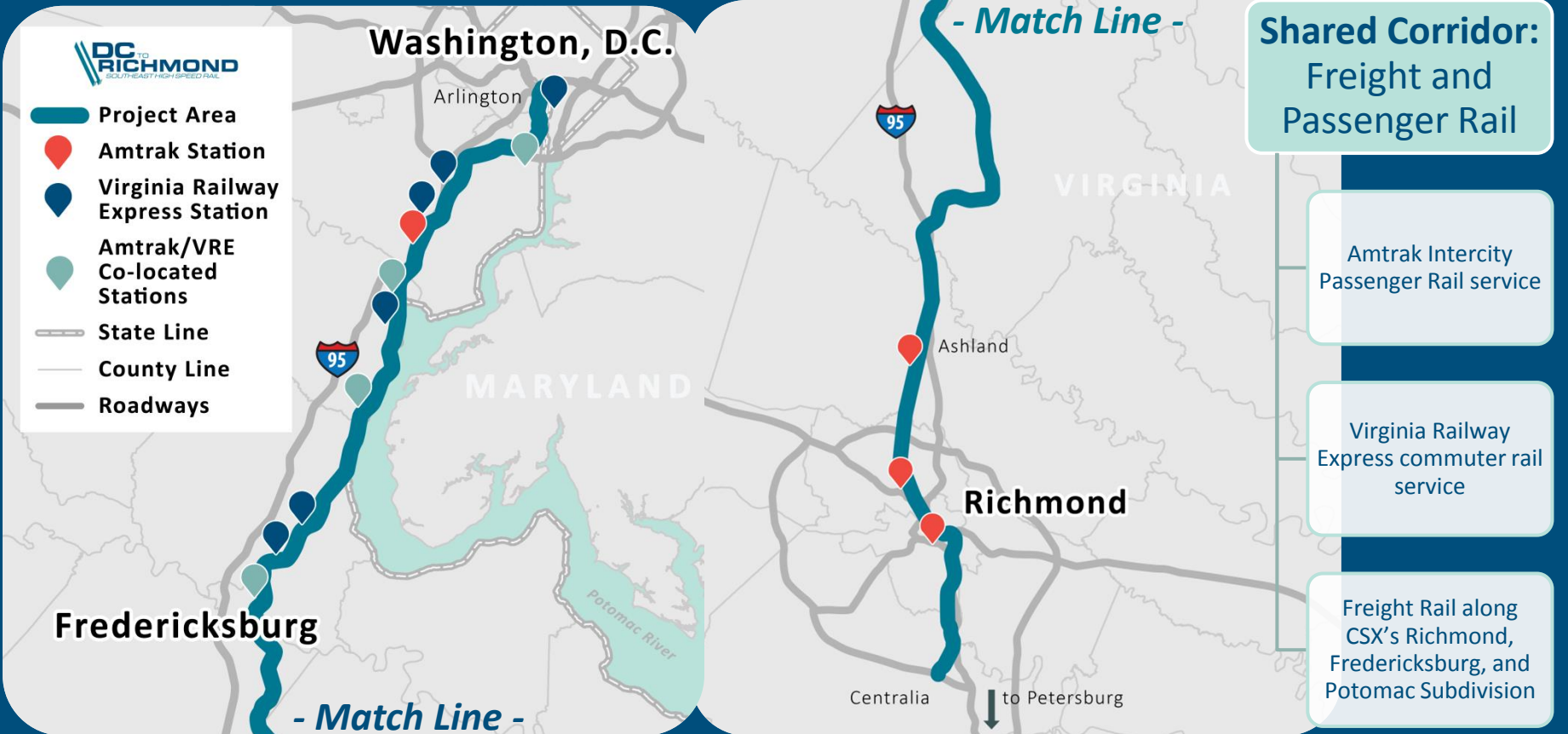
Quantify impacts and analyze potential mitigation measures.



Documentation and decisions lead to permitting, final design, right-of-way acquisition, and construction.

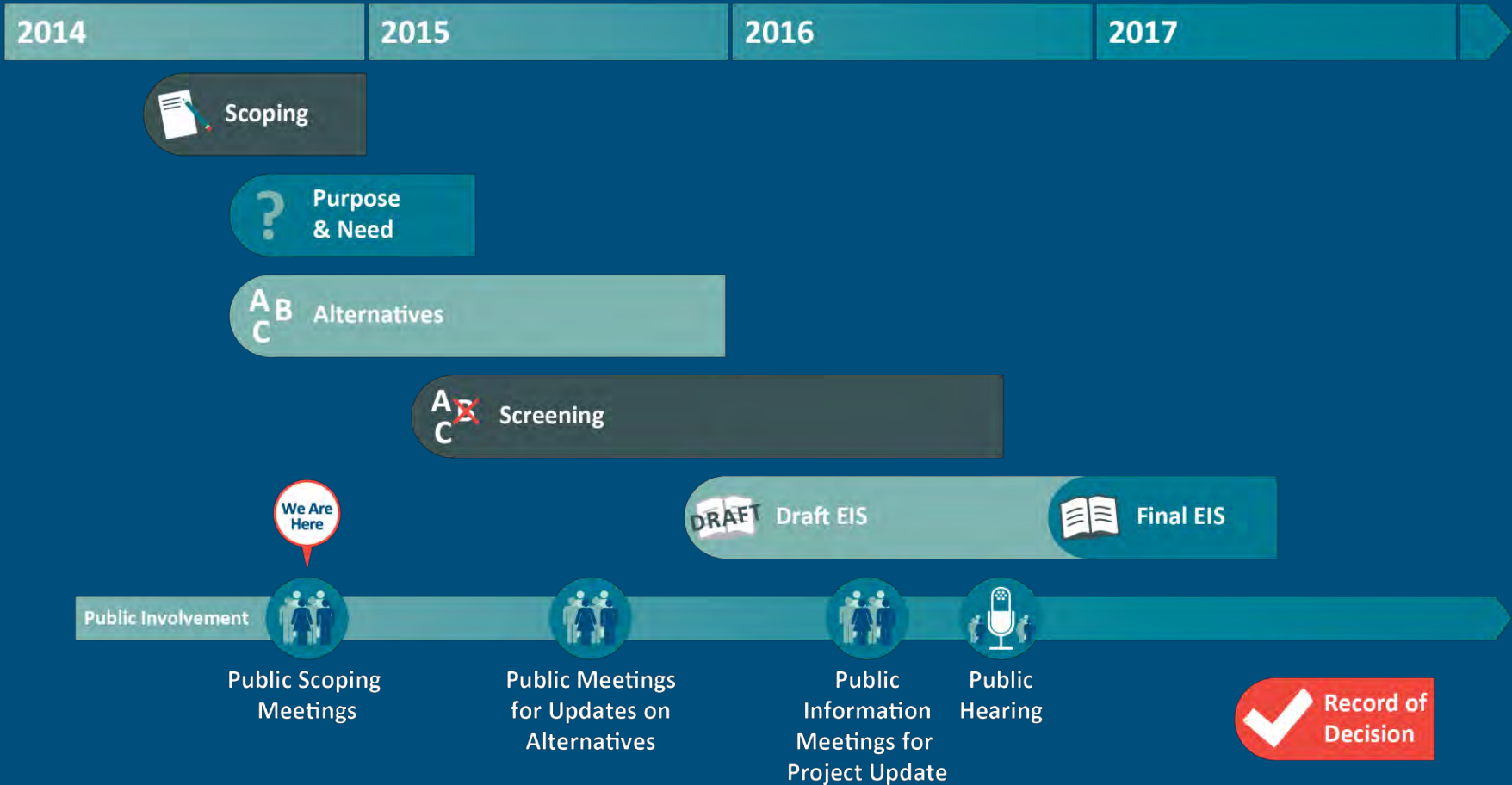
Project Overview: Corridor

Northern Terminus: Long Bridge – Arlington, Va.



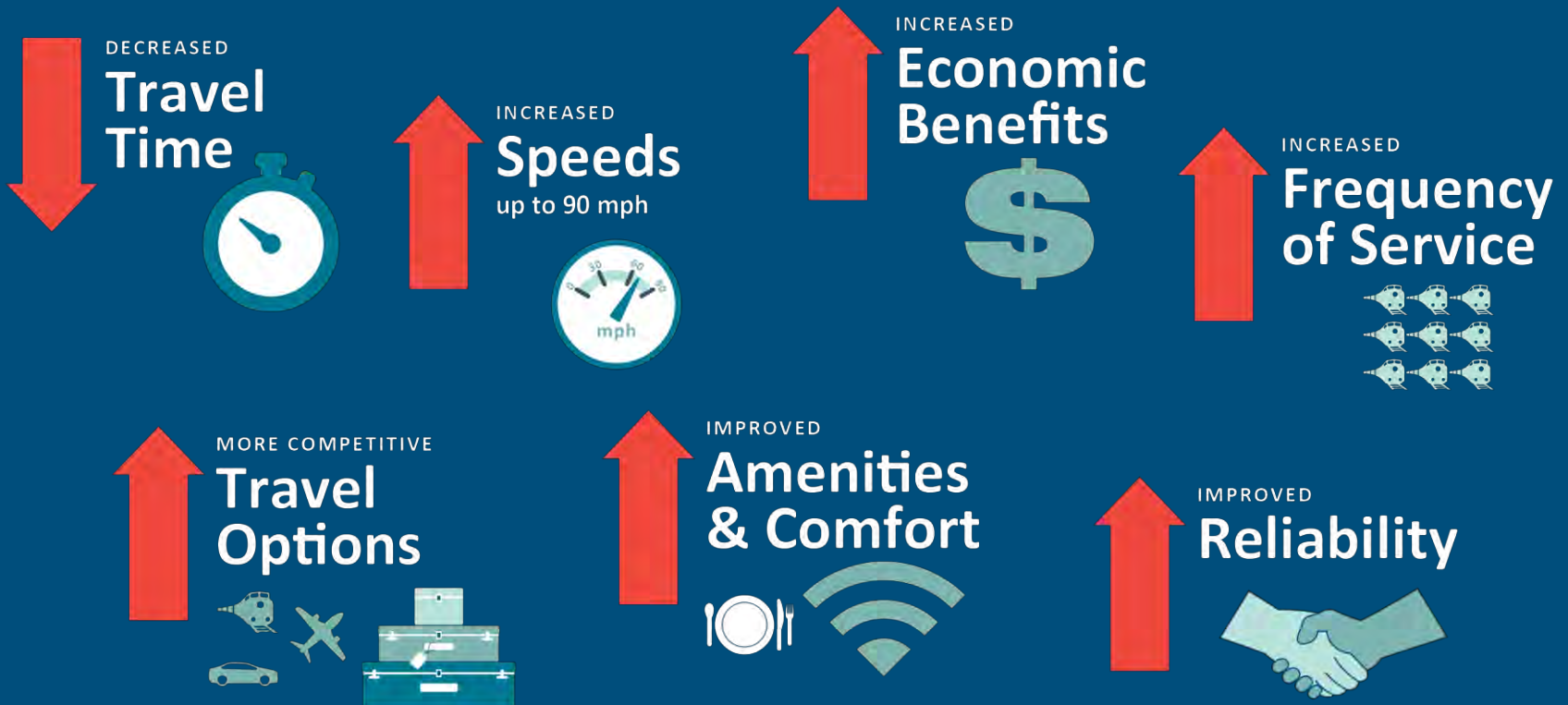
Southern Terminus – Centralia, Va.

Project Overview: Timeline



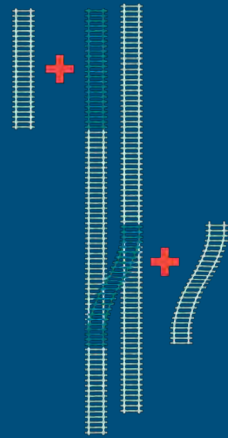
Project Overview: Proposed Rail Service

Higher speed rail could result in:



Project Overview: Possible Improvement Concepts

Construction of additional main line tracks and crossovers.



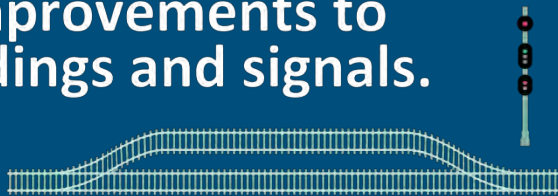
Straightening of curves.



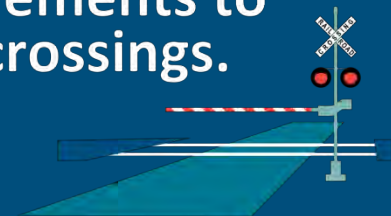
Station area improvements.



Improvements to sidings and signals.



Improvements to grade crossings.



Your Input: Tier II Purpose and Need

Think about Virginia's current and future transportation needs...

Air Quality Population Growth ↑
Safer Crossings Growth ↑
AVOIDING CONGESTION ECONOMIC DEVELOPMENT
quality of life \$
ON HIGHWAYS AND AT AIRPORTS
intercity travel demand Economic Benefits

Your Input: Purpose & Need

2001 SEHSR Tier I EIS Purpose and Need

- Improve transportation choices.
- Ease congestion.
- Improve safety and energy effectiveness.
- Reduce air emissions per passenger mile.
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Considerations Specific to the Washington, D.C. to Richmond Segment

Connect the SEHSR and Northeast Corridors

- Address the "missing link" in infrastructure and service between the Northeast corridor and planned improvements to the SEHSR corridors.

Provide a viable alternate transportation mode between Washington, D.C. and Richmond

- Improve choices.
- Avoid I-95 congestion.
- Increase return on investment for transportation dollars.
- Reduce environmental impacts.

Integrated Rail System in Virginia

- Improve connectivity of intercity passenger rail operations in Virginia.
- Accommodate expansion of VRE's commuter rail system.
- Increase flexibility of shared freight/passenger rail system.

Efficient Rail Operations in Richmond

- Improve the safety and efficiency of passenger and freight rail operations through Richmond.

Your Input: Environmental Screening

Help us identify benefits and impacts associated with:

- Air Quality
- Historic Properties
- Indirect Impacts
- Noise and Vibration
- Parks, Recreation, and Open Space
- Water Quality
- Wetlands and Streams
- Social and Economic Impacts
- Threatened and Endangered Species

Get Involved

We want to hear from you!



Leave your comments with us tonight: [Comment Box](#)



Submit your comment form online at www.DC2RVARail.com



Call the project information line: [888-832-0900](tel:888-832-0900), TDD 711



Email your comments to: info@dc2rvarail.com

Mail your comments to:

Virginia Dept. of Rail and Public Transportation

Attn: Emily Stock, Manager of Rail Planning

600 East Main Street, Suite 2102 Richmond, VA 23219

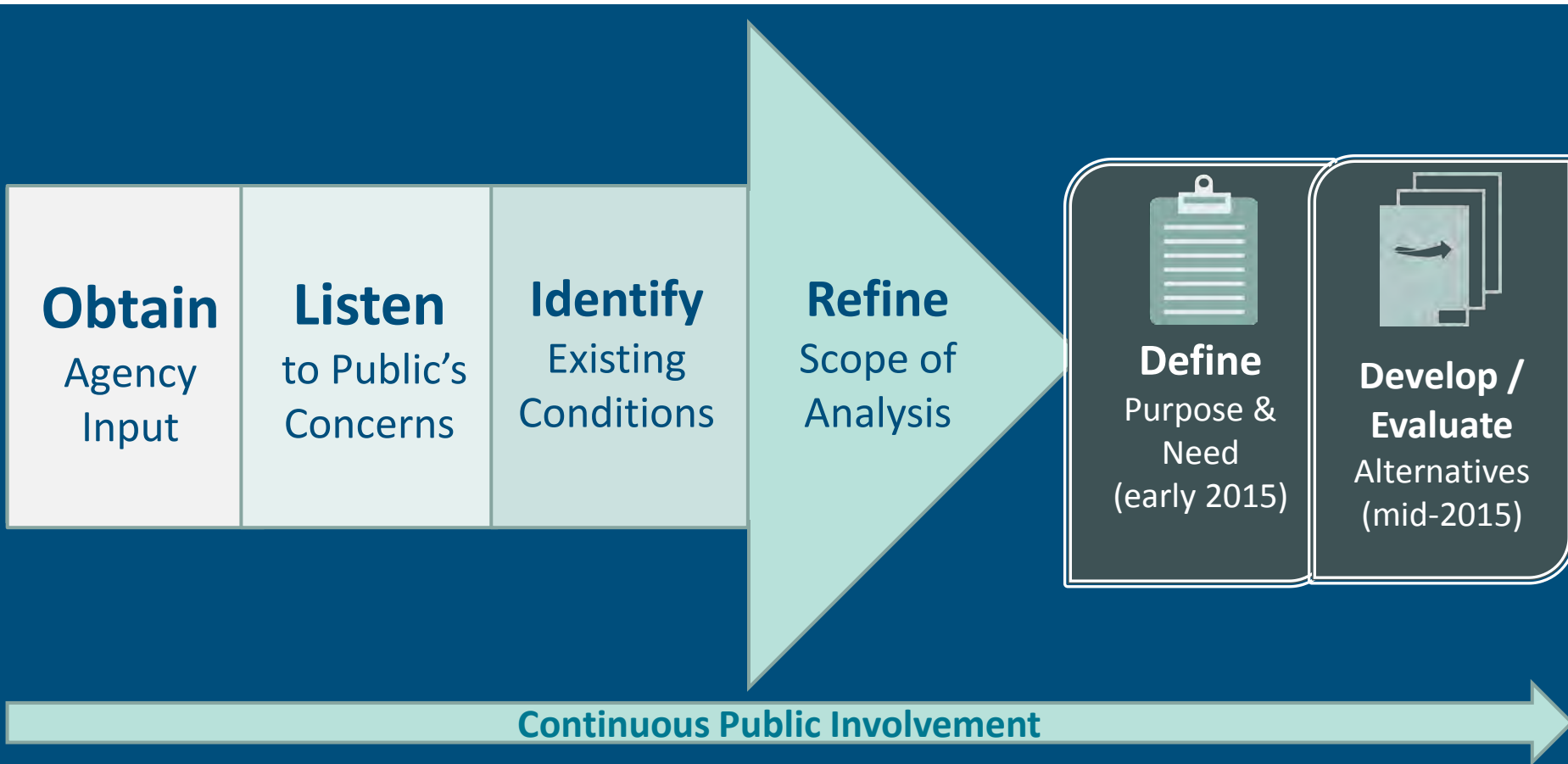
Submit
Comments

By:

DEC.



Project Team's Next Steps





DEMOGRAPHIC SURVEY

Public participation in the transportation planning process is essential to ensuring that the interests of all citizens are considered and reflected. Please complete this survey to help us evaluate if access needs are being met for public meetings. Disclosure of this information is strictly voluntary and anonymous. Thank you.

1. What is your current age?

- 18-25
- 26-39
- 40-65
- Over 65

2. Check the box for the ethnic group with which you most identify:

- White/Caucasian (not of Hispanic origin)
- Black/African American (not of Hispanic origin)
- Hispanic
- Asian
- American Indian/Alaskan Native
- Hawaiian/Pacific Islander
- Other _____

3. What is your total household income?

- Under \$20,000
- \$20,000 – 40,000
- \$40,001- 60,000
- \$60,001- 80,000
- \$80,001 – 100,000
- Over \$100,000

4. Did you request special accommodations such as language translation, sign language, Braille or large print documents to participate in this study?

- Yes
- No

5. If yes, were the special accommodations you requested received?

- Yes
- No

6. Please indicate how you learned about today's meeting (check all that apply):

- Study Website
- Newspaper Ad
- Email
- News Story (TV, Radio, Newspaper)
- City/County Email/Website
- Bus Company/Rideshare Company *I think it was PRTC*
- Other _____



Title VI Survey Results

11/17/2014

Age	Survey Entries	%
18-25	7	8%
26-39	14	16%
40-65	43	50%
Over 65	22	26%
Did Not Answer	0	0%
Total	86	100%

Ethnic Group	Survey Entries	%
White / Caucasian	78	91%
Black / African American	5	6%
Hispanic	0	0%
Asian	1	1%
American Indian / Alaskan Native	0	0%
Hawaiian / Pacific Islander	0	0%
Other	1	1%
Did Not Answer	1	1%
Total	86	100%

Household Income	Survey Entries	%
Under 20K	2	2%
20-40K	10	12%
40-60K	9	10%
60-80K	14	16%
80-100K	8	9%
Over 100K	34	40%
Did Not Answer	9	10%
Total	86	100%

Receive Accommodations	Survey Entries
Yes	0
No	86
Did Not Answer	0
Total	86

If Yes, Were Accommodations Received?	Survey Entries
Yes	0
No	0
N/A	86
Total	86

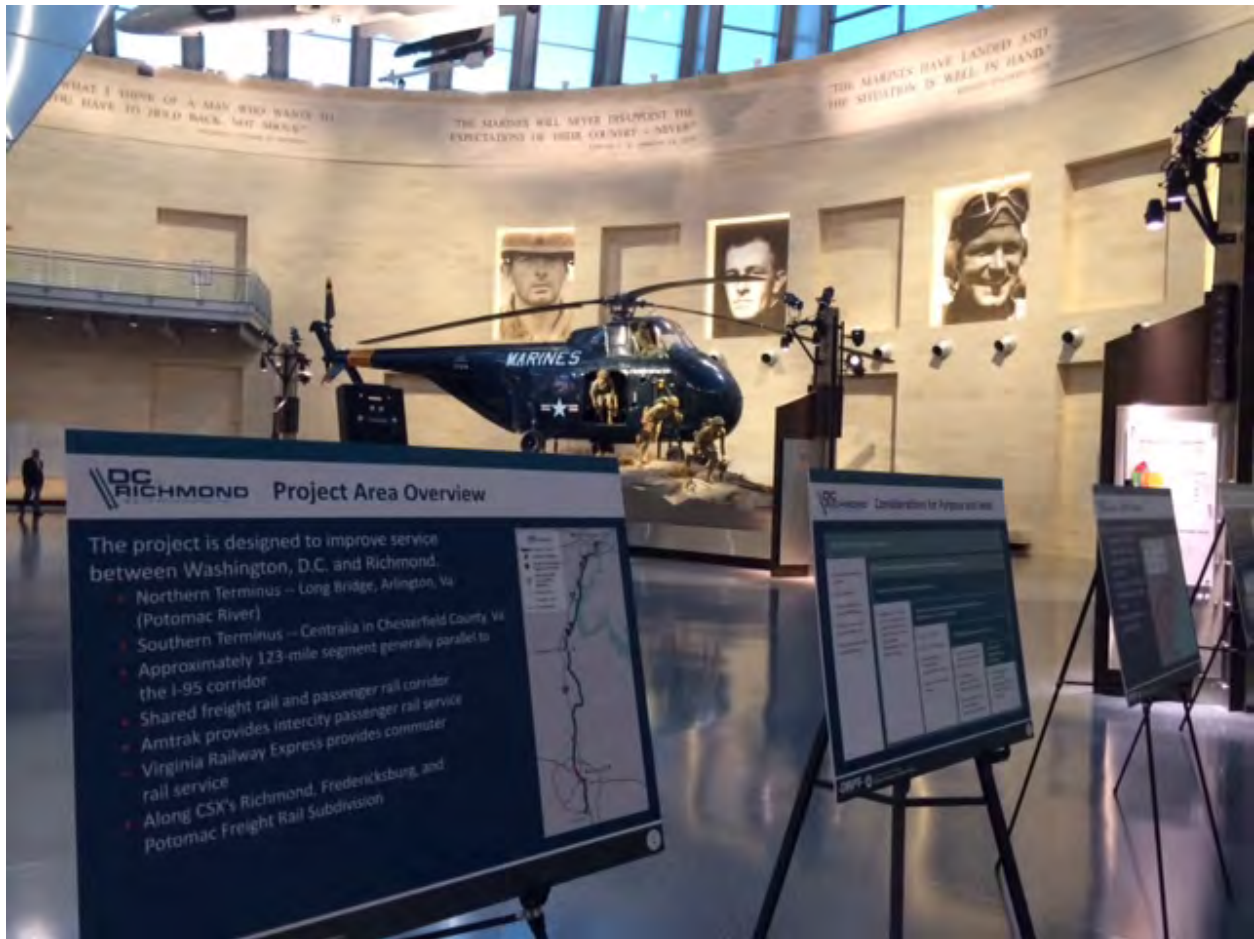
Learn About Meeting	Survey Entries
Study Website	8
Email	39
City / County Email / Website	11
Bus / Rideshare	0
Newspaper Ad	7
News Story (TV, Radio, Newspaper)	10
Other	26
Did Not Answer	0

- Other
- CTAC
 - Ashland Train Day
 - Environmental Ethics Class
 - University
 - Ashland Visitor Center
 - Mailed Invitation
 - Friends /Family
 - Email from Organization
 - Copporate
 - Sandwich Sign at Henrico County Library
 - Facebook
 - CTAC Meeting
 - Notice on VRE
 - Letter from County By Richmond
 - Local Civic Association
 - VHSR Website & Email

Includes: Richmond, Ashland, Fedricksburg Area, Arlington















APPENDIX N: ONLINE MEETING

Online Meeting

www.dc2rvrail.com/online-meeting/

Most Visited Getting Started Department 134 - Ho... Pages - default Rearden Personal Assis... Web Slice Gallery

Welcome Overview Project Area SEHSR Tier I Findings Tier II EIS Purpose Rail Service Improvements Timeline Screening Get Involved

Submit a comment

Welcome to the Washington, D.C. to Richmond Southeast High Speed Rail Online Scoping Meeting

Click on board to expand:

DC RICHMOND Welcome!

This scoping meeting is being held to:

- Kick off and explain the Tier II Environmental Impact Statement (EIS) process.
- Discuss the purpose and need for improvements.
- Review project route and potential rail improvements.
- Identify scope of issues to address.
- Hear from you!

Scoping comments will be accepted until December 5, 2014.

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

The Virginia Department of Rail and Public Transportation (DRPT) is coordinating with the Federal Railroad Administration (FRA) to host this online meeting to give you a chance to learn more about the project and help you provide input on the scope.

Please use the arrows to move through the online meeting, and feel free to use the **Submit a comment** button to share your thoughts and input as you go. Your comments may also be submitted via:

- Phone: (888-832-0900) with TDD 711
- Email: info@DC2RVARail.com
- In writing to: Virginia Dept of Rail and Public Transportation
Attn: Emily Stock, Manager of Rail Planning
600 East Main Street, Suite 2102
Richmond, VA 23219

You can also join us at one of the [Public Scoping Meetings](#) being held in early November.

DRPT U.S. Department of Transportation Federal Railroad Administration

APPENDIX O: AGENCY SCOPING LETTERS

City of Richmond



DWIGHT C. JONES
MAYOR

December 4, 2014

Ms. Jennifer Mitchell
Director
DRPT
600 E Main St, Ste 2102
Richmond, VA 23219

Dear Director Mitchell,

The City of Richmond applauds the Virginia Department of Rail and Public Transportation and the Federal Railroad Administration for their dedicated efforts to advance the Southeast High Speed Rail project by developing a Tier II Environmental Impact Statement (EIS) on the segment from Washington to Richmond. We understand the study is in its early Scoping Stage, with the agencies soliciting input on the corridor's purpose and need, track alignment and passenger rail stations. The City has been actively engaged in supporting the advancement of the Southeast High Speed Rail project for many years, and we commit our continued participation and leadership to ensure that the Commonwealth and the capital region are best served by improvements to the nation's passenger rail system.

It is most important to ensure that the Southeast High Speed Rail Corridor will connect the southeastern United States to Amtrak's Northeast Corridor in a manner that will emulate the tremendous success Amtrak has enjoyed in that corridor. Its success has been due to Amtrak's provision of safe, reliable and attractive passenger service that links the downtown central business districts of Washington DC, Baltimore, Philadelphia, New York City and Boston. The ease with which rail passengers can access the commercial, business and population centers of these major metropolitan areas from their downtown stations has given Amtrak a significant competitive advantage over other modes of intercity passenger travel. This is demonstrated by the fact that Amtrak provides more passenger trips in the Northeast Corridor than any other mode of commercial intercity travel.

Through this study, we encourage the Southeast High Speed Rail project to extend the success of the Northeast Corridor into the Commonwealth of Virginia. We hope that this environmental study will embrace the same key principle that has produced the success of Amtrak's Northeast Corridor, by directly linking the downtown population centers of the Commonwealth's major metropolitan areas to those in the Northeast Corridor with safe, reliable and efficient passenger rail service.

The Southeast High Speed Rail project is an extremely important element of the Commonwealth's transportation system. The Washington-to-Richmond segment is the most critical component of the Southeast High Speed Rail project for Virginia. Likewise, this project is equally important to the City of Richmond, the capital city of the Commonwealth. A central city, connected by quality passenger rail service, coupled with convenient public transportation services, creates a highly attractive regional destination. Passenger rail service, with a centrally located station, will foster economic development across central Virginia as it has for the cities of the Northeast Corridor.

The track alignment in the Richmond area along CSX's "S" line has proven to be the corridor of choice in two recent federal Southeast High Speed Rail studies: the Richmond-to-Raleigh Tier II EIS and the Richmond to Hampton Roads Tier I EIS. The City of Richmond and the Commonwealth have endorsed the "S" line track alignment connecting downtown-to-downtown destinations along the corridors. The City's position on track alignment remains and we continue to support the alignment that serves the downtown center of the Central Virginia region.

We strongly believe in the principle of downtown-to-downtown service, which is the course chosen over many years throughout the Northeast Corridor. Over the past two decades, Main Street Station has been the designated central Virginia train station in all of the federal Southeast High Speed Rail EIS studies with extensive public input and agency coordination. At full build out, Main Street station can serve as the hub for Virginia's passenger rail network with 32 trains per day from the north, south, east and west. The station will also be host to the official Virginia Welcome Center to assist visitors and travelers. The Main Street Station multimodal transportation center will continue to provide mobility, accessibility, seamless multimodal transportation choices to reduce congestion and improve air quality in the region. We believe that downtown Richmond passenger rail station should continue in the Washington-to-Richmond segment of the Southeast High Speed Rail corridor study, just as it has been designated in all other approved environmental studies.

In summary, it is clear that the findings of the Tier II Environmental Impact Statement on the Washington-to-Richmond segment will determine the future of passenger rail service in the Commonwealth. The improvements that are recommended in this environmental study will define passenger rail in Virginia for many generations to come, so we have to get this right for the region. This means continuing the success of Amtrak's Northeast Corridor by maintaining the key principal of downtown-to-downtown service.

City of Richmond stands ready to support the work of the Virginia Department of Rail and Public Transportation in conducting this environmental study and in advancing the Southeast High Speed Corridor for the Commonwealth.

Sincerely,


Dwight C. Jones



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

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Mailing address: P.O. Box 1105, Richmond, Virginia 23218

www.deq.virginia.gov

Molly Joseph Ward
Secretary of Natural Resources

David K. Paylor
Director

November 3, 2014

(804) 698-4000
1-800-592-5482

Ms. Emily Stock
DRPT Project Manager
Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, Virginia 23219

RE: Federal Register Notice, Environmental Impact Statement for Southeast High-Speed Rail Project from Washington, D.C. to Richmond, Virginia

Dear Ms. Stock:

This letter responds to the Federal Railroad Administration's notice of intent to prepare an Environmental Impact Statement (EIS) for the Southeast High-speed Rail Project indicated above (October 23, 2014 Federal Register, Volume 79, Number 205, pages 63483 through 63485, hereinafter "the Notice").

The Department of Environmental Quality ("DEQ") is responsible for coordinating Virginia's review of federal environmental documents prepared pursuant to the National Environmental Policy Act ("NEPA") and responding to appropriate federal officials on behalf of the Commonwealth. DEQ also coordinates Virginia's review of federal consistency determinations and certifications prepared pursuant to the Coastal Zone Management Act ("CZMA") and the Virginia Coastal Zone Management Program ("VCP").

DESCRIPTION OF PROPOSED PROJECT

According to the Notice, the Federal Railroad Administration (FRA), in cooperation with DRPT, is beginning a Tier II EIS for the 123-mile portion of the Southeast High-Speed Rail Corridor from Washington to Richmond. The Corridor was described in the Tier I Record of Decision for the Corridor from Washington to Charlotte, North Carolina, a segment designated by the U.S. Department of Transportation in 1992. Additional corridors were designated, to Hampton Roads in 1995 and to points farther south in 1998. A separate Tier I EIS was completed in 2012 for the Richmond to Hampton Roads extension (Notice, page 63484, left and center columns).

The Tier II EIS that is the subject of the Notice will examine the Washington to Richmond portion of the Southeast High-Speed Rail corridor to Charlotte, North Carolina. The goals of the process are:

1. Update and confirm the purpose and need for the Washington to Richmond portion of the corridor;
2. Develop site-specific rail alternatives for placement of a third track and other improvements;
3. Conduct a detailed evaluation of impacts for the alternatives; and
4. Select a preferred alternative.

(Notice, page 63484, center and right columns.)

ENVIRONMENTAL REVIEW UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT: PROJECT SCOPING AND AGENCY INVOLVEMENT

While this Office does not participate in scoping efforts beyond the advice given herein, other agencies are free to provide scoping comments concerning the preparation of the NEPA document. Accordingly, we are sharing our response to the Notice with selected state and local Virginia agencies which have responsibilities bearing on the proposed projects. These agencies are likely to include the following (note: starred (*) agencies administer one or more of the enforceable policies of the Virginia Coastal Zone Management Program; see "Federal Consistency..." heading, next):

Department of Environmental Quality:

- o Office of Environmental Impact Review
- o Northern Regional Office*
- o Piedmont Regional Office*
- o Division of Air Program Coordination*
- o Division of Land Protection and Revitalization (formerly Waste Division)
- o Office of Stormwater Management*

Department of Conservation and Recreation

Department of Health (Division of Water Programs)*

Department of Game and Inland Fisheries*

Virginia Marine Resources Commission*

Department of Historic Resources

Department of Forestry

Department of Transportation

Northern Virginia Regional Commission

George Washington Regional Commission

Richmond Regional Planning District Commission

City of Alexandria

City of Fredericksburg

City of Richmond

Arlington County

Fairfax County
Prince William County
Stafford County
Spotsylvania County
Caroline County
Hanover County
Henrico County
Chesterfield County.

FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT

Pursuant to the Coastal Zone Management Act of 1972, as amended, and the *Federal Consistency Regulations* (15 CFR Part 930), federal agency projects with reasonably foreseeable effects on Virginia's coastal uses or resources must be conducted in a manner which is consistent, to the maximum extent practicable, with the Virginia Coastal Zone Management Program (VCP). The VCP is comprised of a network of programs administered by several agencies.

FRA must submit a federal consistency determination (FCD) which analyzes the coastal effects of the project in light of the enforceable policies of the VCP (first enclosure), and provides a commitment to comply with the enforceable policies. In addition, we invite FRA's attention to the advisory policies of the VCP (second enclosure). Requirements for the contents of FCDs are found in the *Federal Consistency Regulations* (15 CFR Part 930, Sub-part D, sections 930.39) and also in DEQ's Federal Consistency Information Package (available on line at.

<http://www.deq.virginia.gov/Portals/0/DEQ/EnvironmentalImpactReview/FederalConsistencyManual.7.27.11.pdf>

The *Federal Consistency Regulations* allow up to 60 days for our review of an FCD (15 CFR Part 930, Sub-part C, section 930.41(b)).

In order to ensure an effective coordinated review of the environmental document, we will require at least 19 copies of it when it is published. This submission may include at least 3 printed copies and 16 CDs, or at least 3 printed copies and an electronic copy available for download at a web site or ftp site. The document should include one or more U.S. Geological Survey topographic maps as part of its information. We recommend, as well, that project details unfamiliar to people outside FRA and DRPT be adequately described in the EIS (and the FCD as well).

The FCD may be submitted as a part of the EIS or separately, as FRA and DRPT prefer. We recommend that the FCD be submitted with the Final EIS rather than the Draft EIS, in order that it reflect resolution of coastal issues that may arise during the comment period for the Draft EIS.

DATABASE LIST

Below is a list of databases that may assist you in the preparation of the NEPA document:

- DEQ Online Database: Virginia Environmental Geographic Information Systems

Information on Permitted Solid Waste Management Facilities, Impaired Waters, Petroleum Releases, Registered Petroleum Facilities, Permitted Discharge (Virginia Pollution Discharge Elimination System Permits) Facilities, Resource Conservation and Recovery Act (RCRA) Sites, Water Monitoring Stations, National Wetlands Inventory

- www.deq.virginia.gov/ConnectWithDEQ/VEGIS.aspx

- DEQ Virginia Coastal Geospatial and Educational Mapping System (GEMS)

Virginia's coastal resource data and maps; coastal laws and policies; facts on coastal resource values; and direct links to collaborating agencies responsible for current data

- <http://128.172.160.131/gems2/>

- DEQ Permit Expert

Helps determine if a DEQ permit is necessary

- www.deq.virginia.gov/permitexpert/

- DHR Data Sharing System

Survey records in the DHR inventory

- www.dhr.virginia.gov/archives/data_sharing_sys.htm

- DCR Natural Heritage Search

Produces lists of resources that occur in specific counties, watersheds or physiographic regions

- www.dcr.virginia.gov/natural_heritage/dbsearchtool.shtml

- DGIF Fish and Wildlife Information Service

Information about Virginia's Wildlife resources

- <http://vafwis.org/fwis/>

- Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database: Superfund Information Systems

Information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL

- www.epa.gov/superfund/sites/cursites/index.htm

- EPA RCRAInfo Search

Information on hazardous waste facilities

- www.epa.gov/enviro/facts/rcrainfo/search.html

- EPA Envirofacts Database

EPA Environmental Information, including EPA-Regulated Facilities and Toxics Release Inventory Reports

- www.epa.gov/enviro/index.html

- EPA NEPAssist Database

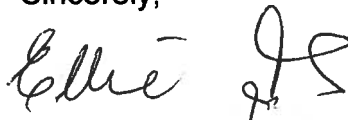
Facilitates the environmental review process and project planning

- <http://nepaassisttool.epa.gov/nepassist/entry.aspx>

If you have questions about the environmental review process and/or the federal consistency review process, please feel free to contact me (telephone (804) 698-4325 or e-mail ellie.iron@deq.virginia.gov) or John Fisher of this Office (telephone (804) 698-4339 or e-mail john.fisher@deq.virginia.gov).

I hope this information is helpful to you.

Sincerely,



Ellie L. Irons, Program Manager
Environmental Impact Review

Attachments

cc: Daniel Burstein, DEQ-NRO
Mark Alling, DEQ-PRO
Kotur S. Narasimhan, DEQ-DAPC
G. Stephen Coe, DEQ-DLPR
Larry Gavan, DEQ-OSM
Holly Sepety, DEQ-OSM
Daniel Moore, DEQ-OSM
Roberta Rhur, DCR
Amy M. Ewing, DGIF

Tony Watkinson, VMRC
Barry E. Matthews, VDH
Roger W. Kirchen, DHR
Everett Kline, DOF
Alfred Ray, VDOT
Elizabeth Jordan, VDOT
G. Mark Gibb, NVRC
Robert Crum, Jr., Richmond Regional PDC
Barbara Donnellan, Arlington County
Edward L. Long, Jr., Fairfax County
Maryanne Gardner, Fairfax County
Pamela Nee, Fairfax County
Raymond Utz, Prince William County
Anthony J. Romanello, Stafford County



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

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Douglas W. Domenech
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

Attachment 1

Enforceable Regulatory Programs comprising Virginia's Coastal Zone Management Program (VCP)

- a. **Fisheries Management** - The program stresses the conservation and enhancement of finfish and shellfish resources and the promotion of commercial and recreational fisheries to maximize food production and recreational opportunities. This program is administered by the Marine Resources Commission (VMRC); Virginia Code 28.2-200 to 28.2-713 and the Department of Game and Inland Fisheries (DGIF); Virginia Code 29.1-100 to 29.1-570.

The State Tributyltin (TBT) Regulatory Program has been added to the Fisheries Management program. The General Assembly amended the Virginia Pesticide Use and Application Act as it related to the possession, sale, or use of marine antifoulant paints containing TBT. The use of TBT in boat paint constitutes a serious threat to important marine animal species. The TBT program monitors boating activities and boat painting activities to ensure compliance with TBT regulations promulgated pursuant to the amendment. The VMRC, DGIF, and Virginia Department of Agriculture Consumer Services (VDACS) share enforcement responsibilities; Virginia Code 3.2-3904 and 3.2-3935 to 3.2-3937.

- b. **Subaqueous Lands Management** - The management program for subaqueous lands establishes conditions for granting or denying permits to use state-owned bottomlands based on considerations of potential effects on marine and fisheries resources, tidal wetlands, adjacent or nearby properties, anticipated public and private benefits, and water quality standards established by the Department of Environmental Quality (DEQ). The program is administered by the Marine Resources Commission; Virginia Code 28.2-1200 to 28.2-1213.
- c. **Wetlands Management** - The purpose of the wetlands management program is to preserve wetlands, prevent their despoliation, and accommodate economic development in a manner consistent with wetlands preservation.

(1) The tidal wetlands program is administered by the Marine Resources Commission; Virginia Code 28.2-1301 through 28.2-1320.

(2) The Virginia Water Protection Permit program administered by DEQ includes protection of wetlands --both tidal and non-tidal; Virginia Code §62.1-44.15:5 and Water Quality Certification pursuant to Section 401 of the Clean Water Act.

Attachment 1 continued

Page 2

- d. Dunes Management - Dune protection is carried out pursuant to The Coastal Primary Sand Dune Protection Act and is intended to prevent destruction or alteration of primary dunes. This program is administered by the Marine Resources Commission; Virginia Code 28.2-1400 through 28.2-1420.
- e. Non-point Source Pollution Control – (1) Virginia's Erosion and Sediment Control Law requires soil-disturbing projects to be designed to reduce soil erosion and to decrease inputs of chemical nutrients and sediments to the Chesapeake Bay, its tributaries, and other rivers and waters of the Commonwealth. This program is administered by the Department of Conservation and Recreation; Virginia Code 10.1-560 et seq.

(2) Coastal Lands Management is a state-local cooperative program administered by the DCR's Division of Chesapeake Bay Local Assistance and 84 localities in Tidewater (see i) Virginia; Virginia Code §10.1-2100 –10.1-2114 and 9 VAC10-20 et seq.
- f. Point Source Pollution Control - The point source program is administered by the State Water Control Board (DEQ) pursuant to Virginia Code 62.1-44.15. Point source pollution control is accomplished through the implementation of:
 - (1) the National Pollutant Discharge Elimination System (NPDES) permit program established pursuant to Section 402 of the federal Clean Water Act and administered in Virginia as the Virginia Pollutant Discharge Elimination System (VPDES) permit program.
 - (2) The Virginia Water Protection Permit (VWPP) program administered by DEQ; Virginia Code §62.1-44.15:5 and Water Quality Certification pursuant to Section 401 of the Clean Water Act.
- g. Shoreline Sanitation - The purpose of this program is to regulate the installation of septic tanks, set standards concerning soil types suitable for septic tanks, and specify minimum distances that tanks must be placed away from streams, rivers, and other waters of the Commonwealth. This program is administered by the Department of Health (Virginia Code 32.1-164 through 32.1-165).
- h. Air Pollution Control - The program implements the federal Clean Air Act to provide a legally enforceable State Implementation Plan for the attainment and maintenance of the National Ambient Air Quality Standards. This program is administered by the State Air Pollution Control Board (Virginia Code 10-1.1300 through §10.1-1320).
- (i) Coastal Lands Management is a state-local cooperative program administered by the DCR's Division of Chesapeake Bay Local Assistance and 84 localities in Tidewater, Virginia established pursuant to the Chesapeake Bay Preservation Act; Virginia Code §10.1-2100 –10.1-2114 and Chesapeake Bay Preservation Area Designation and Management Regulations; Virginia Administrative Code 9 VAC10-20 et seq.



COMMONWEALTH of VIRGINIA

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Douglas W. Domenech
Secretary of Natural Resources

David K. Paylor
Director

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1-800-592-5482

Attachment 2

Advisory Policies for Geographic Areas of Particular Concern

- a. **Coastal Natural Resource Areas** - These areas are vital to estuarine and marine ecosystems and/or are of great importance to areas immediately inland of the shoreline. Such areas receive special attention from the Commonwealth because of their conservation, recreational, ecological, and aesthetic values. These areas are worthy of special consideration in any planning or resources management process and include the following resources:
- a) Wetlands
 - b) Aquatic Spawning, Nursery, and Feeding Grounds
 - c) Coastal Primary Sand Dunes
 - d) Barrier Islands
 - e) Significant Wildlife Habitat Areas
 - f) Public Recreation Areas
 - g) Sand and Gravel Resources
 - h) Underwater Historic Sites.
- b. **Coastal Natural Hazard Areas** - This policy covers areas vulnerable to continuing and severe erosion and areas susceptible to potential damage from wind, tidal, and storm related events including flooding. New buildings and other structures should be designed and sited to minimize the potential for property damage due to storms or shoreline erosion. The areas of concern are as follows:
- i) Highly Erodible Areas
 - ii) Coastal High Hazard Areas, including flood plains.
- c. **Waterfront Development Areas** - These areas are vital to the Commonwealth because of the limited number of areas suitable for waterfront activities. The areas of concern are as follows:
- i) Commercial Ports
 - ii) Commercial Fishing Piers
 - iii) Community Waterfronts

Although the management of such areas is the responsibility of local government and some regional authorities, designation of these areas as Waterfront Development Areas of Particular Concern (APC) under the VCRMP is encouraged.

Designation will allow the use of federal CZMA funds to be used to assist planning for such areas and the implementation of such plans. The VCRMP recognizes two broad classes of priority uses for waterfront development APC:

- i) water access dependent activities;
- ii) activities significantly enhanced by the waterfront location and complementary to other existing and/or planned activities in a given waterfront area.

Advisory Policies for Shorefront Access Planning and Protection

- a. **Virginia Public Beaches** - Approximately 25 miles of public beaches are located in the cities, counties, and towns of Virginia exclusive of public beaches on state and federal land. These public shoreline areas will be maintained to allow public access to recreational resources.
- b. **Virginia Outdoors Plan** - Planning for coastal access is provided by the Department of Conservation and Recreation in cooperation with other state and local government agencies. The Virginia Outdoors Plan (VOP), which is published by the Department, identifies recreational facilities in the Commonwealth that provide recreational access. The VOP also serves to identify future needs of the Commonwealth in relation to the provision of recreational opportunities and shoreline access. Prior to initiating any project, consideration should be given to the proximity of the project site to recreational resources identified in the VOP.
- c. **Parks, Natural Areas, and Wildlife Management Areas** - Parks, Wildlife Management Areas, and Natural Areas are provided for the recreational pleasure of the citizens of the Commonwealth and the nation by local, state, and federal agencies. The recreational values of these areas should be protected and maintained.
- d. **Waterfront Recreational Land Acquisition** - It is the policy of the Commonwealth to protect areas, properties, lands, or any estate or interest therein, of scenic beauty, recreational utility, historical interest, or unusual features which may be acquired, preserved, and maintained for the citizens of the Commonwealth.
- e. **Waterfront Recreational Facilities** - This policy applies to the provision of boat ramps, public landings, and bridges which provide water access to the citizens of the Commonwealth. These facilities shall be designed, constructed, and maintained to provide points of water access when and where practicable.
- f. **Waterfront Historic Properties** - The Commonwealth has a long history of settlement and development, and much of that history has involved both shorelines and near-shore areas. The protection and preservation of historic shorefront properties is primarily the responsibility of the Department of Historic Resources. Buildings, structures, and sites of historical, architectural, and/or archaeological interest are significant resources for the citizens of the Commonwealth. It is the policy of the Commonwealth and the VCRMP to enhance the protection of buildings, structures, and sites of historical, architectural, and archaeological significance from damage or destruction when practicable.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

PIEDMONT REGIONAL OFFICE

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Molly Joseph Ward
Secretary of Natural Resources

David K. Paylor
Director

Michael P. Murphy
Regional Director

November 25, 2014

Ms. Emily Stock
DRPT Project Manager
Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

RE: Environmental Impact Statement for Southeast High-Speed Rail Project from Washington, D. C. to Richmond, Virginia

Dear Ms. Stock:

I have reviewed the Scoping provided in the Federal Register for the above referenced project proposed by the Federal Railroad Administration to make improvements to railways for high-speed rail in Hanover, Henrico and Chesterfield Counties and the City of Richmond, among other locations in Virginia. DEQ-PRO comments for this project are as follows:

Water: This project will cross the following named streams and rivers in the Piedmont Region of the Department of Environmental Quality:

North Anna River

Bull Run

Little River

South Anna River

Stony Run

Chickahominy River

North Run

Hungary Creek

Rocky Branch

Upham Brook

Jordans Branch

James River

Broad Rock Creek

Grindall Creek


Falling Creek
Kingsland Creek
Proctors Creek
Great Branch
Numerous unnamed tributaries

Erosion and sediment controls should be properly implemented and maintained throughout all phases of construction. E & S controls and Best Management Practices (BMPs) should be inspected/repared before and after rain events. Please follow all standards and specifications under the DCR Erosion & Sediment Controls Handbook (1992, 3rd Edition). DEQ recommends maximizing pervious surface areas and green spaces in the construction design to reduce runoff and the environmental impact associated with urban runoff.

Waste: The generation of hazardous or solid waste materials should be tested and removed in accordance with the Virginia Hazardous Waste Management Regulations (9 VAC 20-60) and/or the Virginia Solid Waste Management Regulations (9 VAC 20-80). Please understand that it is the generator's responsibility to determine if a solid waste meets the criteria of a hazardous waste and as a result be managed as such. In addition, asbestos waste, lead waste, or contaminated residues generated must be handled and disposed of in accordance with the VSWMR or VHWMR as applicable. DEQ recommends that pollution prevention principles be implemented to reduce the amount of wastes at the source, such as the re-use and recycling of waste materials. If you have any questions concerning hazardous/solid waste management, please contact Jason Miller at (804)527-5028.

Air: DEQ recommends following all air quality standard and specifications to reduce or avoid the emissions of VOCs, especially during periods of high ozone. Fugitive dust should be kept to a minimum, (9 VAC 5-40-5630 *et seq*). Permits may be required for any boilers or fuel-burning equipment. For further questions, please contact James Kyle at (804) 527-5047.

Sincerely,


Mark S. Alling
Water Monitoring and Planning Manager

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF ENVIRONMENTAL QUALITY
PIEDMONT REGIONAL OFFICE
4949-A COX ROAD
GLEN ALLEN, VIRGINIA 23060-6296

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Ms. Emily Stock
DRPT Project Manager
Dept. of Rail and Public Transportation
600 E. Main St., Suite 2102
Richmond, VA 23219

23219244327



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

December 4, 2014

Emily Stock
Manager of Rail Planning
Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Ms. Stock:

In consultation with staff from the Fairfax County Park Authority (FCPA) and the Department of Public Works and Environmental Services (DPWES), the Department Planning and Zoning (DPZ) offers the following comments on the Notice of Intent to prepare the Tier II Environmental Impact Statement for the 123-mile segment of the Southeast High Speed Rail project from Washington, DC to Richmond, Virginia.

Expansion of passenger rail service within CSX owned right-of-way should reduce new impacts on land and water resources, and it provides an excellent opportunity to upgrade or install water quality controls by implementing stormwater and flood protection measures which did not exist when the rail line was originally constructed around 1872. This phase of environmental review should provide analysis of future projected noise impacts from the new rail project on residential areas. The review should also address any new impacts to natural areas as well as safety improvements where trains will intersect with residential areas.

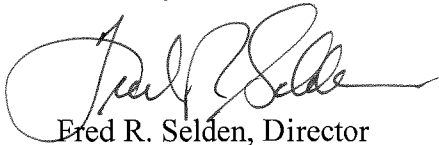
The existing CSX railroad currently traverses four watersheds within Fairfax County's Coastal Plain: Cameron Run, Accotink Creek, Pohick Creek and Mill Branch. The review should provide an evaluation of direct impacts to any water course which may be anticipated within these watersheds. In addition, the FCPA notes that six park properties are located within 400 feet of the current railroad center line and all of those park properties except for Franconia Forest Park are immediately adjacent to the existing rail line:

- Backlick Stream Valley Park;
- Franconia Forest Park;
- Accotink Stream Valley Park;
- Pohick Stream Valley Park;
- Mason Neck West Park; and
- Old Colchester Park and Preserve.

Emily Stock
December 4, 2014
Page 2

Thank you for the opportunity to provide scoping comments to the Federal Railway Administration and Virginia Department of Rail and Public Transportation regarding this important project. If you have any questions about our comments, please do not hesitate to contact Mary Ann Welton of my staff at 703-324-1380.

Sincerely,



Fred R. Selden, Director
Department of Planning and Zoning

FRS: MAW

cc:

Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Marianne Gardner, Director, Planning Division, DPZ
Pamela G. Nee, Chief, Environment and Development Review Branch, DPZ
Fred Rose, Chief, Watershed Planning and Assessment Branch, DPWES
Mary Ann Welton, DPZ
Sandra Stallman, Park Authority
Leonard Wolfenstein, Department of Transportation



COMMONWEALTH OF VIRGINIA
COUNTY OF HENRICO

STEVEN J. YOB, P.E.
DIRECTOR OF PUBLIC WORKS
COUNTY ENGINEER
(804) 501-4393

December 4, 2014

Ms. Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

RE: Washington, D.C. to Richmond Southeast High Speed Rail Project.

Dear Ms. Stock:

Thank you for the opportunity to provide input as part of the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond Southeast High Speed Rail Project. Henrico County is excited about the potential benefits that higher speed, more reliable intercity passenger rail service will bring to the region.

The County offers the following comments for your consideration as you move forward with the scoping phase of this project:

1. The Buckingham Branch Railroad between downtown Richmond and Doswell (Piedmont Subdivision) should be eliminated for further study as the preferred alignment for high speed passenger rail. This alignment was previously evaluated by the Virginia Department of Rail and Public Transportation (VDRPT) and determined not to be a cost efficient alternative. As the evaluation criteria should not have significantly changed since this determination, the resources for this project are better utilized focusing on the viability of the CSX "A-line" and "S-line" for the preferred alignment.
2. The existing Staples Mill Road Amtrak Station should be evaluated as the primary passenger rail station for the Richmond region. With over 372,000 passengers in 2013, the Staples Mill Station is the busiest Amtrak facility in Virginia. The County recognizes the revitalization and reinvestment opportunities associated with enhanced passenger rail service in the region and has identified the Staples Mill Road corridor, which encompasses the existing station, as a special focus area in the *Henrico County Vision 2026 Comprehensive Plan* to help provide future guidance for redevelopment with the Amtrak station as a focal point.

Ms. Emily Stock
Page 2
December 4, 2014

The *Amtrak Station Area Planning and Land Use Analysis* completed by VDRPT in 2008 demonstrated the long term viability of this station location in conjunction with well-planned transit oriented development along the corridor. The recent investment by the Commonwealth to expand surface parking and improve access to the station addresses many of the previously identified limitations of this site and will facilitate additional improvements, such as a larger station and better access to public transit. The County looks forward to partnering with VDRPT, Amtrak, GRTC, and the additional stakeholders to further enhance this facility and improve multi-modal access in the future.

Henrico County recognizes the significance of our role as a stakeholder in the planning, development, and implementation of intercity high-speed rail in the region and we look forward to the opportunity for further input and participation in the project.

If additional information is needed, please contact me at (804) 501-4617 or eur@henrico.us.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Todd Eure', written in a cursive style.

E. Todd Eure
Transportation Development Division Director

Pc: County Manager
Deputy County Manager for Community Development
Deputy County Manager for Community Operations
Director of Planning
Director of Public Works

ER 14/0693

Contact: Joel Gorder, joel_gorder@nps.gov

Comment entered via on-line form.

The Captain John Smith Chesapeake National Historic Trail and Star-Spangled Banner National Historic Trail, managed by the NPS Chesapeake Bay Office (NPS CHBA), appear to be within close proximity to the schematic layout indicating the potential route of the proposed rail corridor. Two additional national trails managed out of other NPS offices, the Potomac Heritage National Scenic Trail and the Washington Rochambeau Revolutionary Route National Historic Trail, also appear to be in close proximity.

As the specific location of the route becomes more refined, any opportunities to include information that references the National Trails where the proposed rail corridor crosses or comes into close proximity to the trail routes could be explored. Education and promotional materials describing trail stories such as maps and other publications could be located on future commuter cars and at stops, interpretive signage of the national trails could be installed at strategic locations and public access opportunities could be included in any new bridge crossings of river tributaries.

From: [Stock, Emily \(DRPT\)](#)
To: [Lysy, Dan](#)
Cc: [Ken Lantz](#); [Selleck, Randy](#); [Sharon Robeson](#); [Crum, Robert, Jr.](#); "Nora Amos" (namos@town.ashland.va.us); gprior@town.ashland.va.us; mrowe@co.charles-city.va.us; [Barb Smith \(smithbk@co.chesterfield.va.us\)](mailto:Barb_Smith@co.chesterfield.va.us); [Tom Coleman \(tcoleman@co.goochland.va.us\)](mailto:Tom_Coleman@co.goochland.va.us); [Debbie Byrd \(dbyrd@co.goochland.va.us\)](mailto:Debbie_Byrd@co.goochland.va.us); jevidunas@hanovercounty.gov; [Flagg, Mike \(jmflagg@co.hanover.va.us\)](mailto:Flagg, Mike (jmflagg@co.hanover.va.us)); [Eure, Todd \(eur@co.henrico.va.us\)](mailto:Eure, Todd (eur@co.henrico.va.us)); [Rosemary Deemer \(dee12@co.henrico.va.us\)](mailto:Rosemary_Deemer (dee12@co.henrico.va.us)); "Kelli Le Duc" (klleduc@newkent-va.us) (klleduc@newkent-va.us); "maltman@powhatanva.gov"; "ehowland@powhatanva.gov"; "[Badger, Viktoria W. - ECD" \(Viktoria.Badger@richmondgov.com\)](mailto:Badger, Viktoria W. - ECD (Viktoria.Badger@richmondgov.com))"; Bridewell, Travis; "[John Rutledge \(jrutledge@flyrichmond.com\)](mailto:John_Rutledge (jrutledge@flyrichmond.com))"; gwilliams@ridegrtc.com; cedwards@ridegrtc.com; theresa.simmons@the-rma.org; [Tisdale, Von \(VTisdale@RideFinders.com\)](mailto:Tisdale, Von (VTisdale@RideFinders.com)); jgonzalez@ridefinders.com; [Inman, Amy \(DRPT\)](#); [Roseboom, Tim \(DRPT\)](#); [Riblett, Mark P.E. \(VDOT\)](#); [Svejkovsky, Ronald \(VDOT\)](#); [Vinsh, Joe J., Jr.](#); Tammye.Davis@dot.gov; [Chuck Gates](#); [Barbara Jacocks](#); [Eley, Megan](#); [Morton, John](#); [Burch, Carey](#); [Craig, Jacob \(DRPT\)](#); [Page, Kevin \(DRPT\)](#)
Subject: RE: Staff Comments on DC to Richmond High Speed Rail Tier II EIS Scoping
Date: Wednesday, November 05, 2014 11:04:15 AM

Thank you, Dan!

I am passing the MPO's questions and comments along to our team to include in official scoping documents. I'd like to address the questions with you as soon as possible, most likely via email. I am happy to speak with you about these issues, as well.

Best regards,
Emily Stock

Emily N. Stock, AICP
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219
desk 804-786-1052
cell 804-971-1381
www.DC2RVARail.com

From: Dan Lysy [<mailto:DLysy@richmondregional.org>]
Sent: Wednesday, November 05, 2014 9:25 AM
To: Stock, Emily (DRPT)
Cc: Ken Lantz; Selleck, Randy; Sharon Robeson; Crum, Robert, Jr.; 'Nora Amos' (namos@town.ashland.va.us); gprior@town.ashland.va.us; mrowe@co.charles-city.va.us; [Barb Smith \(smithbk@co.chesterfield.va.us\)](mailto:Barb_Smith@co.chesterfield.va.us); [Tom Coleman \(tcoleman@co.goochland.va.us\)](mailto:Tom_Coleman@co.goochland.va.us); [Debbie Byrd \(dbyrd@co.goochland.va.us\)](mailto:Debbie_Byrd@co.goochland.va.us); jevidunas@hanovercounty.gov; [Flagg, Mike \(jmflagg@co.hanover.va.us\)](mailto:Flagg, Mike (jmflagg@co.hanover.va.us)); [Eure, Todd \(eur@co.henrico.va.us\)](mailto:Eure, Todd (eur@co.henrico.va.us)); [Rosemary Deemer \(dee12@co.henrico.va.us\)](mailto:Rosemary_Deemer (dee12@co.henrico.va.us)); 'Kelli Le Duc' (klleduc@newkent-va.us) (klleduc@newkent-va.us); 'maltman@powhatanva.gov'; 'ehowland@powhatanva.gov'; "[Badger, Viktoria W. - ECD" \(Viktoria.Badger@richmondgov.com\)](mailto:Badger, Viktoria W. - ECD (Viktoria.Badger@richmondgov.com))'; Bridewell, Travis; '[John Rutledge \(jrutledge@flyrichmond.com\)](mailto:John_Rutledge (jrutledge@flyrichmond.com))'; gwilliams@ridegrtc.com; cedwards@ridegrtc.com; theresa.simmons@the-rma.org; [Tisdale, Von \(VTisdale@RideFinders.com\)](mailto:Tisdale, Von (VTisdale@RideFinders.com)); jgonzalez@ridefinders.com; [Inman, Amy \(DRPT\)](#); [Roseboom, Tim \(DRPT\)](#); [Riblett, Mark P.E. \(VDOT\)](#); [Svejkovsky, Ronald \(VDOT\)](#); [Vinsh, Joe J., Jr.](#); Tammye.Davis@dot.gov; [Chuck Gates](#); [Barbara Jacocks](#)
Subject: Staff Comments on DC to Richmond High Speed Rail Tier II EIS Scoping

Dear Ms. Stock – As follow-up to the November 3, 2014 Interagency Scoping meeting for the Tier II EIS of the Washington DC to Richmond VA portion of the South East High Speed Rail (SEHSR)

corridor (held at the Virginia Housing Center), the RRPDC staff offers the following questions and comments for the official public record:

1. Please advise the MPO if it will be required to take action to establish the locally preferred alternative (LPA) as part of the Tier II EIS process. Staff also request that DRPT advise the MPO if the CTB will be required to take action or if actions by local governments are required to establish the LPA.
2. Staff request that the MPO be kept informed as to the progress of the study with periodic reports and presentations at key points in the study to the MPO's Citizens Transportation Advisory Committee (CTAC), Technical Advisory Committee (TAC) and the MPO Policy Board.
3. The meeting presentation and the Tier II EIS background flyer shows the project area as Washington DC to Centralia, Chesterfield County. The project area is divided into three sub-areas which are shown as Northern (DC to about Quantico), Central (near Quantico to Ashland) and Southern (Ashland to Centralia). These three subarea's appear to be reasonable and could be an effective way to identify proposed projects within these subareas that can be developed, funded and implemented in an incremental manner. Staff recommends that the Tier II EIS summary report be structured in a way that shows proposed improvements, costs, environmental and other impacts, and ridership using these three sub-areas.
4. The SEHSR corridor Tier II EIS for the Richmond, VA to Raleigh, NC established Main Street Station in the City of Richmond as the northern terminus for this portion of the SEHSR corridor. This draft Tier II EIS for the Washington DC to Richmond portion of the SEHSR corridor will study the possible routing of this portion of the SEHSR corridor along the CSX "A line", which starts in Centralia in Chesterfield County, crosses the James River several miles to the west of Main Street Station, then connects back-up with the CSX "S Line" (which serves Main Street Station) at Acca Yard. It is staff's understanding that the Tier I EIS for the Washington DC to Richmond portion of the SEHSR corridor established Main Street Station and the CSX A-line route (with its southern terminus in Centralia) for this portion of the SEHSR corridor. The Washington DC to Richmond Tier II EIS will also look at the possible routing of this line along the CSX Buckingham Branch Line (which runs from Main Street Station to Doswell in Hanover County and by-passes the Greendale/Staples Mill Station and the Ashland Station). However, DRPT has conducted and completed a study of the CSX Buckingham Branch line as a possible route for a portion of the SEHSR corridor and this study ruled out the possibility of using the Buckingham Branch Line as a potential route. It is staff's understanding that the Tier I EIS for the Washington DC to Richmond VA portion of the SEHSR corridor established the S-Line route which runs through Main Street Station in the City of Richmond and goes to Centralia as its southern terminus. Since the Tier II EIS for the Richmond to Raleigh portion of the SEHSR corridor, and the Tier I EIS for the Washington to Richmond portion of the SEHSR corridor have established Main Street Station and the rail lines running to and from it (along the A-Line) as the route along which the SEHSR corridor will run, and the DRPT study ruled out the possible use of the CSX Buckingham Branch line, staff requests that DRPT provide a written explanation as to the reasons and need for further study of alternative routes given these previous studies and EIS work.

Thank you for your consideration of our comments and questions and we look forward to your response.

Sincerely,

Dan Lysy
Director of Transportation
Richmond Regional Planning District Commission
Richmond Area MPO/TPO
Ph# 804-323-2033, ext 101
dlysy@richmondregional.org

December 5, 2014

Ms. Jennifer L. Mitchell, Director
Virginia Department of Rail and Public Transportation
600 E. Main St., Suite 2012
Richmond, VA 23219

Subject: Comment Letter – Washington, D.C. to Richmond Southeast High Speed Rail Project

Dear Ms. Mitchell:

Thank you for providing Stafford County the opportunity to formally respond to your letter dated October 22, 2014. Stafford County would like to submit the following input regarding the on-going development and preparation of the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond, VA rail corridor project.

Existing Conditions at Various Rail Crossings

- **Brent Point Road -**
 - Crosses the CSX Line with an at-grade crossing. The crossing poses some problems because the tracks are located at a higher elevation than the roadway. Vehicles towing trailers have difficulty crossing the tracks.
 - This is also located in close proximity to the intersection of Arkendale Road and Brent Point Road. This intersection needs to be reconstructed due to its proximity to the tracks.
 - Brent Point Road is the only source of access to a significant number of homes as well as Widewater State Park.
- **Andrew Chapel Road -**
 - The underpass does not have sufficient width to pass two-way traffic.
 - The underpass does not have sufficient clearance to pass fire apparatus or school buses.
 - This is a primary route to the Brooke VRE Station.
 - It appears that the structure may need to be improved to accommodate a third track.
- **Mount Hope Church Road -**
 - Crosses the CSX Line with an at-grade crossing.
 - This is the only means of access for a number of homes and the County's Civil War Park.
 - The house at 77 Mount Hope Church Road is in close proximity to the rail line. It may be negatively impacted by adding a third track.



- Leeland Road -
 - Crosses under the Potomac Creek Bridge.
 - This is the only access to a few homes.
 - The bridge structure may need to be improved to accommodate the third track.
 - This site is in close proximity to a historic site. Leeland Road was the old rail line location. There are remnants of a bridge abutment that is documented in Civil War photographs and quotations by President Lincoln.
- Harrell Road -
 - The underpass does not have sufficient height clearance for fire apparatus, school busses and trucks.
 - The underpass is prone to flooding due to proximity of the rail line and roadway crossing over Claiborne Run at the same location.
 - It appears that the structure may need to be improved to accommodate a third track.
- Dahlgren Spur -
 - The Dahlgren Spur Line joins the CSX Line in proximity of the Virginia Department of Transportation (VDOT) facility at 87 Deacon Road.
 - There are two VDOT buildings located in close proximity to the Dahlgren Spur Line.
- Chatham Height Road -
 - The existing Shopping Center building at 300 Chatham Height Road is located in close proximity to the railroad right-of-way.
- Naomi Road -
 - The underpass is prone to flooding due to proximity of the rail line and roadway crossing over Claiborne Run at the same location.
 - It appears that the structure may need to be improved to accommodate a third track.
- Railroad Lane -
 - Residential structures at 30 Railroad lanes appear to be located very close to the railroad right-of-way.
- Potential Private Access Impacts -
 - The driveway that serves 480 Brent Point Road runs parallel to the railroad tracks and may be within the right-of-way. The driveway is very long and there may be limitations on relocation.
 - There is a private at-grade crossing to a fishing camp in proximity of 306 Arkendale Road.
 - There is an underpass that serves as access to a home at 950 Widewater Road. The current structure does not appear to wide enough to support a third track. This home is located in relative close proximity to the tracks.
 - There is an underpass that serves homes at 868 and 866 Widewater Road. The current structure may need to be widened.
 - Access to the home at 820 Hope Road crosses under the Aquia Creek Bridge. The bridge structure may need to be widened.
 - There is a railroad siding that serves 29 and 39 Synan Road. Impacts to the siding should be taken into consideration with construction of the third track.
- Environmental -
 - A significant portion of the rail line north of 950 Widewater Road is located in the Critical Resource Protection Area (CRPA) for the Chesapeake Bay Act.

- Location of the rail line north of 950 Widewater Road at times is in close proximity of the shoreline of the Potomac River. Shoreline protection measures may be advisable to prevent erosion and storm surge impacts.
- Repetitive flooding occurs at the Brooke Fire Station, 222 Andrew Chapel Road. Consideration should be made to determine if the culvert under the tracks passes the 100 year storm event.
- A portion of the rail line is located within the 100 Year Floodplain and CRPA for Claiborne Run. Repetitive flooding problems have been observed in this area, most notably in proximity of 272 Anderson Drive in the Mount Pleasant Estates neighborhood. It appears that the culvert is too small to handle the flow of water from storm events.
- Bridges -
 - The bridges over Aquia Creek, Potomac Creek and the Rappahannock River may need to be improved to accommodate the third track.
- Parks, Recreation & Community Facilities -
 - Belmont Ferry Farm Trail Phase 6 - Will the high speed rail project affect any of the possible routes the trail may take from the Route 3 (Chatham) bridge to Jett Drive?
 - Stafford Civil War Park - The high speed rail may pose more hazards at the crossing of Mt. Hope Church Road, the access to the civil war park.
 - Widewater State Park - The high speed rail will have an impact on the crossing of Arkendale to the state park entrance. The state park, VDOT, and CSX folks are all talking about this intersection. What is the status of those talks?

Environmental and Cultural Resources

A joint permit application was submitted in 2010 for the third-rail project that included the section from Chopowamsic Creek through Arkendale (Widewater) to Aquia Creek. All wetlands, RPAs and historic sites have been studied and delineated already. My comments will therefore focus on the segment from Aquia Creek to Fredericksburg.

Note: Local wetlands permits and Chesapeake Bay reviews occur only if the project is considered to be exempt as a State or Federal project.

Wetlands impacts

A joint permit application will be required for the project. The process requires a wetland delineation, studies for possible endangered species, reports on all possible historic sites covered under a Section 106 review and possible mitigation. Permits may be required from DEQ and the Army Corps of Engineers.

The Aquia Creek Bridge and Rappahannock River Bridge will need expansion for the third rail and will have impacts to subaqueous bottom and tidal wetlands. These impacts would require permits from VMRC and the local Wetlands Board.

Ms. Jennifer L. Mitchell, Director

December 5, 2014

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Chesapeake Bay Resource Protection Areas

There are many Resource Protection Area buffers that would be impacted by the project however a linear railroad project is exempt from the requirements of the code as long as the plans minimize impacts and meet E&S and SWM requirements for approval by a locality or the State of Virginia.

Endangered Species, per DCR division of Natural Heritage Resources

Claiborne Run is marked as habitat for a protected aquatic species; NHR ID S-2973. The creek runs along and within the ROW for about 2 miles.

The Rappahannock River is marked as habitat for a protected invertebrate species; NHR ID E-8575.

Cultural Resources

Rail crossing at the intersection of Andrew Chapel Road and Brooke Road there are two historic sites -

- VDHR Architectural Site 089-0194: RF&P Railroad Bridge
- VDHR Architectural Site 089-5034: Groves Store, Brooke Road

Rail crossing over Potomac Creek and Leeland Road -

- VDHR Architectural Site 089-0045: RF&P Railroad Bridge

South of Leeland Road -

Next to Assessor's Parcel 47-9Q:

- VDHR Archeological Site 44ST0296 encroaches within Right of Way: Appears to be associated with the Civil War

Next to Assessor's Parcel 47-10:

- County Cemetery records indicate a "Daffan Family Cemetery" which may encroach within the ROW

North of the Leeland Rail Station -

- VDHR Archeological Site 44ST0271: Listed as potential Civil War site, but further study indicated that site was not eligible for listing and may be associated with rail line.

Near Leeland Station subdivision -

- VDHR Archeological Site 44ST0194: Studied with the Leeland Station subdivision plans and found not eligible.

Ms. Jennifer L. Mitchell, Director

December 5, 2014

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Near Deacon Road and White Oak Road -

- VDHR Architectural Site 111-5295: This site covers the entire area covered by the Battle of Fredericksburg, and continues across the Rappahannock River.

Dam Break Inundation Zone (DBIZ), Floodplains, Stormwater Management, Erosion and Sediment Control (ESC)

Introduction

The purpose of this memo is to list the location of impacts of Dam Break Inundation Zones (DBIZ), floodplains, stormwater management, as well erosion and sediment control (ESC). The format of this memo is to list the impacts starting at Chopawamsic Creek which forms the northerly boundary of the County and then working down the rail corridor to the Rappahannock River which forms the southerly boundary of the County.

General Comments on DBIZ

Dams that are regulated by the Commonwealth of Virginia, Department of Conservation and Recreation (DCR) and go through a six-year permitting cycle. As part of this cycle a DBIZ study and Emergence Action Plan (EAP) is developed. Hazard classification is assigned by DCR and may be changed by DCR during the permitting process. The County is required to keep a copy of each permit. The County is required to submit all preliminary plans that encroach into a DBIZ to DCR within 10 days. Submissions are forward to Dr. Zhengang (Michael) Wang, Regional Dam Safety Engineer for DRC. DCR is required to comment on the plans within 45 days. Dr. Wang's phone number is (540) 351-1587; his email is: zhengangwang@dcr.virginia.gov.

General Comments on Floodplains

Portions of the County are being remapped by FEMA. The new maps are scheduled to go into effect in February 2015. The new maps show the effects of coastal flooding on the Potomac River and its associated tributaries. The current County floodplain maps as well as the proposed revisions may be viewed on line at the FEMA Map Service Center. Questions concerning the remapping may be directed to FEMA Region 3. The website for the remapping is: www.r3coastal.com.

Stafford County is a National Flood Insurance Protection (NFIP) community. In order to maintain County good standing in this program, all changes to the floodplains are required to go through the FEMA Letter of Map Change (LMC) process. The County will review each proposed LMC. When the proposed LMC is found acceptable to Staff, it will be forwarded to the County Administrator for signature. The listed datum of the FIRM is NAVD 88. The geographic coordinates are listed as NAD 83.

References to FIRM panels are for the current panel (Suffix "E") / remapped panel (Suffix "F"). The remapping does not affect all panels.

Ms. Jennifer L. Mitchell, Director

December 5, 2014

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General Comments on Stormwater Management (SWM)

All development is required to conform to the requirements of the Stafford County Stormwater Ordinance (Chapter 21) and Stormwater Management Design Manual (SWMDM). County ordinances may be accessed on the MuniCode website. The SWMDM may be accessed at the County website. Construction plans must demonstrate that SWM has been achieved.

The Stormwater Ordinance and SWMDM were revised in July to conform to the requirements of the Virginia Department of Environmental Quality (DEQ). Water quality, stream erosion and flooding must be considered using the Runoff Reduction Method (RRM) spreadsheets. The DEQ requirements for stormwater management may be found at the DEQ website. The website is: <http://deq.state.va.us/>.

General Comments on Erosion and Sediment Control (ESC)

Erosion and Sediment Control programs are the responsibility of the Virginia Department of Environmental Quality (DEQ). All ESC plans must conform to the requirements of DEQ. Stafford County acts as an agent for DEQ is reviewing and administrating the ESC program within the County. The DEQ requirements for ESC may be found at the DEQ website. The website is: <http://deq.state.va.us/>.

All development is also required to conform to the requirements of the Stafford County Erosion and Sediment Control Ordinance (Chapter 11).

Locations of Potential Impact

From the Chopawamsic Creek to the Rappahannock River, Stafford County has many creeks and connecting tributaries that could be potential impacted by this project. In all cases, there is a FEMA established Zone A floodplain for that creek or tributary and any proposed alteration to the floodplain will require going through the FEMA LWC process. Some of these creeks have existing dams located upstream of the existing railroad crossing. Dams have different owners ranging from federal, state and local agencies to a residential subdivision homeowner's association. In all cases, the DBIZs created as a result of these existing dams could be impacted by any encroachment of this project and will be subject to DCR's review. The County would like to see all documentation submitted to and received from FEMA and DCR regarding any impacts to floodplains and DBIZs.

Please see the following list of creeks with associated tributaries and dams where applicable:

- Chopawamsic Creek Crossing (Panel 0070E and 0160E / 0068F and 0156F)
 - Breckenridge Dam (Virginia Inventory No. 17904) - owned by the Department of Defense, U.S. Marine Corps.
- Tank Creek Crossing (Panel 0155E/ 0152F)
- Meadow Branch Crossing (Panel 0155E / 0154F)

- Boars Creek Crossing (Panel 0165E / 0161F)
 - Tributary 1 to Boars Creek Crossing (Panel 0155E / 0162F)
- Aquia Creek Crossing (Panel 0165E / 0161F)
 - Aquia Creek Dam (Virginia Inventory No. 17911) - owned by the Stafford County Department of Utilities.
 - Lunga Dam (Virginia Inventory No. 17901) - owned by the Department of Defense, U.S. Marine Corps.
 - Tributary 8 to Aquia Creek Crossing (Panel 0165E / 0161F)
 - Tributary 9 to Aquia Creek Crossing (Panel 0165E / 0161F)
- Accokeek Creek Crossing (Panel 0144E / not applicable)
- Potomac Creek Crossing (Panel 0210E / 0210F)
 - Lake Curtis Dam (Virginia Inventory No. 17912) - owned by the Virginia Department of Game and Inlet Fisheries.
 - Potomac Creek Dam No. 1 (Virginia Inventory No. 17902) - owned by the Stafford County Department of Utilities.
 - Potomac Creek Dam No. 2 (Virginia Inventory No. 17913) - owned by the Stafford County Department of Utilities.
 - Henderson Dam (Virginia Inventory No. 17914) - privately owned.
 - Tributary 7 to Potomac Creek Crossing (Panel 0210E / 0210F)
- Claiborne Run Crossing (Panel 0204E near Anderson Drive), (Panel 0204E at Harrell Road), (Panel 0212E near Debruen Lane) and (Panel 0212E near Naomi Road)
 - Leeland Lake Dam (Virginia Inventory No. 17925) - owned by the Leeland Station Homeowner's Association.
 - Unlisted Tributary to Claiborne Run Crossing (Panel 0204E / not applicable)
 - This is a crossing of the stream that to which Leeland Lake Dam outfalls.
 - Tributary 2 to Claiborne Run (Panel 0165E near Deacon Road)
- Along Claiborne Run, general (Panel 0204E and 0212E / not applicable)
 - The existing tracks extend close to Claiborne Run for a significant length. The entire length of Claiborne Run may have to be restudied in the event that there is significant construction in or near the stream.
 - Leeland Lake Dam (Virginia Inventory No. 17925) - owned by the Leeland Station Homeowner's Association.

Ms. Jennifer L. Mitchell, Director

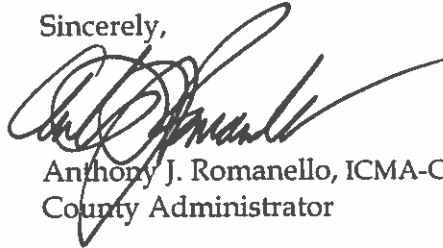
December 5, 2014

8

- Rappahannock River Crossing (Panel 0212E)
 - Lake Mooney Dam (Virginia Inventory No. 17926) - owned by the Stafford County Department of Utilities. It is the largest Stafford County dam in the vicinity of the Rappahannock River Crossing. This dam was recently completed.
 - Leeland Lake Dam (Virginia Inventory No. 17925) - owned by the Leeland Station Homeowner's Association.
 - There are other dams in Spotsylvania County and other municipalities within the Rappahannock River watershed.

Please contact Joey Hess by phone at (540) 658-4611 or by email at jhess@staffordcountyva.gov with any questions and/or comments regarding this letter. Thank you again for providing Stafford County the opportunity to formally respond on this project.

Sincerely,



Anthony J. Romanello, ICMA-CM
County Administrator

U.S. POSTAGE



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COUNTY OF STAFFORD

1300 COURTHOUSE ROAD
P.O. BOX 339
STAFFORD, VIRGINIA 22555-0339

TO:

Ms. Jennifer L. Mitchell, Director
Virginia Department of Rail
and Public Transportation
600 E. Main Street, Suite 2012
Richmond, VA 23219

1210



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

December 12, 2014

Ms. Emily Stock
Project Manager
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA - 23219

Re: Federal Register Notice – Environmental Impact Statement for Southeast High Speed Rail Project from Washington, D.C. to Richmond, Virginia

Dear Ms. Stock:

This letter responds to the Federal Railroad Administration's (FRA) notice of intent, published in the October 23, 2014 Federal Register, to prepare, in cooperation with the Virginia Department of Rail and Public Transportation, a Tier II Environmental Impact Statement (EIS) for the 123-mile portion of the Southeast High Speed Rail Project from Washington, D.C. to Richmond, Virginia. It is noted that the corridor was described in the Tier I Record of Decision as extending from Washington, D.C. to Charlotte, North Carolina in 1992. The Tier II EIS will examine only the Washington to Richmond portion of the corridor. The study will:

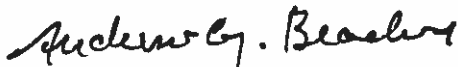
1. Update and confirm the purpose and need for the Washington to Richmond portion of the corridor,
2. Develop site specific rail alternatives for placement of a third track and other improvements,
3. Conduct a detailed evaluation of impacts of the alternatives, and
4. Select a preferred alternative.

The Virginia Department of Transportation (VDOT), Northern Virginia ("NoVA") District Office (Land Development, Permits, Transportation Planning, Location & Design and Environmental sections) has reviewed the subject project. Comments provided by VDOT NoVA staff have been consolidated in this letter for convenience, and are as follows:

- FRA is responsible for performing environmental due diligence to comply with applicable state/Federal environmental laws and regulations for all proposed alignments within VDOT right of way (crossings or parallel facilities).
- FRA should consult further with VDOT to determine if any alternatives would impact a VDOT wetland mitigation site; these areas are deeded perpetually for conservation.
- A more detailed analysis on the magnitude of noise and vibration along alignments parallel to VDOT maintained roadways will be necessary. Specifically, noise from train and highway sources where the facilities run in parallel should be evaluated for noise impacts to noise sensitive residential receptors. Where trackside noise abatement is warranted, a noise absorptive surface is recommended to reduce reflected noise from the rail bed and highway upon residential noise receptors. For any proposed alignments with elevated rail, the structure supporting the rail should be designed to minimize vibration nuisance upon adjacent residential receptors.
- The preferred alternative should consider any safety and environmental impacts to existing highway transportation infrastructure; the preferred alternative should not preclude planned highway transportation improvements in the Constrained Long-Range Plan (CLRP)/Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP).
- The scope should include an analysis of existing at-grade roadway crossings to ascertain if it would be acceptable for expanded and/or high speed use (i.e., the sensors for gate closures would need to be relocated to provide sufficient warning in advance of both high speed and low speed trains).
- For sections which follow new alignment, the study should include details of the various roadway crossings and an analysis of the traffic delays imposed due to the introduction of a train crossing.
- VDOT land use permits will be required if construction of new stations, parking facilities, access roads, utility relocations, etc. impact the VDOT right of way and transportation network.

I hope this information is useful to you. If you have any questions, please feel free to contact me at 703-259-2239 or Andrew.Beacher@VDOT.Virginia.gov.

Sincerely,



Andrew G. Beacher, P.E.
Assistant Transportation Planning Director

Cc: Elizabeth Jordan, VDOT
John Fisher, VDEQ
Jim Cromwell, VDOT
Chip Ray, VDOT



VIRGINIA RAILWAY EXPRESS

December 4, 2014

Ms. Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
info@DC2RVArail.com

RE: Scoping comments for the DC to Richmond Southeast High Speed Rail Preliminary Engineering and Environmental Review

Dear Ms. Stock:

Please accept the following comments regarding the DC to Richmond Southeast High Speed Rail Preliminary Engineering and Environmental Review. I first wanted to thank you and the Virginia Department of Rail and Public Transportation for including VRE among the partner agencies involved in advancing this important project.

As the Commonwealth's only commuter rail transit provider, VRE is an integral component of the statewide multi-modal transportation system. VRE service offers a competitive alternative to auto travel for commuters and other travelers in the heavily congested I-95 and I-66 travel corridors in northern Virginia. Providing greater operating capacity within the VRE Fredericksburg Line-CSX rail corridor to prepare for future growth and provide reliable transportation choices are goals VRE shares with the DC2RVArail project.

While the DC2RVArail study corridor extends beyond the VRE service area, I highlight the unique operations within the Spotsylvania County to Potomac River segment of the corridor which is shared by VRE's Fredericksburg Line, intercity/regional passenger rail and freight operations. I also refer you to the VRE System Plan 2040 (www.vre.org/about/strategic/strategic_plan.htm) which outlines VRE's long-range plans to expand system capacity to provide greater travel options and accommodate future ridership growth. Future VRE service plans should be considered in the project's analysis of rail operations and rail improvements identified to serve future, combined VRE, intercity/regional passenger rail and freight operations.

Additionally, VRE is advancing planning, design and construction of improvements system-wide, including platform expansion projects at Fredericksburg Line stations, to eliminate existing capacity constraints and address future growth needs. The DC2RVArail project team should actively engage VRE in their design process to ensure VRE requirements, particularly at stations, are closely coordinated with the design of the rail improvements and, where possible, to come to an early consensus on such design so as to not delay or defer the timely implementation of planned VRE improvements.

Ms. Emily Stock
Page 2
December 4, 2014

I appreciate the opportunity to provide input on this project. Please contact me (choeffner@vre.org or 703-838-5442) with questions or should you need additional information regarding VRE plans or operations.

Sincerely,

A handwritten signature in blue ink that reads "Christine Hoeffner". The signature is written in a cursive style with a large, stylized initial 'C'.

Christine Hoeffner
VRE Manager of Project Development

Molly Joseph Ward
Secretary of Natural Resources

Clyde E. Cristman
Director



Joe Elton
Deputy Director of Operations

Rochelle Altholz
Deputy Director of Administration
and Finance

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

600 East Main Street, 24th Floor
Richmond, Virginia 23219
(804)786-6124

December 4, 2014

Emily Stock
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Re: Southeast High Speed Rail Project Tier II EIS Scoping Notice

Dear Ms. Stock:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Bowling Green and Seven Pines Quads

According to the information currently in our files, natural heritage resources have not been documented within two miles of the project boundary. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources.

Alexandria Quad

Biotics historically documents the presence of natural heritage resources within two miles of the project area. However, due to the scope of the activity and the distance to the resources, we do not anticipate that this project will adversely impact these natural heritage resources.

Annandale, Occoquan, Quantico and Dutch Gap Quads

Biotics documents the presence of natural heritage resources within two miles of the project area. However, due to the scope of the activity and the distance to the resources, we do not anticipate that this project will adversely impact these natural heritage resources.

Fort Belvoir Quad

According to the information currently in our files, this site is located within the Pohick Seeps Conservation Site. Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources and habitat they support. Conservation sites are polygons built around one or more rare plant, animal, or natural community designed to include the element and,

where possible, its associated habitat, and buffer or other adjacent land thought necessary for the element's conservation. Conservation sites are given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain; on a scale of 1-5, 1 being most significant. Pohick Seeps Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is:

Northern Coastal Plain Terrace Gravel Bog

G1/S1/NL/NL

The Northern Coastal Plain Terrace Gravel Bog (*Nyssa sylvatica* - *Magnolia virginiana* - (*Pinus rigida*) / *Rhododendron viscosum* - *Toxicodendron vernix* / *Smilax pseudochina* Woodland, G1/S1/SOC/NL) is a saturated woodland known from a limited area at and just east of the Fall-line in Maryland and northern Virginia. It occurs on saturated toeslopes at bases of highly weathered, highly acidic, fluvial-estuarine terrace gravel deposits of Cretaceous or Tertiary age. Irregular microtopography with abundant groundwater seepage forming braided channels, sphagnum-covered hummocks, and mucky depressions is characteristic. Historical accounts of this vegetation describe these areas as "bogs" with Sweetbay magnolia (*Magnolia virginiana*) and various shrubs fringing and forming clumps within a more open center dominated by herbaceous plants. Today, remaining examples exist mostly as open woodlands with very dense shrubs (averaging 80% cover) and very small, scattered herbaceous patches. Black gum (*Nyssa sylvatica*) is the most dominant tree species, followed by sweetbay magnolia (*Magnolia virginiana*), red maple (*Acer rubrum*), tulip-poplar (*Liriodendron tulipifera*), and American holly (*Ilex opaca*). Historically, fire may have been an important factor maintaining herbaceous patches and limiting the growth of shrubs and trees, but the dynamics of this community type are not fully understood. This community has always had a limited distribution in the Mid-Atlantic fall-line zone and has probably always been rare with that region. Today, less than 10 sites remain in very small patches degraded by fire exclusion, woody succession, and various human impacts.

In addition, there is a potential for Small whorled pogonia (*Isotria medeoloides*, G2/S2/LT/LE) to occur adjacent to the project area. Small whorled pogonia, a perennial orchid, grows in a variety of woodland habitats in Virginia, but tends to favor mid-aged woodland habitats on gently north or northeast facing slopes often within small draws. It is quite natural for plants of this species to remain dormant in the soil for long periods of time. Direct destruction, as well as habitat loss and alteration, are principle reasons for the species' decline (Ware, 1991). The Virginia Field Office of the U.S. Fish and Wildlife Service recommends that field surveys for this species be conducted in areas of Virginia south of Caroline County from May 25 through July 15 and in areas of Virginia from Caroline County and north from June 1 through July 20 (K. Mayne, pers. com. 1999). Please note that this species is currently classified as threatened by the United States Fish and Wildlife Service (USFWS) and as endangered by the Virginia Department of Agriculture and Consumer Services (VDACS).

Widewater Quad

According to the information currently in our files, this site is located within the Arkendale Flatwoods Conservation Site. Arkendale Flatwoods Conservation Site has been given a biodiversity significance ranking of B5, which represents a site of general significance. The natural heritage resource of concern at this site is:

Coastal Plain Depression Swamp
(Willow Oak - Red Maple - Sweetgum Type)

G3/S2/NL/NL

This Coastal Plain wetland is a seasonally flooded forest of shallow seasonal ponds and other, more irregular basin depressions of the Chesapeake Bay region. The habitat is flooded up to 50 cm deep during the winter and spring, but typically draws down early in the summer. The substrate is characterized by mineral soils, generally acidic, gleyed to mottled, sandy or clay loams. Characteristic tree species include red maple (*Acer rubrum*), sweet gum (*Liquidambar styraciflua*), and black gum (*Nyssa sylvatica*), which are nearly constant in the canopy. Mature

stands, however, usually contain willow oak (*Quercus phellos*) as an overstory dominant or co-dominant. Associates include American holly (*Ilex opaca*), southern magnolia (*Magnolia virginiana*), swamp tupelo (*Nyssa biflora*), sassafras (*Sassafras albidum*), pin oak (*Quercus palustris*), and loblolly pine (*Pinus taeda*). The shrub layer is characterized by fetterbush (*Leucothoe racemosa*), highbush blueberries (*Vaccinium formosum* and *V. fuscatum*), sweet pepperbush (*Clethra alnifolia*), winterberry (*Ilex verticillata*), and swamp azalea (*Rhododendron viscosum*). Roundleaf greenbriar (*Smilax rotundifolia*) is a particularly characteristic vine. Herbs characteristic of these communities are well adapted to periods of submersion and are generally sparse.

This community type has been greatly reduced since European settlement by draining and clearing for agricultural conversion. Ongoing threats include ditching, damage from timber harvests, ATV incursions, and adjacent agriculture with insufficient buffers to protect from pesticide and fertilizer use. Since this community depends on groundwater hydrology, depletion of the water table is a serious threat in developed areas. (NatureServe, June 5, 2012)

In addition, Brent Marsh Conservation Site is located downstream from the project site. Brent Marsh Conservation Site has been given a biodiversity significance ranking of B3, which represents a site of high significance. The natural heritage resource of concern at this site is:

Aeschynomene virginica Sensitive joint-vetch G2/S2/LT/LT

Sensitive joint-vetch is a bristly stemmed annual legume growing to 2 meters in height. The characteristic pinnately divided leaves are gland-dotted and may fold slightly if touched. The pea-shaped flowers are yellow streaked with orange-red. This legume occurs in freshwater to brackish wetland habitats, primarily marshes, in the intertidal zone of our larger coastal rivers. This habitat type often supports a high diversity of both rare and common plant species. This annual herbaceous plant is classified as federally listed by the United States Fish and Wildlife Service (USFWS) and stated listed by the Virginia Department of Agriculture and Consumer Services (VDACS).

To thrive, Sensitive joint-vetch may require minimal competition from other plants. For this reason, plants are frequently found on accreting point bars and levees that have not yet been colonized by perennial species. Sensitive joint-vetch populations however, may also be found within marsh interiors. Researchers believe that these plants may be able to thrive there because of harsh soil and nutrient conditions that inhibit growth of potential competitors. An additional theory for the Sensitive joint-vetch occurring at those locations is that grazing herbivores, such as muskrat (*Ondatra zebethicus*), eat large areas of vegetation ("muskrat eat-outs") leaving behind exposed soils that are more easily colonized by annuals.

Populations face many potential on-site and off-site threats, including activities that alter natural river currents and sediment cycling and, thereby, prevent the development of accreting point-bar habitats for the species and/or cause erosion of that habitat. Other potential threats include activities which result in increased salinity levels, water pollution, displacement by aggressive species, and activities which result in excessive sediment loading which could inhibit germination of seeds or smother seedlings (USFWS, 1995). Sensitive joint-vetch is currently known from about 30 locations in Virginia's coastal plain, 10 of which are historical occurrences. Surveys for Sensitive joint-vetch should be conducted from August 15 to October 15. At this time the plant is in flower or fruit and has attained some stature making it more visible during the surveys typically conducted from a boat.

Furthermore, Lower Aquia Creek Conservation Site is located adjacent to the project site. Lower Aquia Creek Conservation Site has been given a biodiversity significance ranking of B4, which represents a site of moderate significance. The natural heritage resource of concern at this site is:

Eriocaulon parkeri Parker's pipewort G3/S2/NL/NL

Parker's pipewort is classified as very rare to uncommon in Virginia. This diminutive pipewort species displays a greyish-white button flower and often occurs with other rare mudwort species in the intertidal zone of tidal regions from Maine to North Carolina. Potential threats include activities that alter natural river currents causing sedimentation, which could inhibit germination of seeds or smother seedlings, and/or erosion of the habitat. Other potential threats include activities that result in increased salinity levels, water pollution, and displacement by aggressive species (J. C. Ludwig, 1996). Parker's pipewort has been documented at 29 occurrences in Virginia with 11 of those historical or extirpated. Surveys for this species should be conducted during the flowering / fruiting period from July to October.

Finally, there is a potential for Small whorled pogonia to occur within the project area if suitable habitat exists on site.

Stafford and Fredericksburg Quads

The Crow's Nest Natural Area Preserve is located downstream from the project site. DCR recommends coordination with Mike Lott, DCR - Division of Natural Heritage Northern Region Steward at (540) 658-8690 or Michael.lott@dcr.virginia.gov for additional information about the preserve and associated natural heritage resources..

In addition, there is a potential for Small whorled pogonia to occur within the project area if suitable habitat exists on site.

Fredericksburg Quad

According to the information currently in our files, South Fredericksburg Conservation Site is located within the project site. South Fredericksburg Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is:

Non-Riverine Wet Hardwood Forest (Northern Coastal Plain Type) G2?/S2/NL/NL

This association occurs in the central and northern Virginia Coastal Plain on large, flat, imperfectly drained terraces and very wide, ancient floodplains that are no longer subject to alluvial processes. Its hydrology is seasonally to nearly permanently saturated, with occasional ponding or groundwater sheet flows, and is maintained by a high water table rather than riverine or estuarine flooding (NatureServe, 2011). Habitats are essentially flat, with seasonally perched water tables. Shallow, braided channels and depressions which pond water intermittently are frequent habitat features. Surface soils are silt, sand, and clay loams, usually overlying dense clay subsoils (hardpans) that impede drainage. Mature stands of this association are dominated by variable mixtures of hydrophytic oaks (*Quercus* spp.), including swamp chestnut oak (*Quercus michauxii*), cherrybark oak (*Quercus pagoda*), willow oak (*Quercus phellos*), pin oak (*Quercus palustris*), and white oak (*Quercus alba*). Cutting and other disturbances result in higher proportions of sweetgum (*Liquidambar styraciflua*), red maple (*Acer rubrum*), and other intolerant trees. Small trees and shrubs include American hornbeam (*Carpinus caroliniana* ssp. *caroliniana*), American holly (*Ilex opaca* var. *opaca*), sweet pepper-bush (*Clethra alnifolia*), sweetbay (*Magnolia virginiana*), fetterbush (*Leucothoe racemosa*), and highbush blueberries (*Vaccinium* spp.). Herb layers usually contain netted chain fern (*Woodwardia areolata*) and a variety of sedges, (e.g., *Carex abscondita*, *Carex debilis* var. *debilis*, *Carex intumescens*). Late-successional non-riverine saturated forests have been greatly reduced in extent or modified by extensive agricultural clearing, logging, conversion to pine silvicultures, and hydrologic alterations such as ditching and draining. (Fleming, et al., 2011)

In addition, Crow's Nest Conservation Site is located downstream from the project site. Crow's Nest Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is:

Colonial Wading Bird Colony

G5/S2/NL/NL

Furthermore, the Hazel Run Rt. 1 to Rt. 2 Stream Conservation Unit (SCU) is located within and the Little Falls Run Stream Conservation Unit is located downstream from the project site. SCUs identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Hazel Run Rt. 1 to Rt. 2 SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resources associated with this site are:

Aquatic Natural Community
Aquatic Natural Community

G27/S27/NL/NL
G3G4/S3S4/NL/NL

The documented Aquatic Natural Communities are based on Virginia Commonwealth University's **INSTAR** (*Interactive Stream Assessment Resource*) database which includes over 2,000 aquatic (stream and river) collections statewide for fish and macroinvertebrate. These data represent fish and macroinvertebrate assemblages, instream habitat, and stream health assessments. The associated Aquatic Natural Communities are significant on multiple levels. First, these streams are a grade B, per the VCU-Center for Environmental Sciences (CES), indicating its relative regional significance, considering its aquatic community composition and the present-day conditions of other streams in the region. These stream reaches also hold a "Healthy" stream designation per the INSTAR Virtual Stream Assessment (VSS) score. This score assesses the similarity of these streams to ideal stream conditions of biology and habitat for this region. Lastly, these streams contribute to high Biological Integrity at the watershed level (6th order) based on number of native/non-native, pollution-tolerant/intolerant and rare, threatened or endangered fish and macroinvertebrate species present.

The Little Falls Run SCU has been given a biodiversity ranking of B4, which represents a site of moderate significance. The natural heritage resource associated with this site is:

Aquatic Natural Community

G3G4/S3S4/NL/NL

The associated Aquatic Natural Community is significant on multiple levels. First, this stream is a grade B, per the VCU-Center for Environmental Sciences (CES), indicating its relative regional significance, considering its aquatic community composition and the present-day conditions of other streams in the region. This stream reach also holds a "Healthy" stream designation per the INSTAR Virtual Stream Assessment (VSS) score. Threats to the significant Aquatic Natural Communities and the surrounding watershed include water quality degradation related to point and non-point pollution, water withdrawal and introduction of non-native species.

Finally, the Yellow lance (*Elliptio lanceolata*, G2G3/S2S3/SOC/NL) has been historically documented within the project site in the Rappahannock River. The Yellow lance occurs in mid-sized rivers and second and third order streams. To survive, it needs a silt-free, stable streambed and well-oxygenated water that is free of pollutants. This species has been the subject of taxonomic debate in recent years (NatureServe, 2009). Currently in Virginia, the Yellow lance is recognized from populations in the Chowan, James, York, and Rappahannock drainages. Its range also extends into Neuse-Tar river system in North Carolina. In recent years, significant population declines have been noted across its range (NatureServe, 2009). Please note that this species is currently classified as a species of concern by the United States Fish and Wildlife Service (USFWS) however, this designation has no official legal status.

Considered good indicators of the health of aquatic ecosystems, freshwater mussels are dependent on good water quality, good physical habitat conditions, and an environment that will support populations of host fish species (Williams et al., 1993). Because mussels are sedentary organisms, they are sensitive to water quality degradation related to increased sedimentation and pollution. They are also sensitive to habitat destruction through dam

construction, channelization, and dredging, and the invasion of exotic mollusk species. The Yellow lance may be particularly sensitive to chemical pollutants and exposure to fine sediments from erosion (NatureServe, 2009).

Guinea Quad

According to the information currently in our files, the Frosted elfin (*Callophrys irus*, G3/S2?/NL/NL) has been historically documented within the project site. Frosted elfin is gray-brown on the dorsal side. The ventral side is res-brown or gray-brown with a large gray patch at the outside and trailing edge of the hind wing. A black spot is usually evident in the center of this patch. They are most often found in dry areas, especially oak woods, shale barrens, pine forests, sandhills and coastal scrub. They feed upon Wild Lupine (*Lupinus perennis*) and Wild Indigo (*Baptisia tinctoria*). Others have been cited as well, like other Lupines and Rattlebox (*Crotalaria sagittalis*). There may be different management approaches for Frosted elfin populations which feed on Lupine versus Wild Indigo. In both cases, open habitat should be preserved; however, the use of fire, herbicides, and summer mowing, might be detrimental. Winter-time mowing and deer control may be beneficial. Habitat destruction is a likely cause of the demise of this species. (DCR-DNH et al. 2013)

In addition, there is potential for Swamp pink (*Helonias bullata*, G3/S2S3/LT/LE) and Small whorled pogonia to occur within the project area if suitable habitat exists on site. Swamp-pink, a perennial herb, inhabits groundwater-influenced, perennially saturated, nutrient-poor headwater wetlands and is sensitive to hydrologic alterations to its habitat. The major direct threat to this species is habitat loss. Indirect threats result from activities that affect the hydrologic regime including such upslope activities as timber harvesting, land clearing and development, and agriculture. Downstream threats to the hydrology of a swamp-pink habitat arise from flooding caused by road crossings with culverts that become blocked and beaver activity (VanAlstine, 1994). In Virginia, swamp-pink is mostly found in the western Coastal Plain, but disjunct populations occur in Augusta County near the edge between the Ridge and Valley and Northern Blue Ridge regions.

The optimal survey time period for swamp-pink is late April 15-May 31 when the inflorescences may be present, the emerging, bright green, young basal rosettes are highly evident before the competing herbaceous vegetation has fully expanded, and light levels are high before canopy leaf-out. The basal leaves of swamp pink are present all year, making it possible to find swamp-pink rosettes in June 1-September 30, but surveys during this time frame are much more difficult due to the density of competing herbaceous vegetation, such as skunk cabbage, in the swamp forest and the deep shade after canopy leaf-out. Surveys in October-March are unreliable as older leaves expand, lie on the ground, turn brownish-red, and possibly become covered after leaf-fall (U.S. Fish and Wildlife Service, 1991). Please note that this species is currently classified as threatened by the United States Fish and Wildlife Service (USFWS) and as endangered by the Virginia Department of Agriculture and Consumer Services (VDACS).

Woodford Quad

According to the information currently in our files, the Virginia Piedmont Water Boatman (*Sigara depressa*, G1G2/S1S2/SOC/LE) has been historically documented within the project site. The Virginia Piedmont Water Boatman is a rare aquatic true bug in the Family Corixidae. It is only known from piedmont streams of Virginia. The Virginia Piedmont Water Boatman has an elongated body and the middle appendages are used like oars for swimming. The species is found in large, quiet pools within fast flowing streams (Hoffman, 1991).

Please note that the Virginia Piedmont Water Boatman is currently listed as endangered by the Virginia Department of Agriculture and Consumer Services (VDACS). It is also classified as a species of concern by the U.S. Fish and Wildlife Service (USFWS); however, this is not a legal designation.

Penola and Ruther Glen Quads

According to the information currently in our files, the Polecat Creek – Penola Stream Conservation Unit (SCU) is located within the project site. SCUs identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Polecat Creek – Penola SCU has been given a biodiversity ranking of B5, which represents a site of general significance. The natural heritage resource associated with this site is:

<i>Somatochlora filosa</i>	Fine-lined emerald	G5/S2/NL/NL
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The Fine-lined emerald is a state rare dragonfly species measuring 54-66 mm in length (Needham and Westfall, 1975). This colorful, slender species inhabits slow-flowing blackwater with sand, mud or silt substrate and emergent vegetation along the banks (NatureServe, 2009). The Fine-lined emerald ranges throughout the southeastern United States (Dunkle, 2000) and from several sites throughout the piedmont and coastal plain of Virginia.

Adult Odonata (dragonflies and damselflies), commonly seen flitting and hovering along the shores of most freshwater habitats, are accomplished predators. They lay their eggs on emergent vegetation or debris at the water's edge. Unlike the adults, the larvae are aquatic where they typically inhabit the sand and gravel of the substrates. Wingless and possessing gills, they crawl about the submerged leaf litter and debris stalking their insect prey. The larvae seize unsuspecting prey with a long, hinged "grasper" that folds neatly under their chin. When larval development is complete, the aquatic larvae crawl from the water to the bank, climb up the stalk of the shoreline vegetation, and the winged adult emerges (Hoffman 1991; Thorpe and Covich 1991).

Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. They are also sensitive to alterations that result in poor water quality, aquatic substrate changes, and thermal fluctuations.

Ruther Glen Quad

According to the information currently in our files, there is potential for Swamp-pink to occur within the project area if suitable habitat exists on site.

Ashland Quad

According to the information currently in our files, the South Anna River – Falling Creek Stream Conservation Unit (SCU) is located within the project site. The South Anna River – Falling Creek SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resources associated with this site are:

<i>Elliptio lanceolata</i>	Yellow lance Aquatic Natural Community	G2G3/S2S3/SOC/NL G2/S2/NL/NL
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The Yellow lance occurs in mid-sized rivers and second and third order streams. To survive, it needs a silt-free, stable streambed and well-oxygenated water that is free of pollutants. This species has been the subject of taxonomic debate in recent years (NatureServe, 2009). Currently in Virginia, the Yellow lance is recognized from populations in the Chowan, James, York, and Rappahannock drainages. Its range also extends into Neuse-Tar river system in North Carolina. In recent years, significant population declines have been noted across its range (NatureServe, 2009). The Yellow lance may be particularly sensitive to chemical pollutants and exposure to fine sediments from erosion (NatureServe, 2009). Please note that this species is currently classified as a species of concern by the United States Fish and Wildlife Service (USFWS) however, this designation has no official legal status.

The associated Aquatic Natural Community is significant on multiple levels. First, this stream is a grade B, per the VCU-Center for Environmental Sciences (CES), indicating its relative regional significance, considering its aquatic community composition and the present-day conditions of other streams in the region. This stream reach also holds a "Healthy" stream designation per the INSTAR Virtual Stream Assessment (VSS) score. Threats to the significant Aquatic Natural Community and the surrounding watershed include water quality degradation related to point and non-point pollution, water withdrawal and introduction of non-native species.

In addition, the Dwarf wedgemussel (*Alasmidonta heterodon*, G1G2/S1/LE/LE), Yellow lampmussel (*Lampsilis cariosa*, G3G4/S2/NL/NL), Green floater (*Lasmigona subviridis*, G3/S2/NL/LT) and Eastern lampmussel (*Lampsilis radiata*, G5/S2S3/NL/NL) have been historically documented in the project vicinity. The Dwarf wedgemussel grows to a length of approximately 30 mm. This species inhabits creeks of varying sizes, residing in muddy sand, sand, and gravel bottoms, in areas of slow to moderate current and little silt deposition (USFWS, 1993). Currently, this species exists in widely scattered, small populations in the Chowan, James, York, Rappahannock, and Potomac River drainages. Its native host fishes include Mottled sculpin (*Cottus bairdi*), Johnny darters (*Etheostoma nigrum*), Tessellated darters (*Etheostoma olmstedi*) and Sculpins (*Cottus* sp.) (Michaelson and Neves, 1995). Please note that this species is currently classified as endangered by the United States Fish and Wildlife Service (USFWS) and the Virginia Department of Game and Inland Fisheries (VDGIF).

The Yellow lampmussel ranges from Nova Scotia to Georgia in Atlantic slope drainages (NatureServe, 2009). In Virginia, it is recorded from the Roanoke, Chowan, James, York, and Potomac drainages. It is found in larger streams and rivers where good currents exist over sand and gravel substrates and in small creeks and ponds (Johnson, 1970).

The Green floater, a rare freshwater mussel, ranges from New York to North Carolina in the Atlantic Slope drainages, as well as the New and Kanawha River systems in Virginia and West Virginia (NatureServe, 2009). In Virginia, there are records from the New, Roanoke, Chowan, James, York, Rappahannock, and Potomac River drainages. Throughout its range, the Green floater appears to prefer the pools and eddies with gravel and sand bottoms of smaller rivers and creeks, smaller channels of large rivers (Ortman, 1919) or small to medium-sized streams (Riddick, 1973). Please note that this species has been listed as state threatened by the Virginia Department of Game and Inland Fisheries (VDGIF).

The Eastern lampmussel is a freshwater mussel which inhabits river systems in areas with substrates composed of silt, sand, cobble, gravel and exposed bedrock (NatureServe, 2009). This species has a wide range, from eastern Canada west to Ontario and Quebec and south to South Carolina (NatureServe, 2009). In Virginia, there are records from the Chowan and York River drainages.

Considered good indicators of the health of aquatic ecosystems, freshwater mussels are dependent on good water quality, good physical habitat conditions, and an environment that will support populations of host fish species (Williams et al., 1993). Because mussels are sedentary organisms, they are sensitive to water quality degradation related to increased sedimentation and pollution. They are also sensitive to habitat destruction through dam construction, channelization, and dredging, and the invasion of exotic mollusk species.

Finally, the South Anna River 2, has been designated by the Virginia Department of Game and Inland Fisheries (VDGIF) as a "Threatened and Endangered Species Water". The species associated with this T & E Water is the Dwarf wedgemussel.

Hanover, Studley and Yellow Tavern Quads

According to the information currently in our files, the Mechumps Creek Above Rt 301 Stream Conservation Unit is located within the project site. The Mechumps Creek Above Rt 301 SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resource associated with this site is:

The associated Aquatic Natural Community is significant on multiple levels. First, this stream is a grade B, as per the VCU-Center for Environmental Sciences (CES), indicating its relative regional significance, considering its aquatic community composition and the present-day conditions of other streams in the region. This stream reach also holds as a "Healthy" stream designation as per the INSTAR Virtual Stream Assessment (VSS) score.

Yellow Tavern Quad

According to the information currently in our files, the Totopotomy Creek Stream Conservation Unit (SCU) is located downstream from the project site. The Totopotomy SCU has been given a biodiversity ranking of B5, which represents a site of general significance. The natural heritage resource associated with this site is:

Siren intermedia

Lesser siren

G5/S2S3/NL/NL

The Lesser siren is an aquatic eel-like salamander that ranges along the Coastal Plain from southeastern Virginia to northern Florida, west to Texas and northern Mexico, and extending north up the Mississippi River valley to Illinois and Indiana (Petranka, 1998). In Virginia, it is known from the Chowan, James, and York River drainage areas. Entirely aquatic, the lesser siren has feathery external gills and small front legs placed immediately behind its head, a long eel-like body, and no hind limbs. They are usually found among thick vegetation, under rocks and logs, or burrowed in the mud of shallow, muddy, weed-choked swamps, ponds, lakes, streams, and ditches. They also burrow in the mud during periods of drought (Martof et al., 1980). Threats to the lesser siren include loss of wetland habitat through drainage or ditching (Petranka, 1998).

Richmond Quad

Please note this project is within a portion of the James River that has been designated as a scenic river in the state of Virginia. Due to this designation, DCR recommends you contact Lynn Crump of the DCR-Division of Planning and Recreation at 804-786-5054 or Lynn.Crump@dcr.virginia.gov.

Richmond and Drewrys Bluff Quads

According to the information currently in our files, Laura's clubtail (*Stylurus laurae*, G4/S2/NL/NL) has been historically documented within the James River. Laura's clubtail, a state rare dragonfly, ranges from Ohio south to Florida with westward records to Texas (Kondratieff, 2000). In Virginia, there are records across the Piedmont and west to the Ridge and Valley region. Its habitat consists of moderated gradient streams with many shallow riffles and runs (NatureServe, 2009).

Adult Odonata (dragonflies and damselflies), commonly seen flitting and hovering along the shores of most freshwater habitats, are accomplished predators. Adults typically forage in clearings with scattered trees and shrubs near the parent river. They feed on mosquitoes and other smaller flying insects, and are thus considered highly beneficial. Odonates lay their eggs on emergent vegetation or debris at the water's edge. Unlike the adults, the larvae are aquatic and typically inhabit the sand and gravel substrates. Wingless and possessing gills, the larvae crawl about the submerged leaf litter and debris stalking their insect prey. The larvae seize unsuspecting prey with a long, hinged "grasper" that folds neatly under their chin. When larval development is complete, the aquatic larvae crawl from the water to the bank, climb up the stalk of the shoreline vegetation, and the winged adult emerges (Hoffman 1991; Thorpe and Covich 1991).

Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. Though somewhat tolerant of decreased water quality, they are sensitive to alterations that result in poor water quality, aquatic substrate changes, and thermal fluctuations. Threats include activities that alter the water flow or substrate such as: impoundments,

channelization, dredging, siltation, agricultural non-point pollution, and municipal and industrial pollution. In addition, timber harvest may increase siltation and cause a decrease in dissolved oxygen as canopy cover is removed and water temperature rises (NatureServe, 2009).

To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations. Due to the legal status of Small whorled pogonia, Sensitive joint-vetch, Swamp-pink and Dwarf wedgemussel, DCR also recommends coordination with the U.S. Fish and Wildlife Service (USFWS) and due to the legal status of the Dwarf wedgemussel and Green floater, DCR recommends coordination with Virginia's regulatory authority for the management and protection of these species, the VDGIF, to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570).

If there are any changes to the width of existing railroad line or right-of-way, DCR recommends an inventory for rare plants including Small whorled pogonia and Swamp-pink in areas identified as suitable habitat areas by DCR's predictive models for these species. DCR also recommends a review of the any proposed modifications to the right-of-way to determine potential impacts to other natural heritage resources.

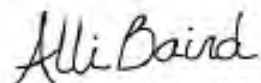
Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from <http://vafwis.org/fwis/> or contact Gladys Cason (804-367-0909 or Gladys.Cason@dgif.virginia.gov). This project is located within 2 miles of documented occurrences of state listed animals. Therefore, DCR recommends coordination with VDGIF, Virginia's regulatory authority for the management and protection of these species to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570).

Should you have any questions or concerns, feel free to contact me at 804-692-0984. Thank you for the opportunity to comment on this project.

Sincerely,



Alli Baird, LA, ASLA
Coastal Zone Locality Liaison

Cc: Amy Ewing, VDGIF
Troy Andersen, USFWS
Lynn Crump, DCR-DPRR

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Purpose and Need for DC2RVA

The Purpose and Need Statement summarized below identifies the problems to be solved and enables decision makers to determine which alternatives best address issues that pertain to the project and the transportation needs of the region. Preliminary alternatives that don't meet the purpose and need will not be considered for further evaluation.

What's the Purpose of D.C. to Richmond Southeast High Speed Rail?

To develop an intercity passenger rail service between Washington, D.C. and Richmond that will provide a competitive transportation option for travelers in the corridor and beyond. Reducing travel times, improving reliability, and increasing service frequencies are key components of this strategy and will require improvements that increase rail capacity in the corridor.

What's the Need for D.C. to Richmond Southeast High Speed Rail?

The following conditions, which were first outlined in the 2002 Tier I Environmental Impact Statement (EIS), have become a reality and are the foundation for the current Tier II EIS.

- Population growth and changing demographics are leading to an increased demand for reliable and safe travel options.
- The I-95 corridor is congested, and trip times can be unreliable.
- Travel by air is increasingly at capacity and causing increased travel delays.
- Demand for freight transportation through and within the corridor is growing.
- The transportation network needs a more reliable and convenient way to move goods and people.
- In some segments, the existing shared freight, commuter and passenger rail corridor between Washington, D.C. and Richmond is nearing capacity.
- Emissions from transportation-related mobile sources are increasing and impacting regional air quality.

We're Moving Forward.

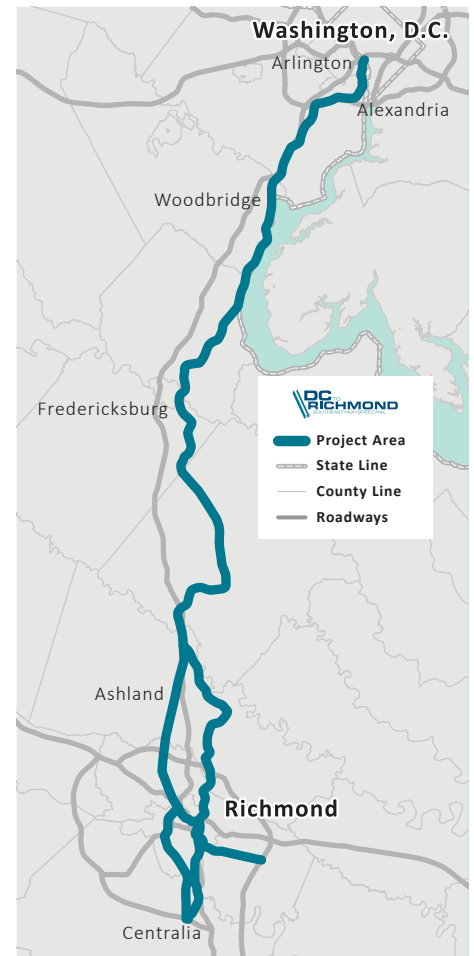
Thank you for your interest in the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) and the future of intercity passenger rail in the corridor. The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are continuing the preliminary engineering and environmental review of this 123-mile segment of the Southeast High Speed Rail (SEHSR) corridor.

Currently, we are in the process of evaluating initial rail alignment options and the criteria for the evaluation and selection of the most viable improvement alternatives.

Proposed improvements to the corridor may include:

- Constructing additional main-line track in some segments
- Straightening curves and improve grade crossings
- Improving sidings and signals
- Improving stations
- Adding eight new higher speed intercity passenger rail round trips

Before any decisions are made, we want your input on the rail alignment options and the screening process we will use to evaluate alternatives. In June 2015 we are holding the first of two sets of public meetings related to alternatives development. We will hold another set of meetings in late 2015 to present the most reasonable alternatives resulting from the evaluation process.



At June 2015 Public Meetings, We Will:

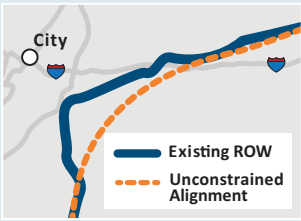
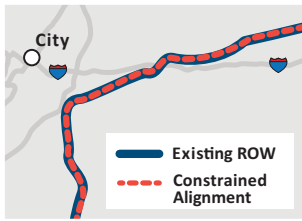
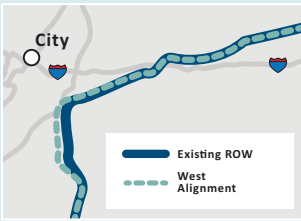
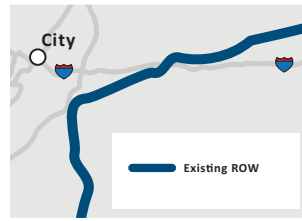
- Present what we heard in the recently completed Scoping Phase
- Present the alternatives development process and introduce the range of rail alignment options
- Discuss the path forward toward establishing a reasonable set of alternatives
- Request your input by **Tuesday, June 23, 2015**

Alternatives Development Process to Improve Intercity Passenger Rail Service

The goal of the alternative development process is to define a set of potential improvements to be carried forward for detailed evaluation. The improvement alternatives are intended to meet the project’s service goals: **improved reliability, decreased travel time, and increased frequency.**

Range of Rail Alignment Options

In order to meet the project’s service goals, we need to add capacity to the railroad corridor. To do this, a new track and other infrastructure may need to be added in some segments. As a first step in this process, DRPT developed four basic rail alignment options, one of which involves only minor improvements that would not include building any additional track. The corridor will be evaluated in segments, and most likely, the preferred alternative will be a combination of elements from these options. Your input will help determine the options to carry forward into a more detailed screening phase.

Element	Unconstrained Alignment Option	Constrained Alignment Option	West/East Track Alignment Option	Minor Improvements Option
Description	Reconfigure existing main-line tracks along much of the corridor. Design track capable of a maximum allowable speed of 90 mph without regard for impacts outside of right-of-way (ROW).	Design to maximize speed up to 90 mph where possible within the limits of the existing ROW.	Add one additional main-line track to the existing alignment. Two versions of this option: west and east track additions. Speed-related modifications are not included in this option.	Minor improvements would include updating or adding station platforms and upgrading track or sidings at specific locations.
New Tracks	One new track, existing tracks reconfigured	One new track, existing tracks reconfigured	One track added to west or east side of existing mainline	No new tracks
Design Speed	Achieves a maximum of 90 mph for much of the corridor	Achieves 90 mph within some segments	Maintains existing 70 mph track speed	Maintains existing 70 mph track speed
General Path	Follows corridor but can go outside ROW 	Stays within the existing ROW 	Stays mainly within the existing ROW 	No new track added 

ROW = right-of-way mph = miles per hour

Service Improvements – Eight New Trips Added

To meet the goal of increasing service, DRPT has identified eight new round trips to be added at the following locations:

- 4 additional round trips to North Carolina
- 3 additional round trips to Norfolk
- 1 additional round trip to Newport News

The rail alignment options presented above will accommodate these new trips. Ultimately, the preferred alternative would add the capacity needed to support these eight corridor long round trips.

Evaluating the Alternatives

A four-stage screening process will be applied to alternatives as they are developed and refined. The evaluation criteria will distinguish between reasonable and unreasonable alternatives by addressing: purpose and need requirements; effects on passenger and freight rail service and capacity; impacts to

the human and natural environments; and engineering practicality. The screening process will define a set of feasible and reasonable alternatives, which will be shared with the public in the next phase and evaluated in greater detail in the Draft EIS.

Screening Stage	Evaluation Criteria
<p>Stage I: Fatal Flaws Considers direct impacts on key environmental resources outside of the existing CSX right-of-way (ROW)</p>	<p>Are there direct impacts on the following?</p> <ul style="list-style-type: none"> • Historic resources listed on or eligible for the National Register of Historic Places • Federal, state or local parks and recreation areas • Federal or state wildlife/waterfowl refuges • Military bases
<p>Stage II: Order of Magnitude Impacts Evaluates impacts that occur outside of the ROW on environmental resources not already addressed in the first stage screening</p>	<p>How many urban/suburban/rural areas are impacted? Are there direct effects on the following?</p> <ul style="list-style-type: none"> • Known hazardous material sites • State-listed agricultural or forestal districts • Wetlands and Water Resources • Cemeteries
<p>Stage III: Infrastructure Constraints Considers the effects of existing infrastructure limitations on each alignment and considers each alignment’s potential ability to reduce trip time based on track design speed improvements</p>	<p>Are there existing or planned infrastructure improvements that make any of the options less attractive?</p> <ul style="list-style-type: none"> • Existing rail bridges • Planned rail bridges • Existing road overpasses
<p>Stage IV: Area Options Examines rail alignment options and improvement elements that may not follow the existing alignment</p>	<p>The following are area options DRPT is considering for Fredericksburg, Ashland, and Richmond. These include station options, yard options, and other ancillary facilities.</p> <p>Fredericksburg Area Options: DRPT is evaluating options to bypass freight traffic around Fredericksburg in order to add capacity and reduce conflicts with VRE and Amtrak passenger trains.</p> <p>Ashland Area Options: DRPT is evaluating options for adding the new track at grade, which would impact existing car lanes, as well as elevated and below grade options. DRPT will also evaluate bypassing some or all rail traffic around Ashland.</p> <p>Richmond Area Options: The issues in Richmond are more complicated than in the rest of the corridor as there are multiple alignments that could carry additional passenger or freight service. Richmond alignments will be based on which stations are served and the associated passenger and freight service operational requirements. Station options being considered:</p> <ul style="list-style-type: none"> • Existing Main Street only • Existing Staples Mill Road only • New Boulevard/Broad Street only • Main Street and Staples Mill Road • Main Street and Broad Street • Broad Street and Staples Mill Road <p>Are there any unique options to consider for the specific geographic areas above and beyond the four initial alignment options listed on the previous page?</p>

What Did We Hear During Scoping?

During the Scoping Phase of the project in November – December 2014, more than 700 people attended the four DC2RVA Public Scoping Meetings and the online meeting. During these meetings, DRPT shared the proposed scope of work and asked for the public’s input. As a result, 1,600 comments were received. Your input, combined with information from previous studies and the Purpose and Need Statement, has shaped the process we will use to screen alternatives. Common themes you commented on included:

- Support for improved intercity passenger service.
- A desire for speeds higher than the project’s proposed speeds.
- Concerns about cost and impacts.
- Interest in a greenway along the corridor.
- Support for improved transportation connectivity within the Commonwealth.

In addition to these topics, DRPT received many comments regarding site-specific issues and suggestions. You can review a summary of input received and learn how DRPT will apply this feedback in the Scoping Summary Report, available on the Documents page of www.DC2RVArail.com.

Next Steps

Once public and agency comments have been reviewed, the rail alignment options presented will be used to identify reasonable preliminary alternatives. These alternatives will go through the four-stage screening process outlined on the previous page to narrow them to the most viable solutions.

We will hold another set of public meetings in late 2015 to present these possible solutions.

What Do You Think About the Preliminary Rail Alignment Options and the Screening Process?

You are encouraged to review materials at the meetings and online and provide comments on the preliminary rail alignment options and the screening process by Tuesday, June 23. In addition, general comments and questions may be submitted at anytime throughout the project. You can also review materials by participating in a self-guided meeting at www.DC2RVArail.com.

- Send your comments and questions electronically through the project website, www.DC2RVArail.com.
- Leave a comment on our toll-free hotline: 888-832-0900 or TDD 711.
- Mail comments to: Emily Stock, Manager of Rail Planning, DRPT, 801 East Main Street, Suite 1000, Richmond, VA 23219.

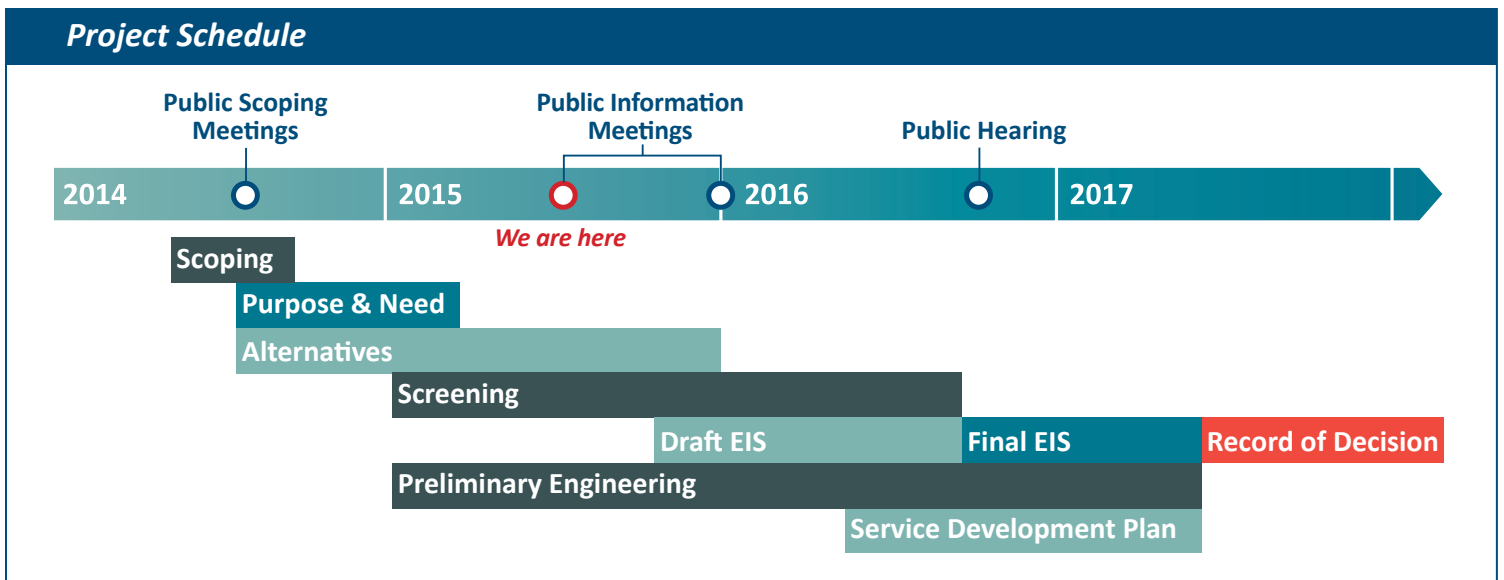
En Español?

Si necesita servicios de traducción para participar, por favor envíe un email a: espanol@DC2RVArail.com. También puede llamar a la línea directa del proyecto para dejar sus comentarios: 888-832-0900.

DRPT Mission:

The Department of Rail and Public Transportation’s mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.

DRPT is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT’s nondiscrimination policies and procedures or to file a complaint, please contact the Title VI Compliance Officer, Linda Balderson, (804) 786-4440, 600 East Main Street, Suite 2102, Richmond, VA 23219.



Que Escuchamos Durante el Desarrollo del Alcance?

Durante la Fase de Desarrollo del Alcance del Proyecto de Noviembre a Diciembre del 2014, más de 700 personas asistieron a cuatro Reuniones Públicas de Alcance del DC2RVA y reuniones en línea. Durante estas reuniones, el equipo compartió el alcance propuesto de trabajo y solicitó aportes del público. Como resultado, se recibieron 1,600 comentarios. Su aporte, combinado con la información de estudios previos y la Declaración de Propósito y Necesidad, ha dado forma al proceso que vamos a usar para seleccionar las alternativas. Entre los temas mas comunes que fueron comentados, se encuentra:

- Apoyo a un servicio interurbano de pasajeros mejorado.
- Un deseo de velocidades mayores a las velocidades propuestas del proyecto.
- Preocupación acerca de costo e impactos.
- Interés de una vía verde a lo largo del corredor.
- Apoyo a una conectividad de transporte mejorado dentro del Estado.

Además de estos temas, el DRPT recibió algunos comentarios con respecto a problemas y sugerencias específicas a sitios. Usted puede revisar un resumen de los aportes recibidos y conocer cómo el DRPT aplicará esta retroalimentación en el Resumen del Informe de Desarrollo del Alcance, disponible en la página de Documentos del sitio web www.DC2RVArail.com.

Próximos Pasos

Una vez se hayan revisado los comentarios del público y de las agencias, se usarán las opciones de alineamiento del ferrocarril presentadas para identificar alternativas preliminares razonables. Estas alternativas pasarán a través del proceso de selección de cuatro etapas, descrito en la página anterior, para reducir las a las soluciones más viables.

Estaremos celebrando otra serie de reuniones públicas a finales del 2015 para presentar estas posibles soluciones.

Qué Piensa Acerca de las Opciones Preliminares de Trazado del Ferrocarril y del Proceso de Selección?

Se le anima a revisar los materiales en las reuniones en persona y en línea y proveer sus comentarios sobre las opciones preliminares del trazado del ferrocarril y los procesos de selección, antes del martes 23 de Junio. Adicionalmente, comentarios generales y preguntas pueden ser presentados en cualquier momento a lo largo del proyecto. Revise los materiales participando en la reunión en línea auto guiada en www.DC2RVArail.com.

- Envíe electrónicamente sus comentarios y preguntas a través del sitio web del proyecto, www.DC2RVArail.com.
- Deje un comentario en nuestra línea libre de cargo (toll-free): 888-832-0900 o TDD 711.
- Envíe sus comentarios por correo a: Emily Stock, Manager of Rail Planning, DRPT, 801 East Main Street, Suite 1000 Richmond, VA 23219.

En Español?

Si necesita servicios de traducción para participar, por favor envíe un email a: espanol@DC2RVArail.com. También puede llamar a la línea directa del proyecto para dejar sus comentarios: 888-832-0900.

Misión del DRPT:

La misión del Departamento de Transporte Público y Ferroviario es mejorar la movilidad de las personas y mercancías mientras amplía las opciones de transporte a través del servicio ferrocarril, transporte público y de cercanías en el Estado.

DRPT está comprometido a garantizar que ninguna persona sea excluida de participar o negarle los beneficios de estos servicios, con base en su raza, color o nacionalidad de origen, protegido por el Título VI del Acta de Derechos Civiles de 1964. Para obtener información adicional del DRPT sobre políticas y procedimientos de no discriminación y procedimientos o para presentar una queja, por favor contacte al Oficial de Cumplimiento de Título VI, Linda Balderson, (804) 786-4440, 600 East Main Street, Suite 2102, Richmond, VA 23219.



Propósito y Necesidad del DC2RVA

La Declaración de Propósito y Necesidad que se resume abajo, identifica los problemas a ser resueltos y permite a quienes toman decisiones, determinar que alternativa es la que mejor resuelve los temas relacionados con el proyecto y las necesidades de la región. Las alternativas preliminares que no cumplan con el propósito y necesidad, no son consideradas para evaluación posterior.

Cuál es el propósito del Ferrocarril de Alta Velocidad del Sureste entre Washington D.C. y Richmond?

Desarrollar un servicio de tren de pasajeros interurbano entre Washington, D.C y Richmond, el cual proporcionara una opción de transporte competitivo para los viajeros en el corredor y más allá. Reducir los tiempos de viaje, mejorar la fiabilidad e incrementar las frecuencias de servicio son componentes claves de esta estrategia, y que requerirán de mejoras.

Cuál es la Necesidad de un Ferrocarril de Alta Velocidad del Sureste entre D.C. y Richmond?

Las condiciones siguientes, las cuales fueron esbozadas en la Declaración de Impacto Ambiental Nivel I del 2002 (EIS por sus siglas en ingles), se han convertido en una realidad y son el fundamento para EIS Nivel II actual.

- El crecimiento en la población y cambios demográficos, están dando lugar a una demanda mayor de opciones de viajes confiables y seguros.
- El corredor I-95 esta congestionado, y los tiempo de viaje son poco confiables.
- Viajar en avión esta frecuentemente a capacidad y generando incrementos en retrasos de viaje.
- La demanda del transporte de carga, está creciendo a través y dentro del corredor.
- Las redes de transporte necesitan una manera más confiable y conveniente para transportar mercancías y personas.
- En algunos segmentos, el corredor férreo compartido actual de carga, viajeros de cercanía y pasajeros entre Washington, D.C. y Richmond están llegando a su capacidad.
- Las emisiones de fuentes móviles relacionadas con el transporte, están incrementando e impactando la calidad regional del aire.

Estamos Avanzando.

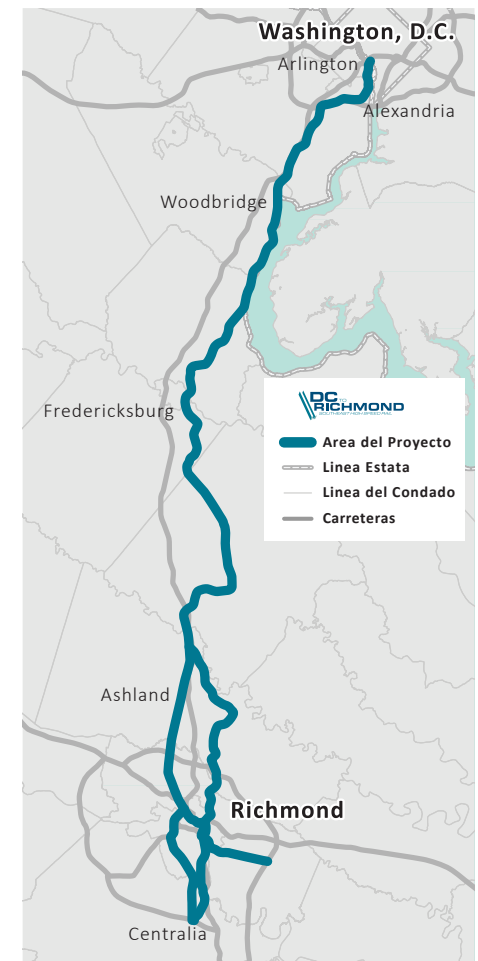
Le agradecemos su interés en el Ferrocarril de Alta Velocidad del Sureste entre Washington D.C. y Richmond (DC2RVA) y el futuro del tren de pasajeros interurbano en el corredor. El Departamento Ferroviario y de Transporte Público de Virginia (DRPT por sus siglas en inglés) y la Administración Federal Ferroviaria (FRA por sus siglas en inglés) continúan con la ingeniería preliminar y evaluación del medio ambiente de este segmento de 123 millas del corredor del Ferrocarril de Alta Velocidad del Sureste (SEHSR por sus siglas en inglés).

Actualmente, estamos en el proceso de evaluación inicial de opciones de trazados del ferrocarril y de criterios de selección de opciones iniciales que sean consideradas como opciones alternativas preliminares.

Las mejoras propuestas para el corredor pueden incluir:

- La construcción de una vía férrea principal adicional en algunos segmentos
- Enderezando de curvas y mejoras a pasos a nivel
- Mejoras a derivaciones y señales
- Mejoras a estaciones
- Añadir ocho viajes de ida y regreso nuevos, de mayor velocidad, para pasajeros interurbanos ferroviarios

Antes tomar cualquier decisión, queremos su aporte sobre las opciones del trazado del ferrocarril y del proceso de selección que usaremos para evaluar las alternativas. En junio del 2015 estaremos celebrando la primera de dos series de reuniones públicas relacionadas con el desarrollo de alternativas. Tendremos otra serie de reuniones a finales del 2015 para presentar las alternativas más razonables que resultaron del proceso de selección.



En las Reuniones Públicas de Junio del 2015, Vamos a:

- Presentar lo que escuchamos en la Fase de Desarrollo de Alcance
- Presentar el proceso de desarrollo de alternativas e introducir el rango de opciones del trazado del ferrocarril
- Discutir la ruta que se avanzará para establecer un conjunto de alternativas razonables
- Solicitar su aporte hasta el **martes 23 de junio del 2015**

Calendario del Proyecto


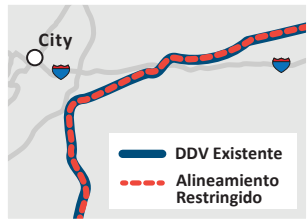




Proceso de Desarrollo de Alternativas para Mejorar el Servicio del Tren de Pasajeros Interurbano

El objetivo del desarrollo de alternativas es definir una serie de mejoras potenciales que se llevarán hacia adelante para una evaluación detallada. Las alternativas pretenden cumplir con los objetivos de servicio del proyecto: **confiabilidad mejorada, reducir el tiempo de viaje e incrementar la frecuencia.**

Rango de Opciones de Alineamiento del Ferrocarril

Con el fin de cumplir los objetivos de servicio del proyecto, necesitamos añadir capacidad al corredor ferroviario. Para hacer esto, se puede necesitar añadir una nueva vía férrea y otras obras de infraestructura en algunos segmentos. Como un primer paso en este proceso, el DRPT desarrolló cuatro opciones básicas de alineamiento del ferrocarril, una de las cuales implica sólo mejoras menores en la que no se incluye la construcción de una vía férrea adicional. El corredor se evaluará por segmentos, y muy probablemente, la alternativa preferida será una combinación de elementos de estas opciones. Su aporte ayudará a determinar las opciones que se llevarán hacia adelante a una etapa de clasificación más detallada.

Elemento	Opción de Alineamiento No Restringido	Opción de Alineamiento Restringido	Opción de Alineamiento Vía Férrea Oeste/Este	Opción de Mejoras Menores
Descripción	Reconfigurar vías férreas existentes principales a lo largo de gran parte del corredor. Diseñar una vía férrea capaz de permitir velocidades máximas permitidas de 90 mph sin tener en cuenta impactos por fuera del derecho-de-vía (DDV).	Diseños para maximizar la velocidad hasta 90 mph donde sea posible dentro de los límites del DDV.	Añadir una vía férrea adicional principal al alineamiento existente. Esta opción tiene dos versiones: añadir vías férreas oeste o este. Esta opción no considera modificaciones relacionadas a la velocidad.	Mejoras menores incluirían modernizar o añadir plataformas y modernizar las vías férreas o ramales en lugares específicos.
Vías Ferreas Nuevas	Una nueva vía férrea, reconfigurar vías férreas existentes	Una nueva vía férrea, reconfigurar vías férreas existentes	Añadir una nueva vía férrea al costado oeste o al este de las vías férreas principales existentes	No se añadirán vías férreas nuevas
Velocidad de Diseño	Se logra una velocidad máxima de 90 mph en gran parte del corredor	Se logran 90 mph dentro de ciertos segmentos	Se mantiene la velocidad existente de 70 mph	Se mantiene la velocidad existente de 70 mph
Ruta General	Sigue el corredor pero puede salirse por fuera del DDV 	Permanece dentro del DDV existente 	Permanece generalmente dentro del DDV existente 	No se añadirán vías férreas nuevas 

DDV = derecho-de-vía mph = millas por hora

Mejoras al Servicio – Se Añaden Ocho Viajes Nuevos

Para satisfacer los objetivos de aumentar el servicio, el DRPT ha identificado añadir ocho viajes nuevos a los siguientes lugares:

- 4 viajes nuevos de ida y regreso a Carolina del Norte
- 3 viajes adicionales de ida y regreso a Norfolk
- 1 viaje adicional de ida y regreso a Newport News

Las opciones de alineamiento que se presentan arriba podrán incorporar estos nuevos viajes. Al final la alternativa preferida identificada a través del DC2RVA EIS añadirá la capacidad necesaria para permitir estos ocho viajes a lo largo del corredor.

Evaluación de Alternativas

Un proceso de selección de cuatro etapas será aplicado a las alternativas a medida que estas se desarrollen y refinen. Los criterios de evaluación diferenciarán entre las alternativas razonables y las no razonables considerando: requerimientos del propósito y necesidad; impacto en el servicio ferroviario de pasajeros y carga y su capacidad;

impactos en el medio ambiente natural y humano; y sentido práctico de ingeniería. El proceso de selección definirá una serie de alternativas factibles y razonables, las cuales serán compartidas con el público en la siguiente fase y evaluadas en mayor detalle en el Borrador del EIS.

Etapa de Selección	Criterios de Evaluación
Etapa I: Fallas Mayores Considera impactos directos a recursos ambientales claves por fuera del derecho-de-vía (DDV) del CSX actual	Hay impactos directos en alguno de los siguientes? <ul style="list-style-type: none"> • Recursos históricos listados en o elegibles para estar en el Registro Nacional de Lugares Históricos • Areas de recreación o parques federales, estatales o locales • Refugios de vida silvestre/aves acuáticas federal o estatal • Bases militares
Etapa II: Impactos de Orden de Magnitud Evalúa impactos que ocurren fuera del DDV en recursos ambientales que ya fueron considerados en la primera etapa de selección	Cuántas áreas urbanas/suburbanas/rurales fueron impactadas? Hay impactos directos en algunos de los siguientes? <ul style="list-style-type: none"> • Lugares conocidos con materiales peligrosos • Distritos agrícolas o forestales en listas del Estado • Recursos Acuíferos y Humedales • Cementerios
Etapa III: Limitaciones en Infraestructura Considera los efectos de las limitaciones en infraestructura en el alineamiento de cada segmento, y considera la habilidad potencial de cada segmento de reducir el tiempo de viaje con base en diseños de la vía férrea que mejoren la velocidad	Existen mejoras actuales o planificadas a la infraestructura que hace cualquiera de estas opciones menos atractiva? <ul style="list-style-type: none"> • Puentes ferroviarios existentes • Puentes ferroviarios planificados • Pasos a desnivel de vías existentes
Etapa IV: Opciones de Area Examina opciones del alineamiento del ferrocarril que no siguen el alineamiento actual	El DRPT está considerando las siguientes opciones de área para Fredericksburg, Ashland y Richmond. Estas incluyen opciones de estaciones, patios y otras instalaciones complementarias. <p>Opciones del Area de Fredericksburg: DRPT está evaluando opciones para desviar el tráfico de carga alrededor de Fredericksburg para añadir capacidad y reducir conflictos con los trenes de pasajeros del VRE y de Amtrak.</p> <p>Opciones del Area de Ashland: DRPT está evaluando opciones para añadir una línea férrea a nivel, que impactaría carriles existentes para automóviles, también está evaluando opciones elevadas y bajo tierra. El DRPT también evaluará desviar parte o todo el tráfico ferroviario alrededor de Ashland.</p> <p>Opciones del Area de Richmond: Los temas en Richmond son mucho más complicados que en el resto del corredor ya que existen alineamientos múltiples que transportarían pasajeros o servicios de carga adicionales. Los alineamientos en Richmond estarían basados en que estaciones serian servidas y los requerimientos operacionales de servicio de pasajeros y carga asociados. Se están considerando opciones de estaciones en:</p> <ul style="list-style-type: none"> • Solamente Main Street actual • Solamente Staples Mill Road actual • Solamente Boulevard/Broad Street nueva • Main Street y Staples Mill Road • Main Street y Broad Street • Broad Street y Staples Mill Road Existen opciones únicas a considerar en áreas geográficas específicas por encima o mas allá de las cuatro opciones de alineamiento que se listan arriba?



Welcome!

Get On Board!

Thank you for attending! This public information meeting is being held to provide an update and an opportunity to comment on DC2RVA's:

- Purpose and Need Statement
- Alternatives Development Process
 - Range of Rail Alignment Options
 - Screening Process to Narrow the Range of Options

Today's meeting information is also available online at:

www.DC2RVArail.com/online-meeting

The Washington, D.C. to Richmond Southeast High Speed Rail project:

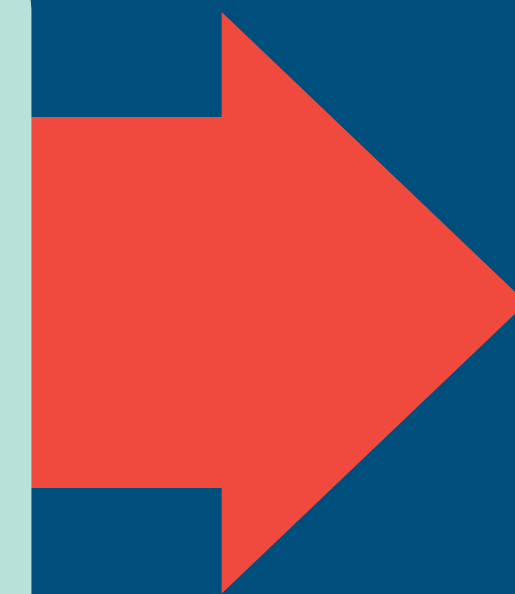
- Is the northernmost segment of the Southeast High Speed Rail (SEHSR) corridor.
- Aims to improve travel time, service frequency, and on-time performance of intercity passenger trains.
- Includes rail infrastructure improvements and passenger service upgrades.



The Tier II Environmental Impact Statement (EIS) will:

- Summarize and update issues considered in the 2002 Tier I EIS.
- Focus on site-specific improvement elements of the corridor.
- Evaluate and determine specific alignments and service options.
- Establish station stops.
- Incorporate further public/agency input and discussions.
- Quantify impacts and analyze potential mitigation measures.

**Tier II Documentation
and Decisions**



**Permitting, Final Design,
Right-of-way Acquisition, and Construction**

Virginia Department of Rail and Public Transportation (DRPT)

Project Sponsor

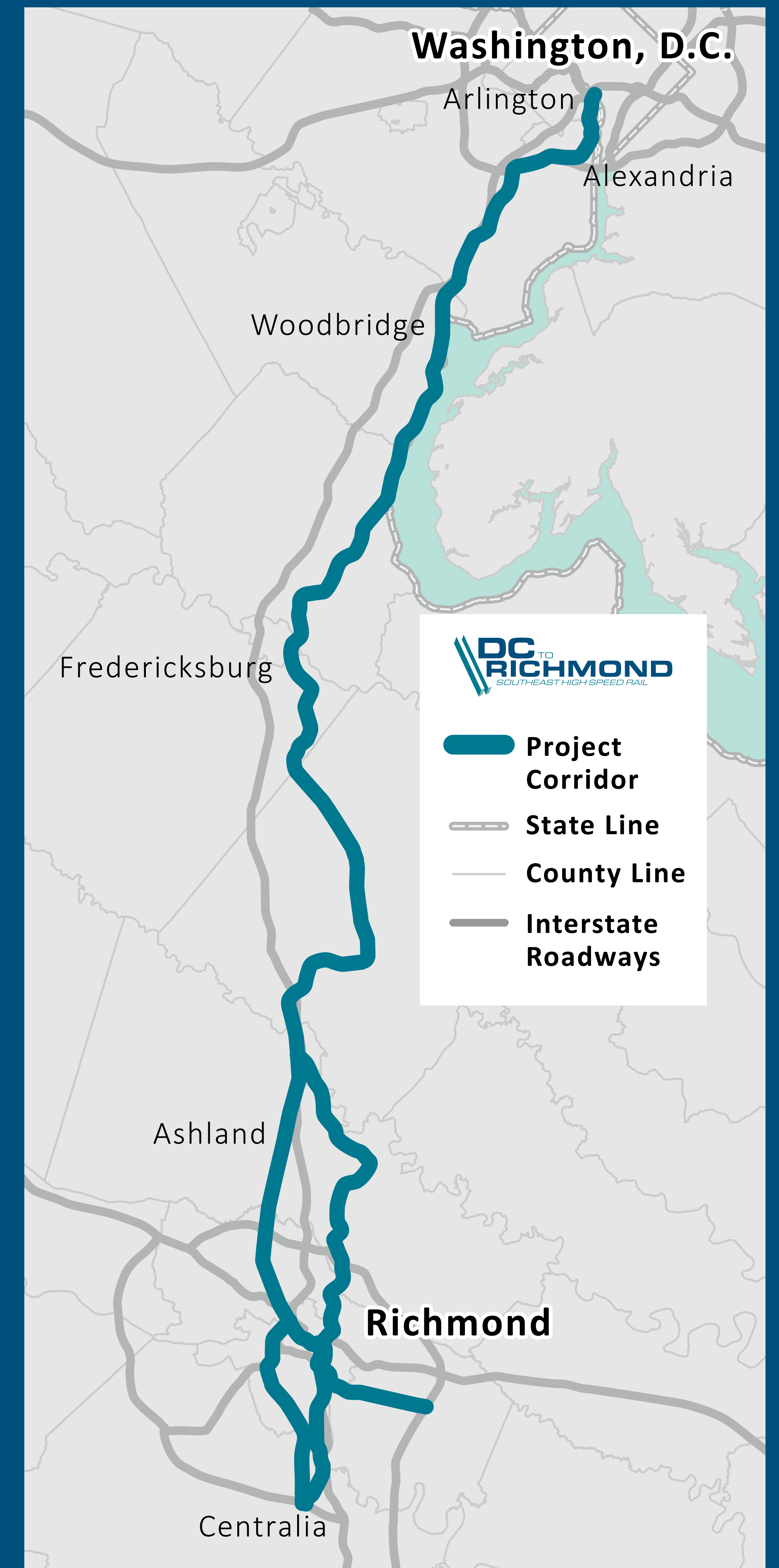
Federal Railroad Administration (FRA)

Lead Federal Agency

Project Study Area

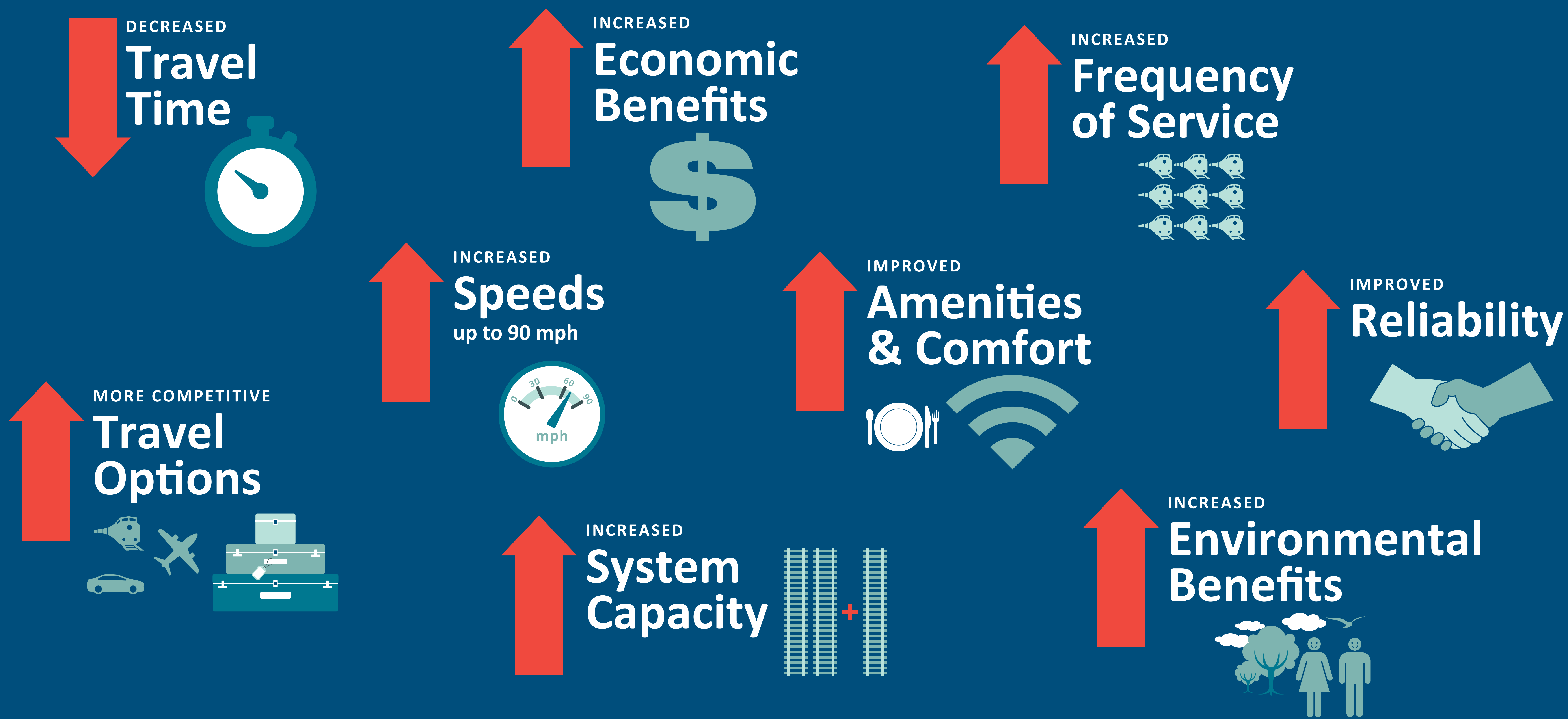
The project is designed to improve intercity passenger rail service between Washington, D.C. and Richmond.

- Northern Terminus -- Potomac River in Arlington, VA
- Southern Terminus -- Centralia, VA in Chesterfield County
- Approximately 123-mile segment along I-95 corridor
- Shared freight rail and passenger rail corridor
- CSX owns the track and provides freight service
- Amtrak provides intercity passenger rail service
- Virginia Railway Express (VRE) provides commuter rail service



Improved Intercity Passenger Rail

Once implemented, the project will result in:



Your input, combined with information from previous studies and the Purpose and Need Statement, has shaped the process we will use to screen alternatives.

Common themes you commented on:

- Support for improved intercity passenger service.
- A desire for speeds higher than the project's proposed speeds.
- Interest in a greenway along the corridor.
- Concerns about cost and impacts.
- Support for improved connectivity within the Commonwealth.

In addition to these popular topics, the project team received many comments regarding site-specific issues and suggestions.



2002 SEHSR Tier I EIS Purpose and Need

- Improve transportation choices.
- Ease congestion.
- Improve safety and energy effectiveness.
- Reduce air emissions per passenger mile.
- Improve transportation system efficiency.

Considerations Specific to the Washington, D.C. to Richmond Segment

Connect the SEHSR and Northeast Corridors

- Address the "missing link" in infrastructure and service between the Northeast corridor and planned improvements to the SEHSR corridors.

Provide a viable alternate transportation mode between Washington, D.C. and Richmond

- Improve choices.
- Avoid I-95 congestion.
- Increase return on investment for transportation dollars.
- Reduce environmental impacts.

Integrated Rail System in Virginia

- Improve connectivity of intercity passenger rail operations in Virginia.
- Accommodate expansion of VRE's commuter rail system.
- Increase flexibility of shared freight/passenger rail system.

Efficient Rail Operations in Richmond


- Improve the safety and efficiency of passenger and freight rail operations through Richmond.

The project will provide multiple benefits to the traveling public and the Commonwealth of Virginia, including:

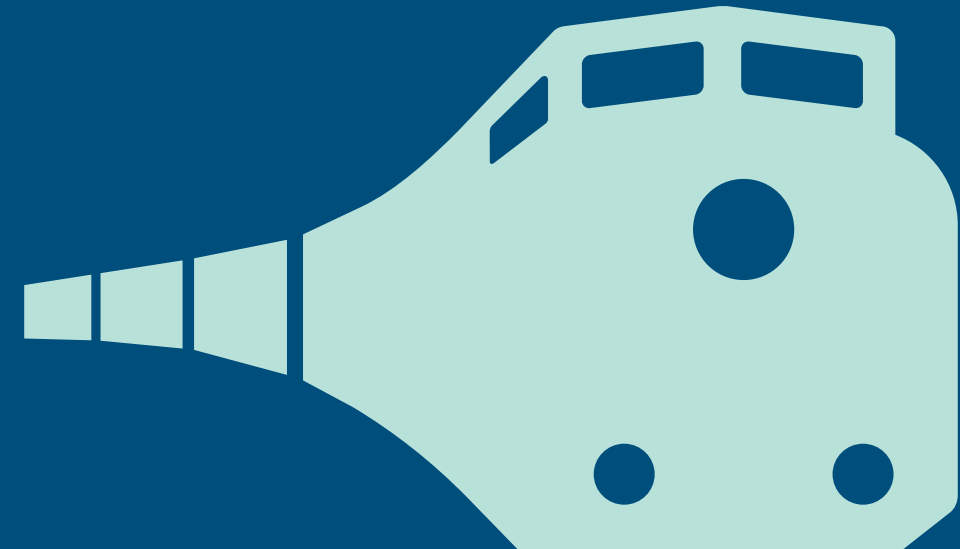
- Improving the frequency, reliability, and travel time of intercity passenger rail operation in Virginia and beyond.
- Increasing the capacity of the shared freight-passenger rail system, including VRE commuter rail.
- Improving modal connectivity with other public transportation systems.
- Improving passenger and freight rail safety.
- Improving air quality.

Current conditions experienced in the project corridor support the 2002 Tier I EIS Purpose & Need and are the foundation for the project today.

Population Growth 

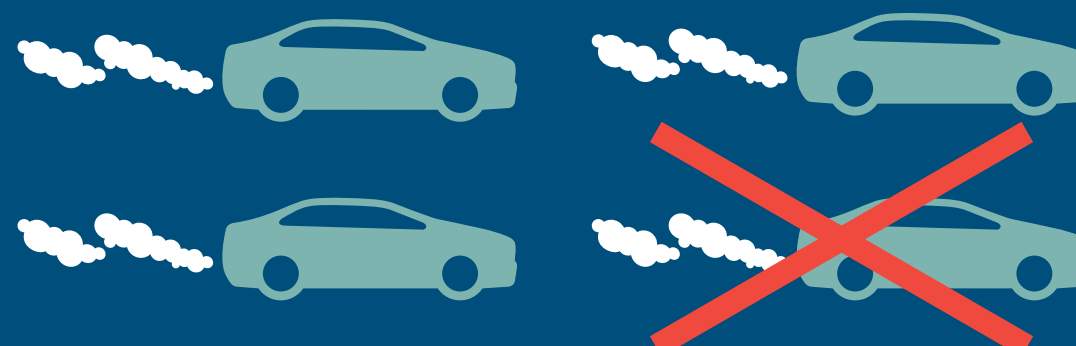



CONGESTION
 **ON HIGHWAYS AND AT AIRPORTS**

 **increased**
 freight transportation
demand

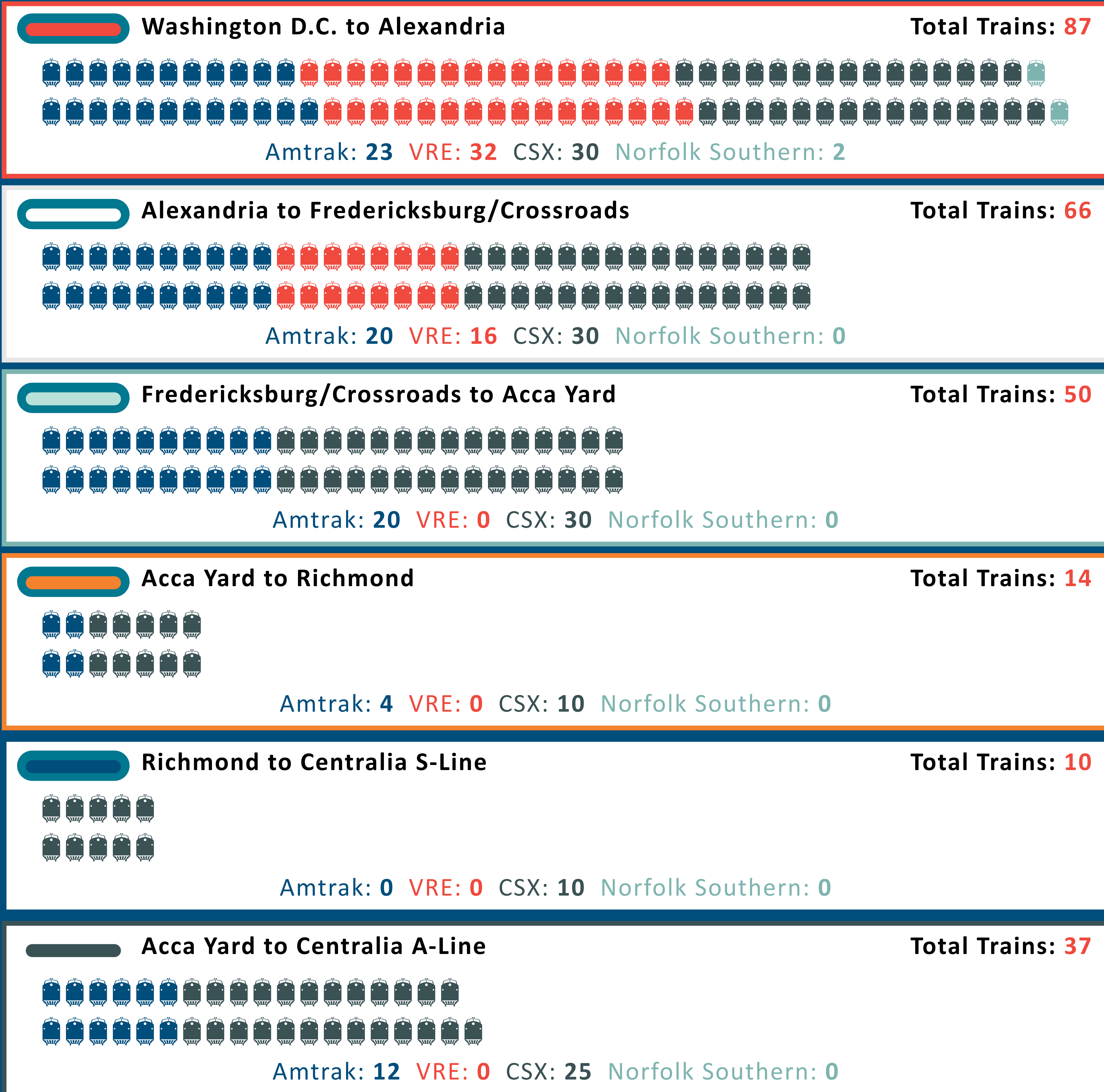
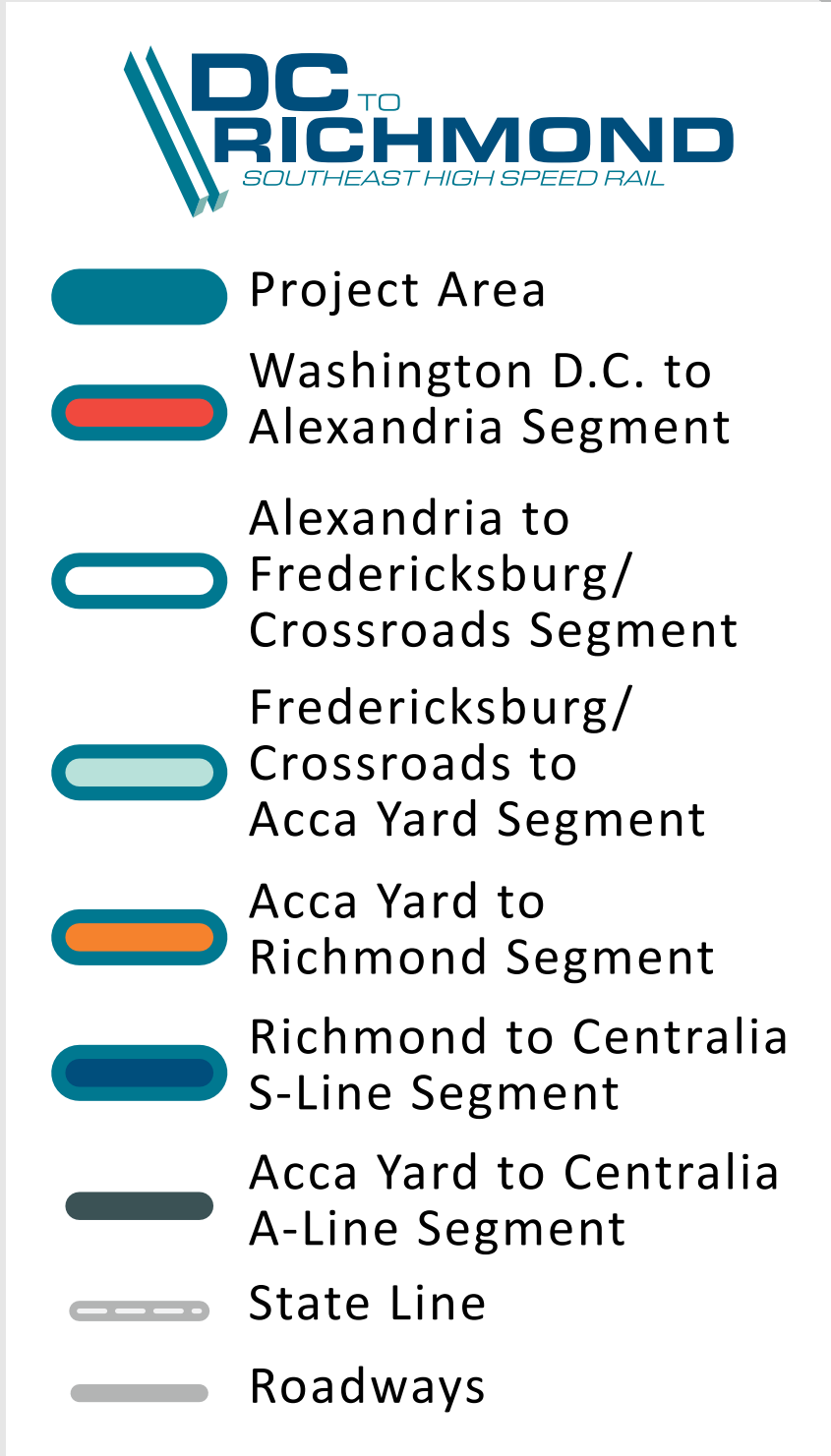
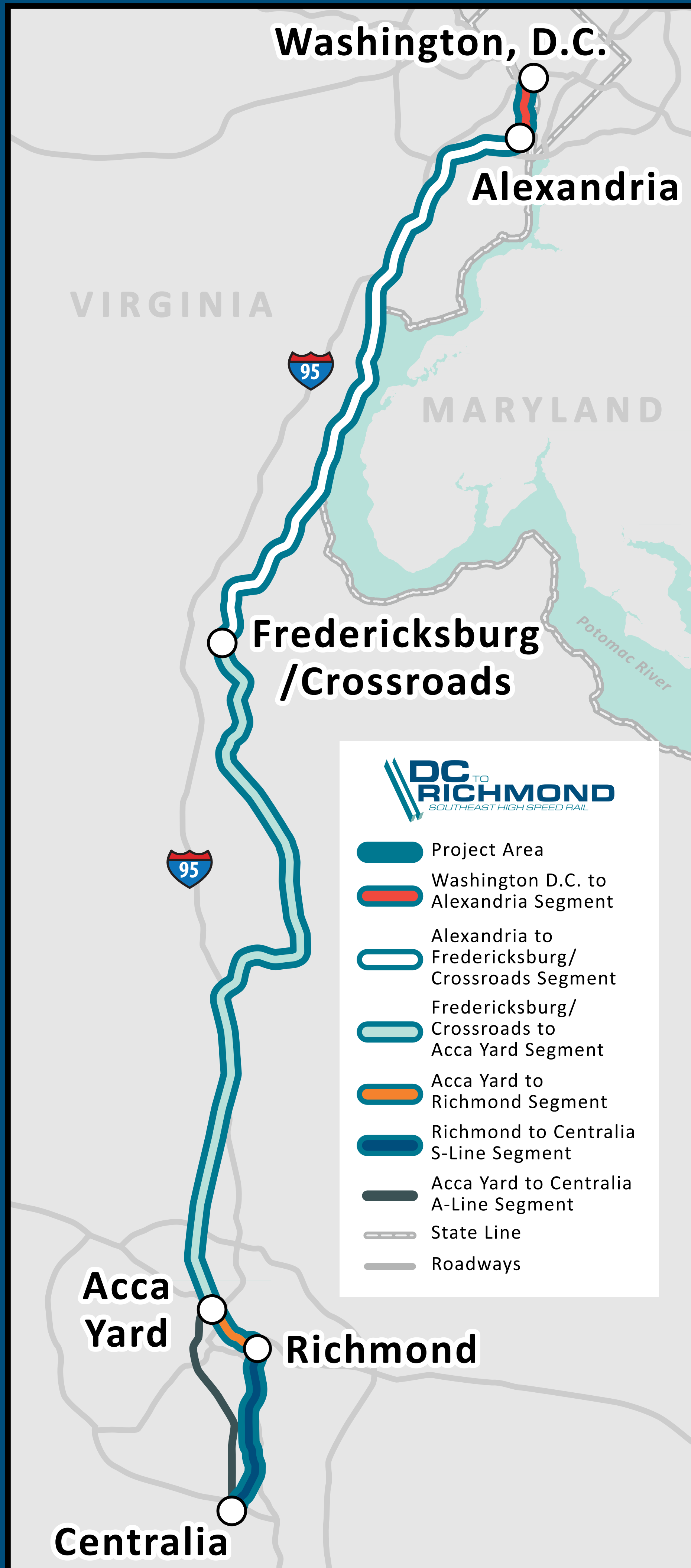

 Infrastructure
 At or Near
 Capacity

*Need
Options*

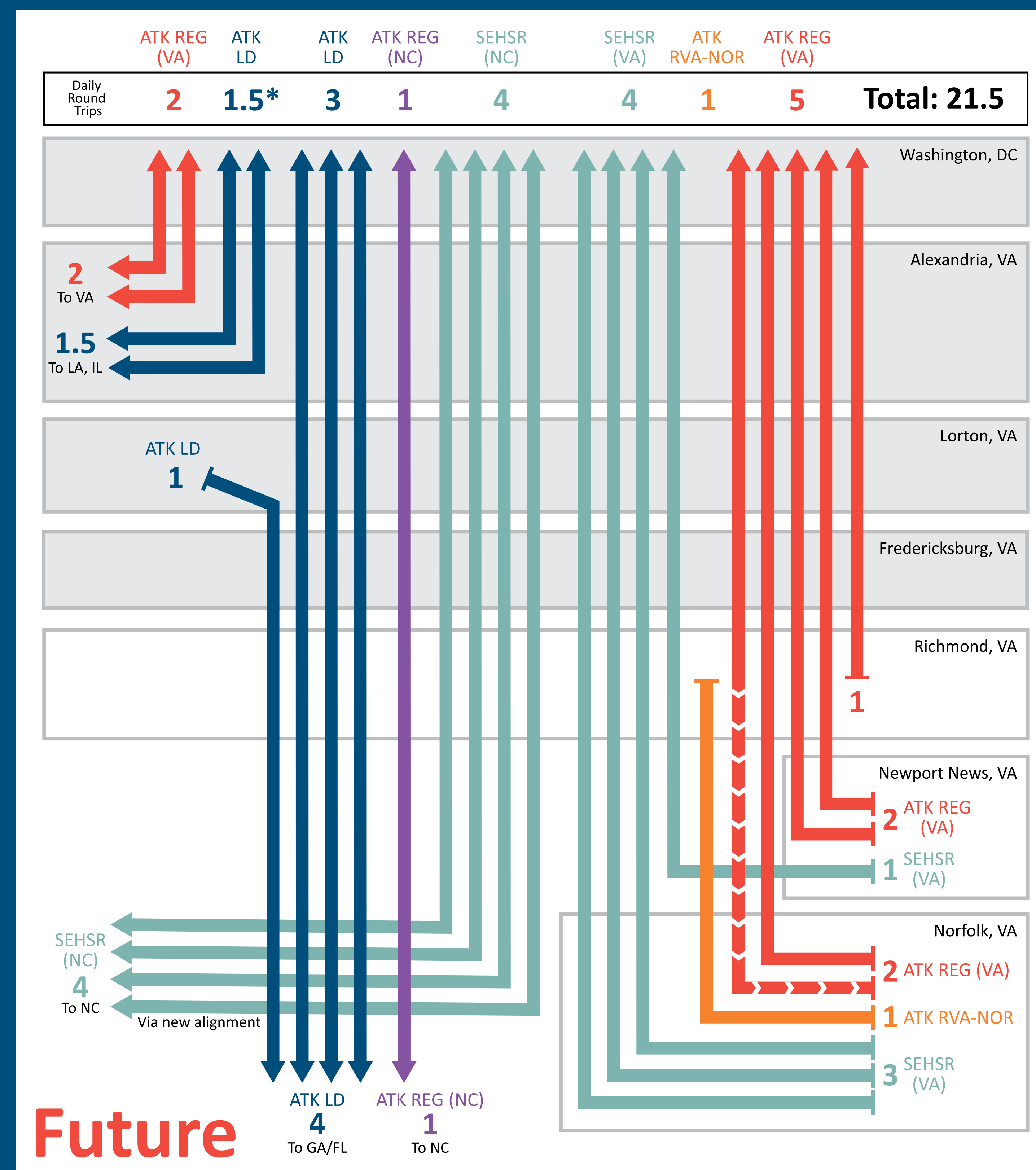
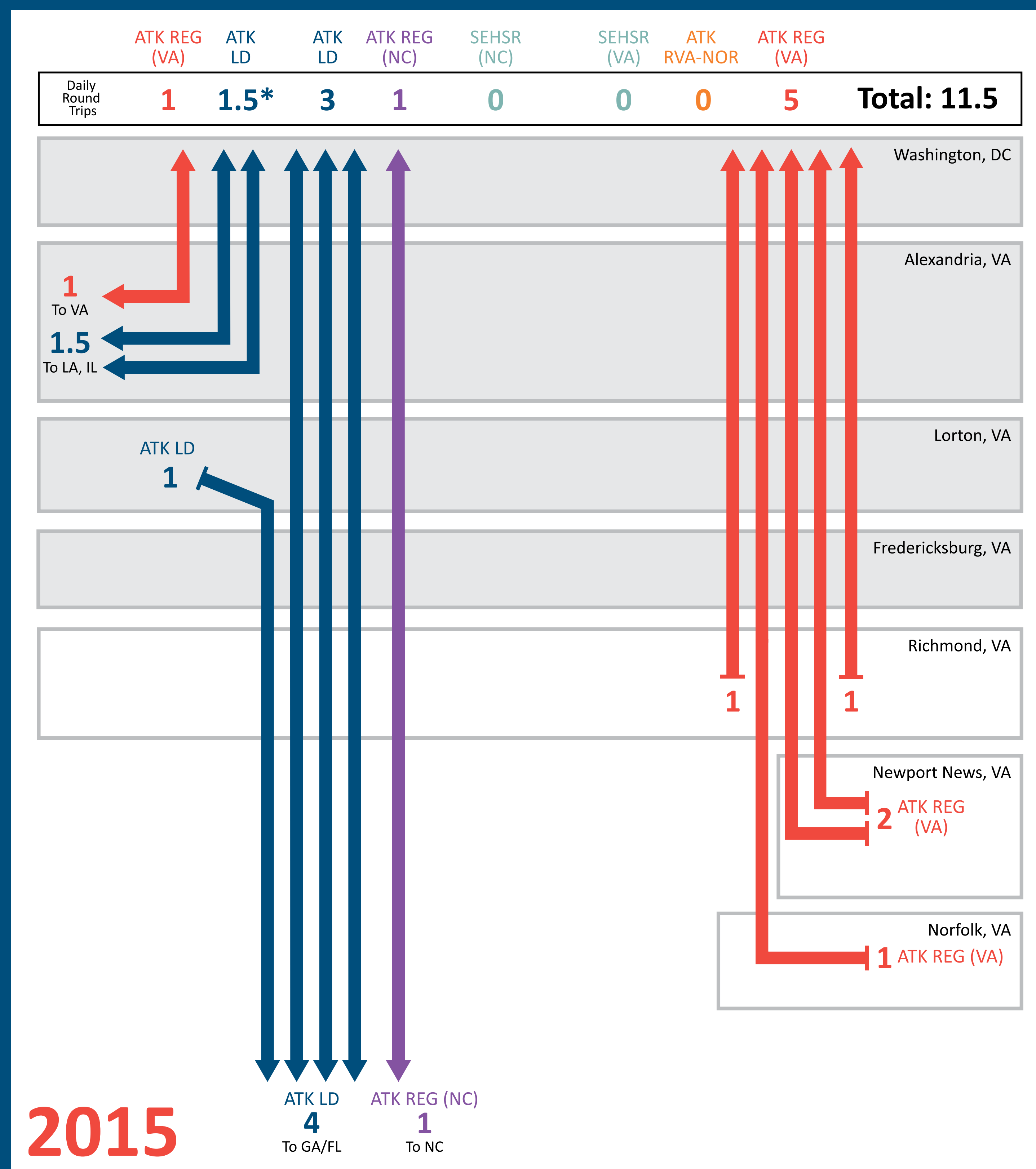
- Roads
- Air
- Rail

 **Reduce Emissions**  **Improve Air Quality** 

Existing Rail Traffic



Intercity Passenger Train Frequencies



Amtrak Long-Distance (ATK LD)	Southeast High Speed Rail (SEHSR)
State-supported Amtrak Regional Service, Virginia (ATK REG VA)	Existing train extended to Norfolk
State-supported Amtrak Regional Service, North Carolina (ATK REG NC)	City also served by VRE commuter trains
Richmond-Norfolk Shuttle (ATK RVA-NOR)	Operates 3x/week

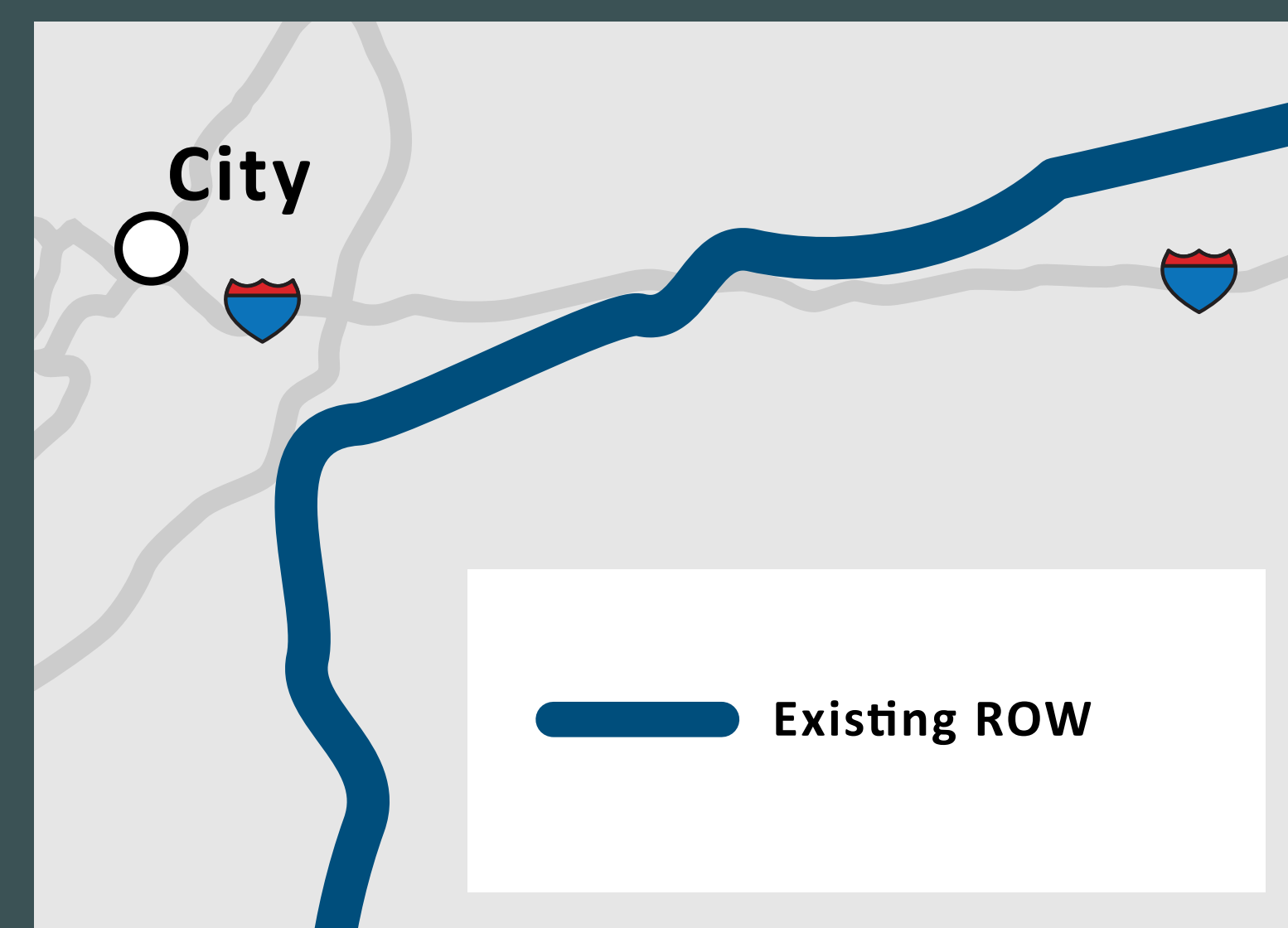
Changes from 2015

- 8 new SEHSR round trips
 - 4 to NC
 - 3 to Norfolk
 - 1 to Newport News
- 1 new Regional round trip to Lynchburg via Norfolk Southern

Rail alignment options under consideration to add additional track include:

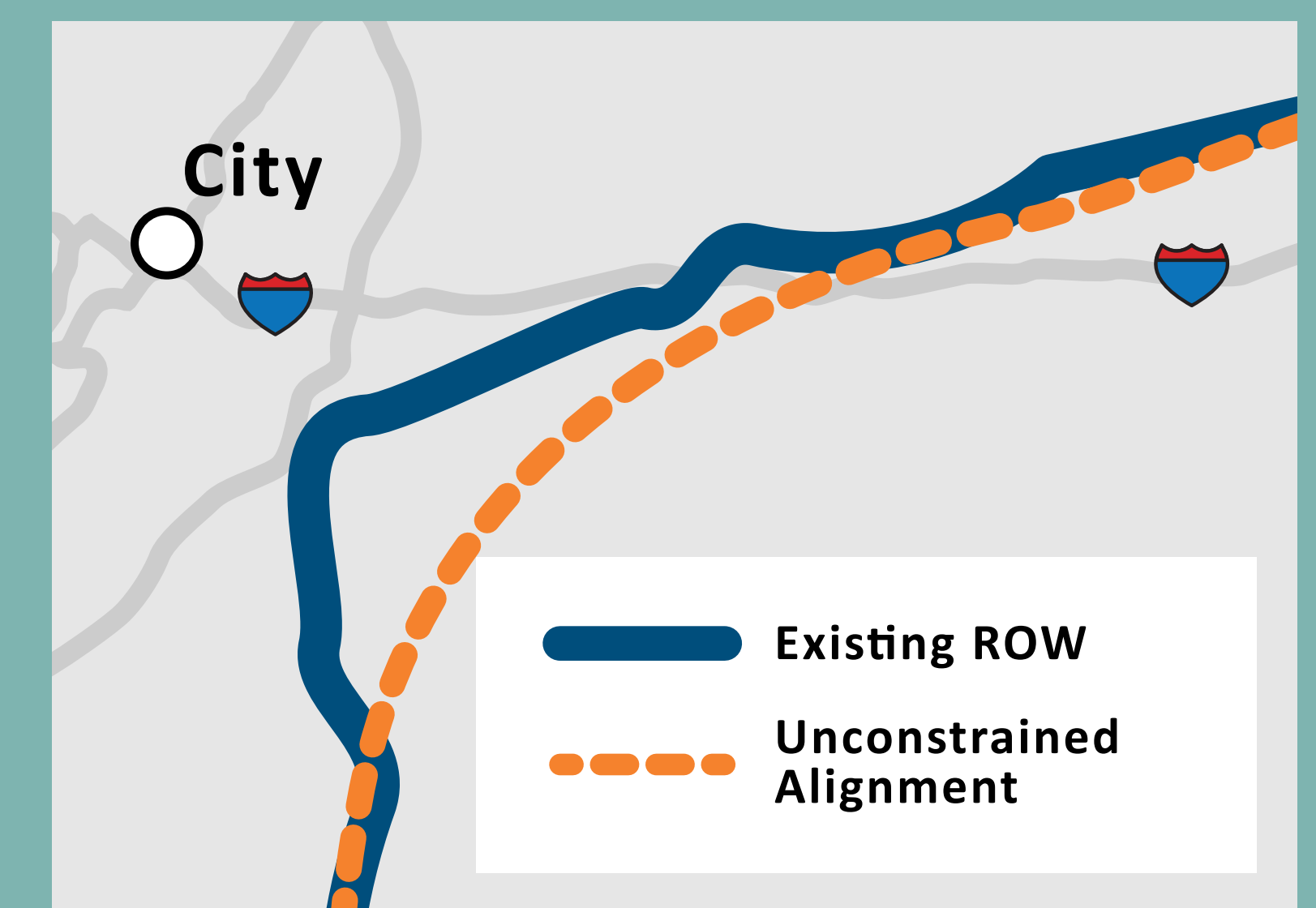
Minor Improvements Option

- Existing two tracks
- No additional capacity



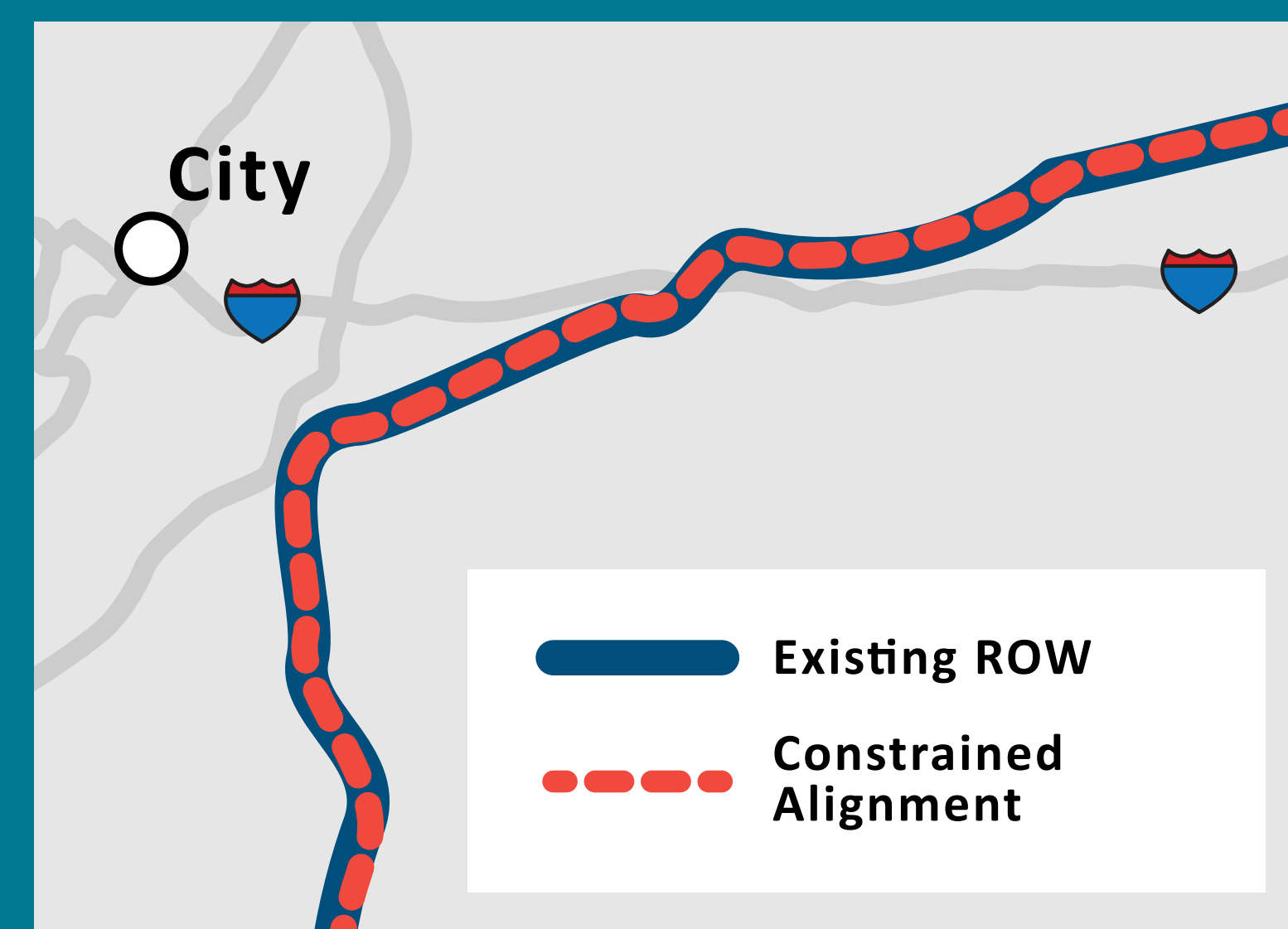
Unconstrained Alignment Option

- Three-track design
- 90 mph
- Follows corridor but can go outside existing railroad right-of-way (ROW)



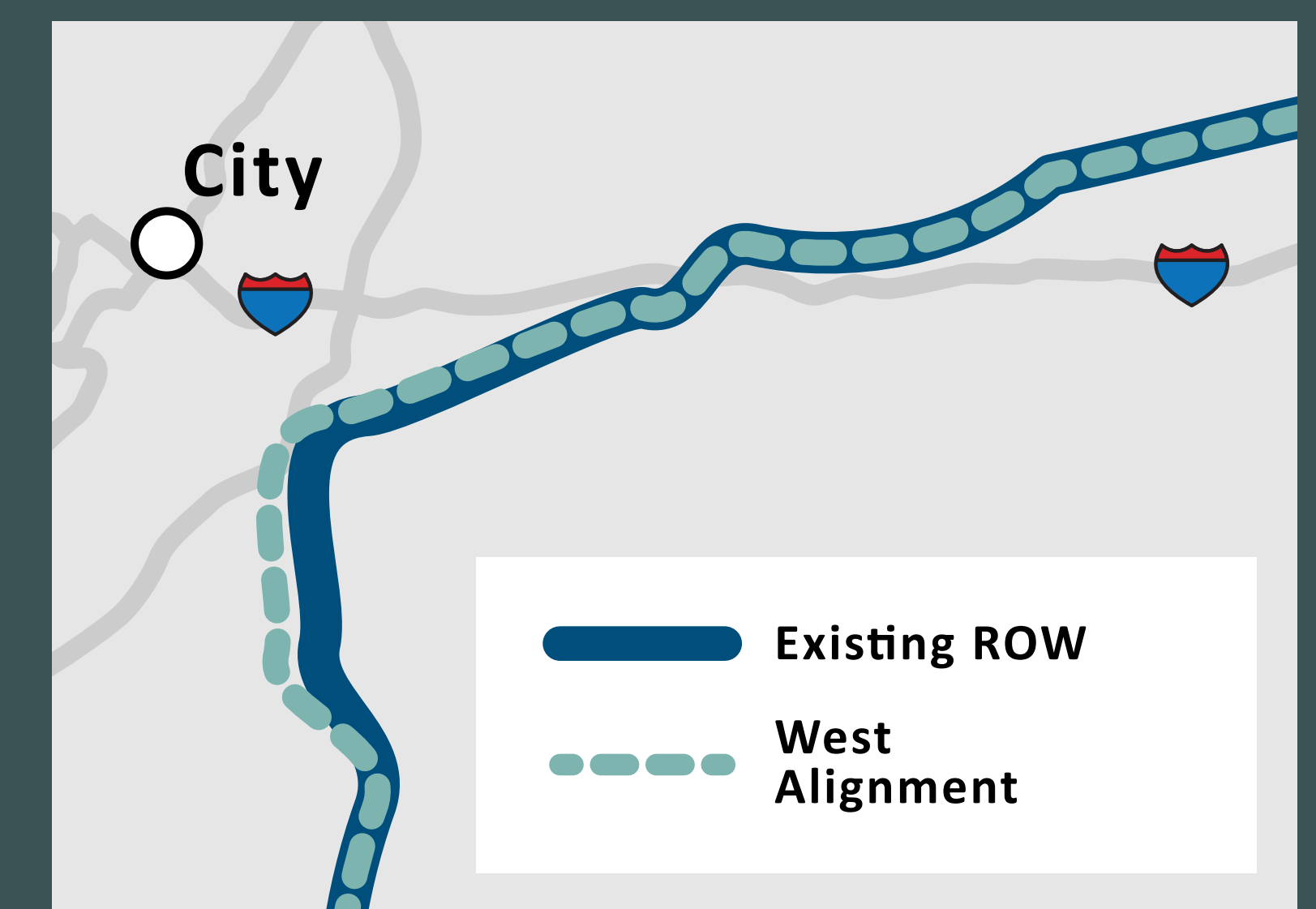
Constrained Alignment Option

- Three-track design
- Maximize speed up to 90 mph reached in some segments
- Within existing railroad ROW constraints



West/East Track Alignment Option

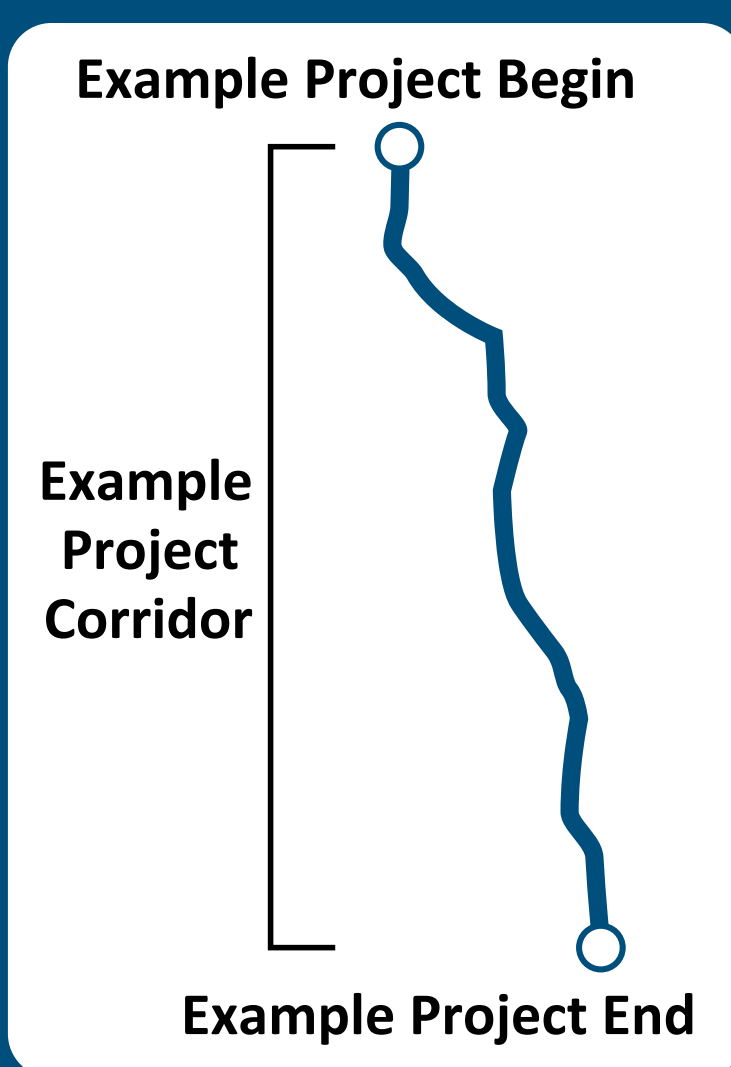
- One-track design
- Add to west/east side of existing main-line
- Match current main-line speed
- May go outside ROW



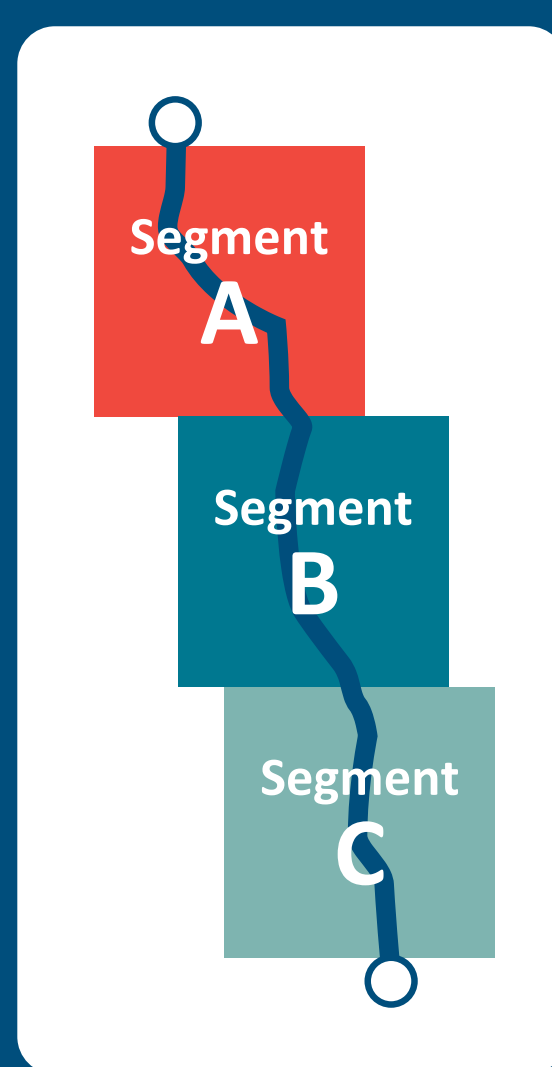
Rail Alignment Screening Process

Develop Preliminary Track Alignment Options

Start with Project Corridor



Break Corridor Into Segments



Improvement Options

- 1 Unconstrained
- 2 Constrained
- 3 West Track
- 4 East Track

Evaluate All Improvement Options for Each Segment

Segment A

Segment B

Segment C

A1 A2 A3 A4

B1 B2 B3 B4

C1 C2 C3 C4

Stage I Screening - Fatal Flaw

Direct Effects - Outside Existing Railroad Right-of-Way (ROW) Only
 Historic resources listed on or eligible for the National Register of Historic Places
 Federal, state, or local parks and recreation areas
 Federal or state wildlife/waterfowl refuges
 Military bases

A1 A2 A3 A4

B1 B2 B3 B4

C1 C2 C3 C4

Stage II Screening - Order of Magnitude Impacts

Compare Order of Magnitude Impacts Outside Existing Railroad ROW
 Total area outside existing ROW (urban, suburban, and rural)
 Hazardous waste sites
 Agricultural/forestal districts
 Wetlands
 Cemeteries

A1 A2 A3 A4

B1 B2 B3 B4

C1 C2 C3 C4

Stage III Screening - Infrastructure Constraints

Compare to Potential and Existing Infrastructure
 Existing rail bridges
 New rail bridges
 Existing road overpasses

A1 A2 A3 A4

B1 B2 B3 B4

C1 C2 C3 C4

Stage IV Screening - Area Options

Evaluate Areas Where Options May Not Follow Existing Rail Alignment

Criteria not applicable for this segment

Criteria not applicable for this segment

C1 C2 C3 C4

Identify Reasonable Alternatives

A1

+

B3

+

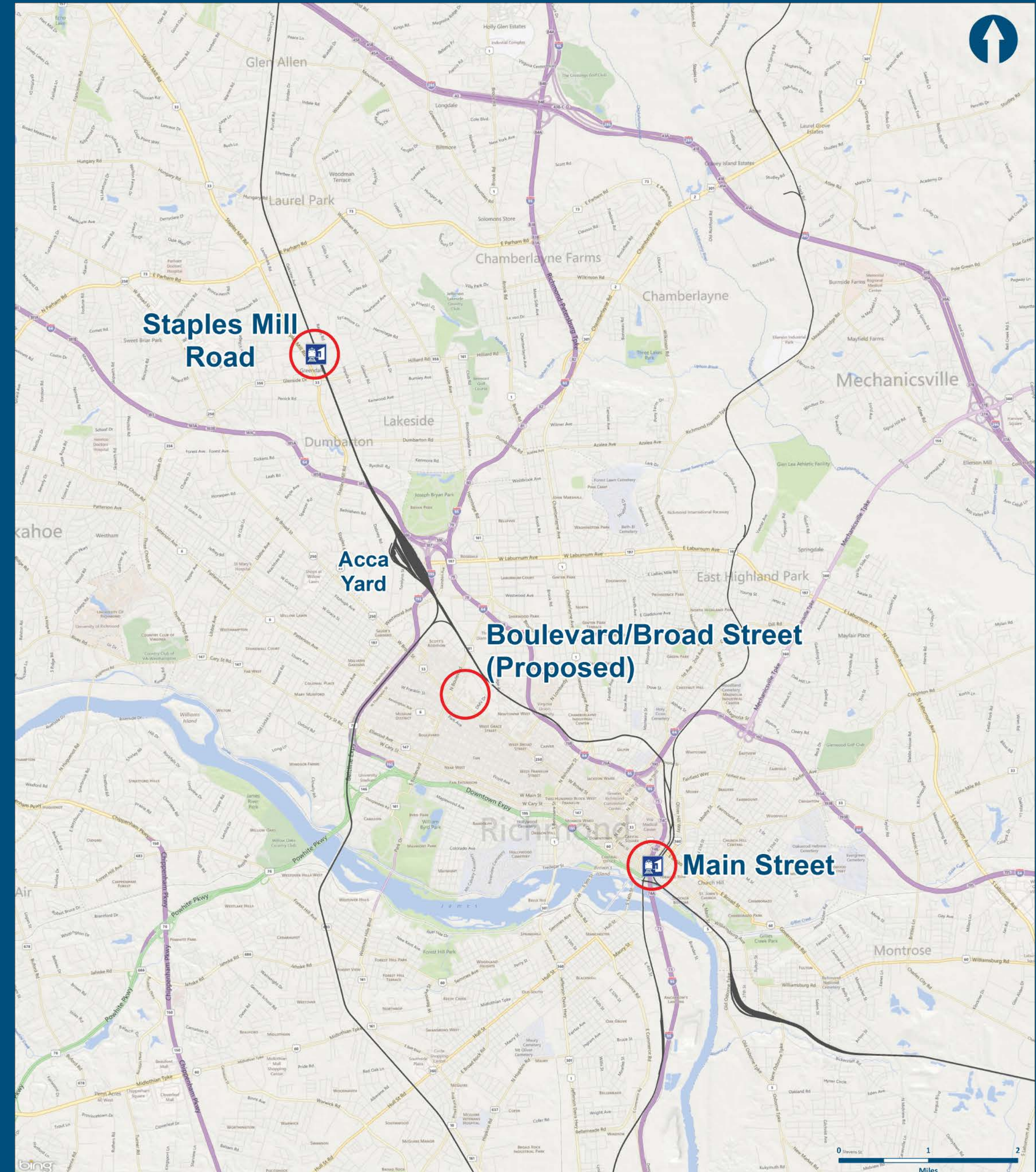
C2

The primary issues being addressed are:

- Multiple existing alignments
- Station location(s)
- Congested rail operations

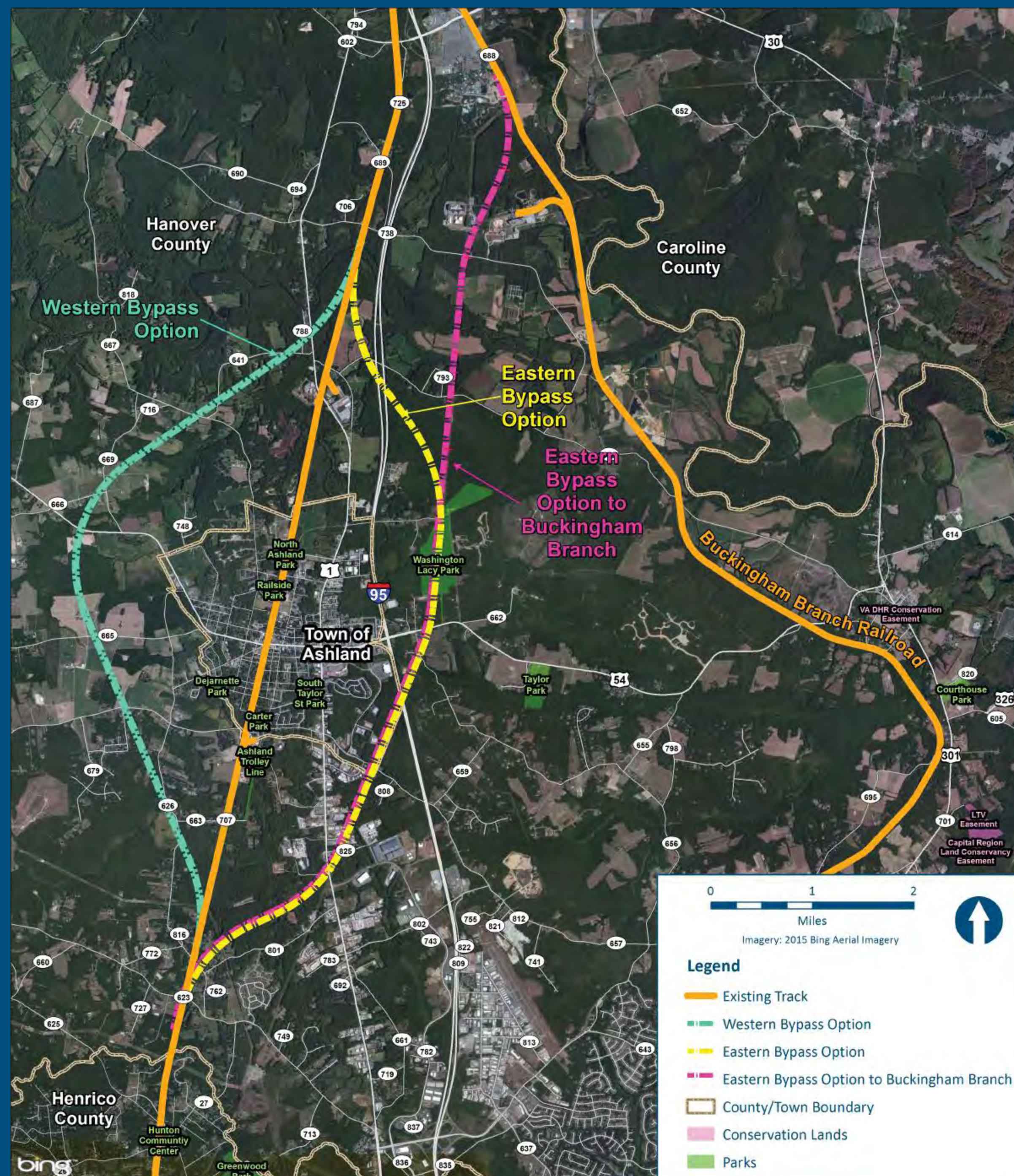
Richmond Area Station Options

- Existing Main Street only
- Existing Staples Mill Road only
- New Boulevard/Broad Street only
- Main Street and Staples Mill Road
- Main Street and Boulevard/Broad Street
- Boulevard/Broad Street and Staples Mill Road



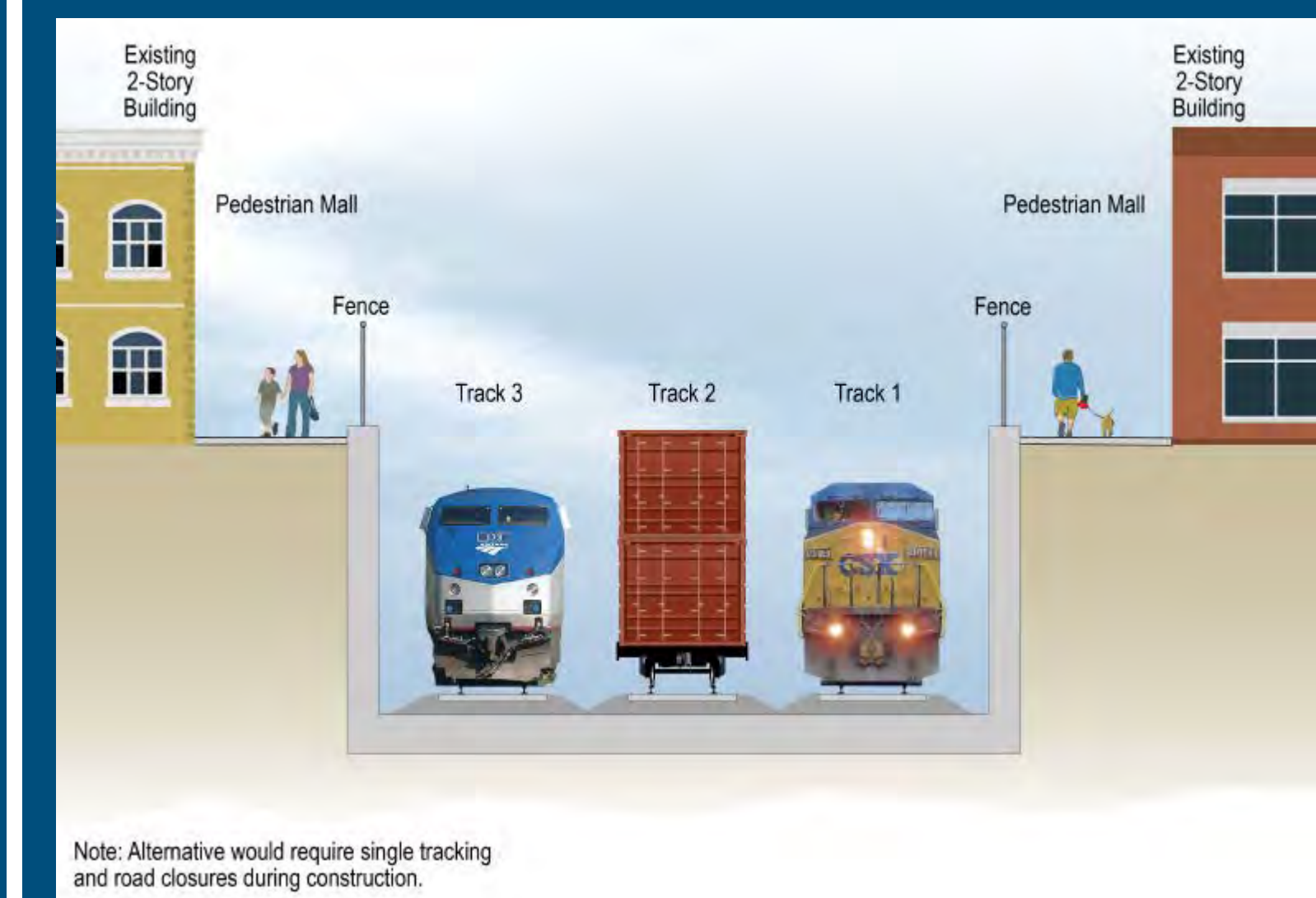
The primary issues being addressed are:

- Increase capacity
- Reduce travel times
- Surrounding land use



Example preliminary alternatives

Below Grade Alignment Options



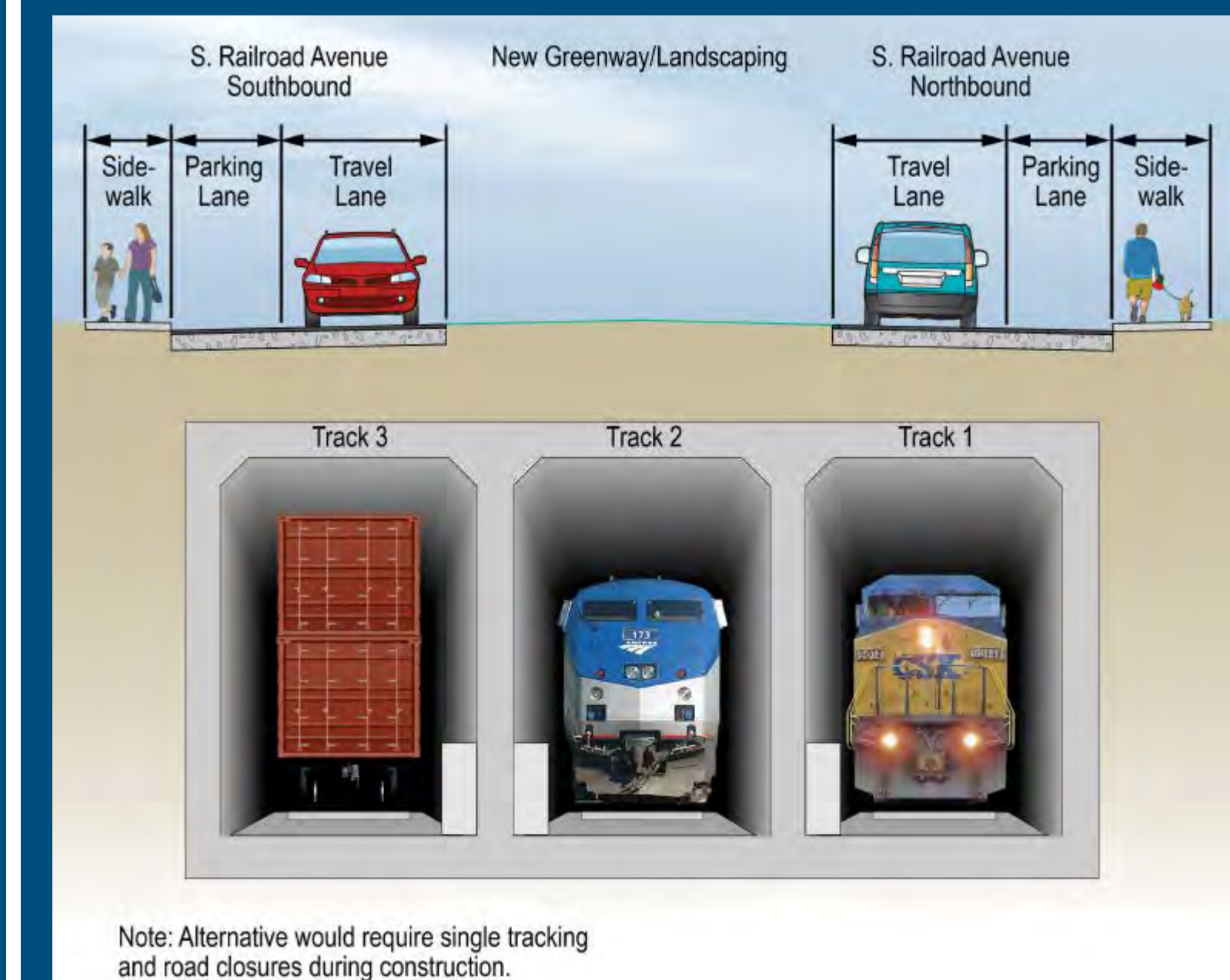
At-Grade Alignment Options



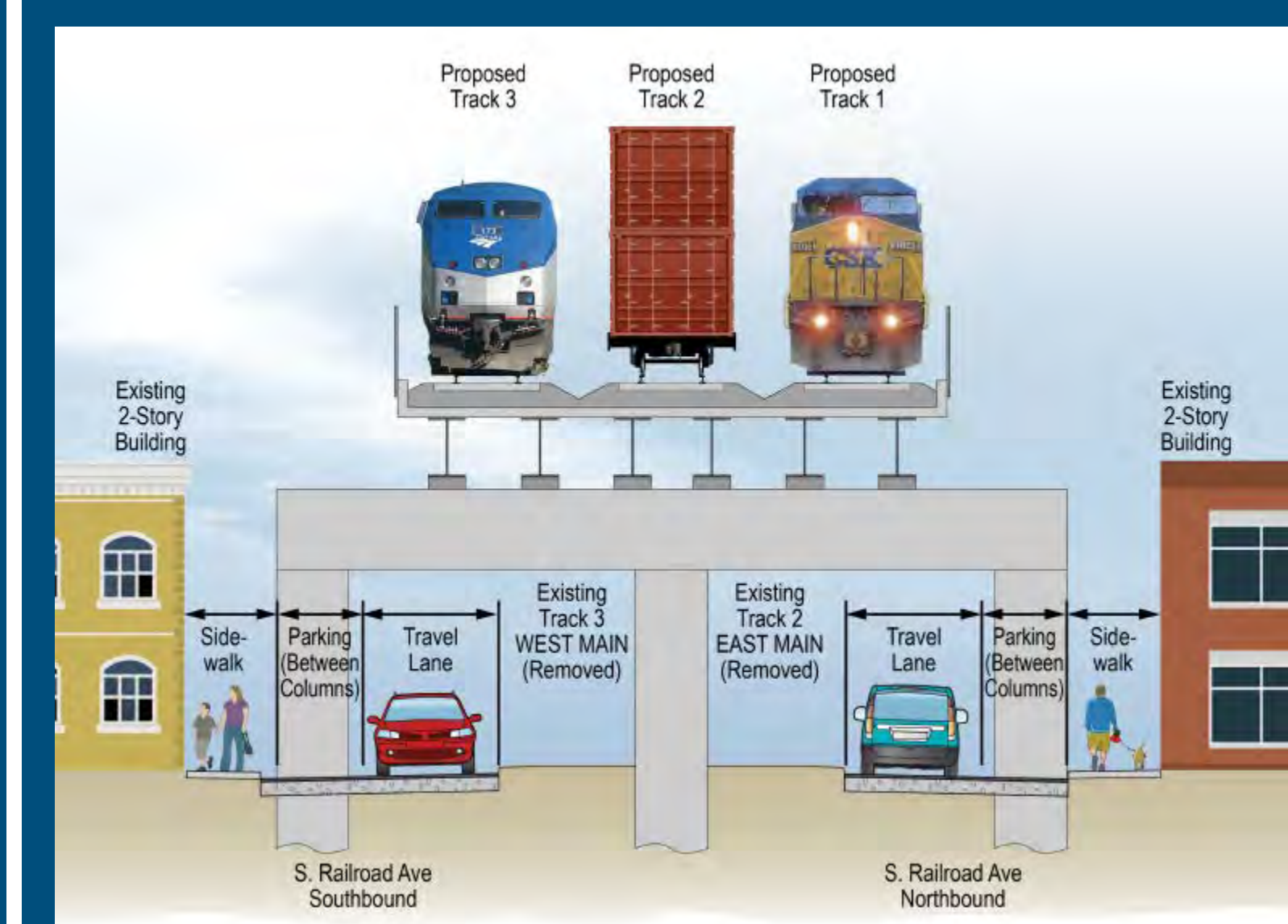
Three Tracks Centered



One Track East/West of Existing



Above Grade Alignment Option

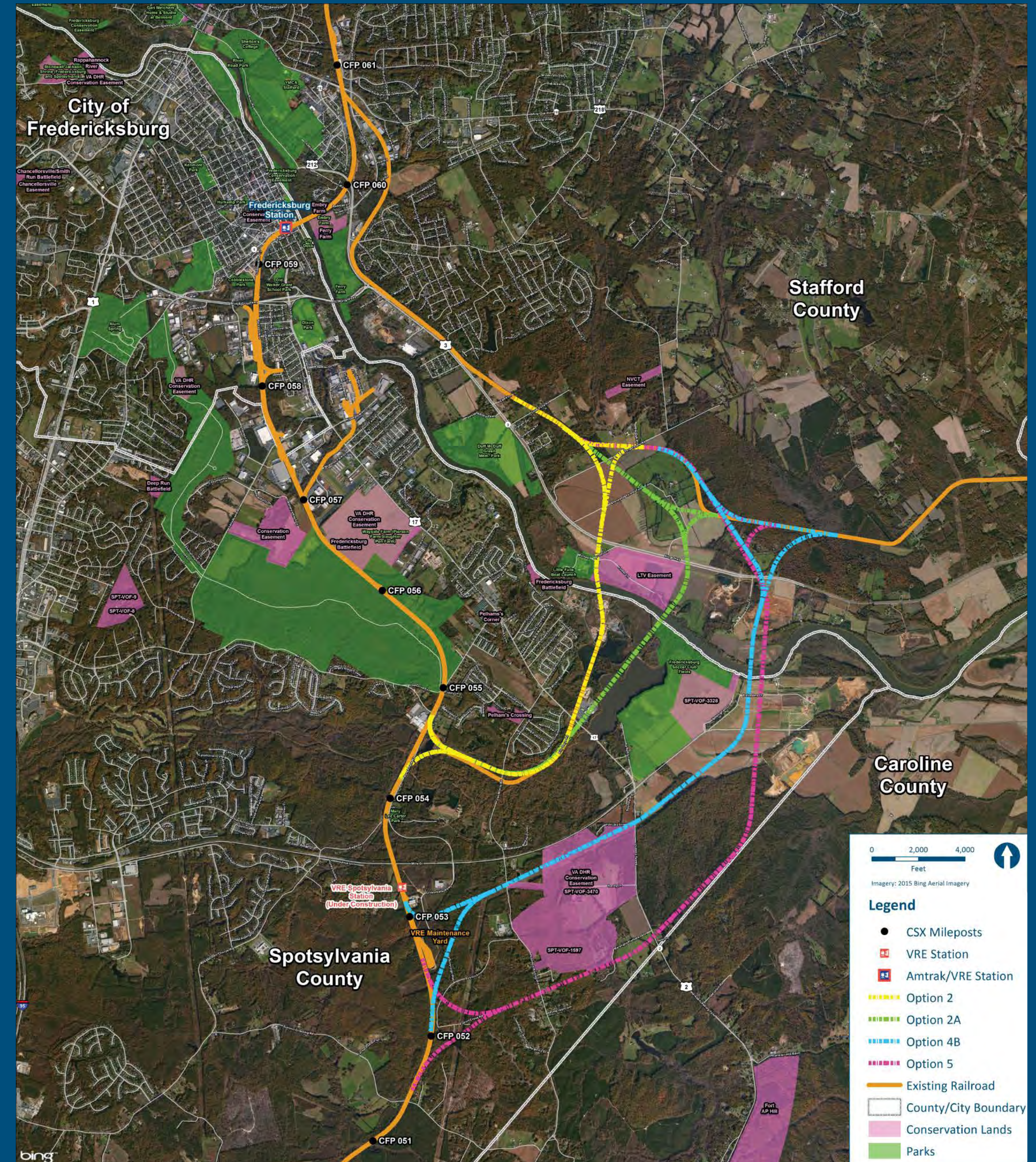


The primary issues being addressed are:

- Increase capacity
- Reduce travel times
- Reduce conflicts with VRE



Example preliminary alternative



Example preliminary alternatives

We want to hear from you!

-  Fill out a comment form today.
-  Leave a message on the project hotline: **(888) 832-0900, TDD 711**
-  Email your comments to: **info@DC2RVArail.com**
-  Mail your comments to:
 - Emily Stock, Manager of Rail Planning**
 - Virginia Department of Rail and Public Transportation**
 - 801 East Main Street, Suite 1000**
 - Richmond, VA 23219**

*Comments on the preliminary alternatives and screening process will be accepted through **June 23, 2015**. Visit **www.DC2RVArail.com** to participate in our online meeting and review today's materials.*

The Tier II EIS is expected to be completed by 2017.



Scoping
Solicit public input on the issues and concerns the project should address

Purpose & Need
Establish why the project is needed

A B C Alternatives
Identify and consider alternatives that address the program's Purpose and Need

A B C Screening
Review alternatives to determine if they are reasonable and feasible considering socio-economics, engineering, the environment, and cost

DRAFT Draft EIS Document has a full description of the affected environment, a range of alternatives, and an analysis of the impacts of each alternative

Final EIS Announce Proposed Action based on the comments received on the Draft EIS



Record of Decision
Issued by FRA; documents selected alternative and mitigation requirements

What Is Important to You?

As DRPT develops options, many potential impacts and benefits will be considered.

Impacts on:

- Air quality
- Noise and vibration
- Wildlife and protected species
- Wetlands and water resources
- Hazardous materials and waste
- Traffic and transportation
- Communities
- Land use
- Agricultural lands
- Parks, recreation, and open space
- Visual quality
- Construction impacts
- Indirect and cumulative effects

Benefits:

- Travel time
- Economic benefits
- Frequency of service
- Connections to other travel modes
- Speeds
- Amenities and comfort
- Reliability
- System capacity

Your input will help shape our alternatives development screening process.



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

DATE

OWNER NAME

ADDRESS 1

ADDRESS 2

RE: Notice of entry upon land for examination of land for transportation purposes

CITY OR COUNTY

Parcel Number(s) _____

Parcel Address(es) _____

Dear Property Owner:

As you may be aware, the Virginia Department of Rail and Public Transportation (DRPT) is preparing a Tier II Environmental Impact Statement (EIS) and preliminary engineering for the Washington, D.C. to Richmond Southeast High Speed Rail project in conjunction with the Federal Railroad Administration (FRA). Environmental review and approvals are required to support final design and future construction.

In order to effectively conduct the environmental study process for this transportation project, DRPT employees and its consultants may need to enter your property to conduct environmental studies. I am writing to provide notice that DRPT and its consultants including HDR Engineering, Inc., Moffatt & Nichol, Parsons, Dovetail Cultural Resources Group, and Rice Associates, may enter your property identified above between **MONTH DAY, YEAR and MONTH DAY, YEAR**. This notification is pursuant to Section 33.2-1011 of the *Code of Virginia*, which requires that you be given notice prior to entry. A copy of the Commissioner of Highways' letter authorizing employees of DRPT and our consultant team is enclosed, along with a project information flyer. **Please note that conducting environmental studies does not mean that improvement projects will occur on your property or that a decision on the improvements has been made.** The studies are being conducted for the purpose of gathering data and are early steps toward determining the project's feasibility and impacts of the potential improvements.

OWNER NAME

DATE

Page 2 of 2

Activities to take place on your property may potentially include locating physical features, taking photographs, and conducting testing as described in the attached project information flyer. During this period, multiple studies may need to occur on your property, including architectural history, identification of wetlands and regulated waters, wildlife habitat assessment, noise and vibration monitoring, and other studies. The survey teams will not need to enter any dwelling, building or other structure on your property

The project contemplates a series of rail improvements along the rail corridor from Arlington County to Centralia (in Chesterfield County). It will involve further analysis of the alignment of the route selected through the 2002 Tier I EIS and Record of Decision (ROD). Additional information may be found at the project website: www.DC2RVArail.com.

If you have any concerns regarding this environmental review, please contact Randy Selleck at 804-591-4442 or PropertyQuestions@DC2RVArail.com. If you are interested in receiving project updates regarding public information meetings, please provide us your email address at www.DC2RVArail.com. Should there be any need to further access your property for study purposes, we will contact you again either in person or by mail.

I appreciate your cooperation in planning and designing transportation improvements for your community and the citizens of Virginia.

Sincerely,



Emily Stock
Manager of Rail Planning

Enclosures: Authorization Letter from Virginia Department of Transportation Commissioner dated August 24, 2015

Project Information Flyer + Field Work Description



Multiple Ways to Stay On Track

There are many ways to stay up to date on the project.

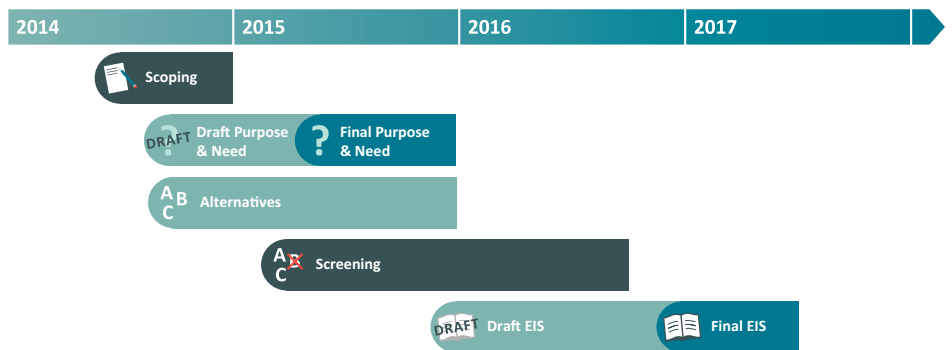
- Email: PropertyQuestions@DC2RVArail.com
- Visit our website at: www.DC2RVArail.com
- Sign up on the website to receive emailed updates
- Facebook: DC2RVArail
- Twitter: @DC2RVArail
- Call us toll-free at: 888-832-0900 or TDD 711
- Submit a question or comment online at any time

The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) are working to improve passenger rail service between Washington, D.C. and Richmond, VA and beyond. We are in the process of evaluating potential environmental impacts and benefits that may occur if changes to support improved passenger service are made to CSX's RF&P rail line, which runs generally parallel to I-95.

The Project and Your Property

Because of your property's proximity to the project corridor, it may be necessary for DRPT and/or its consultants to come on to your property to conduct environmental studies. Activities may include observing physical features, taking photographs, recording coordinates for later mapping, and conducting field work. Please note that this does not mean that improvement projects will occur on your property or that a decision on the improvements has been made. The studies are only for the purpose of gathering data and will take place outside of any dwelling, building, or other structure on private property. Our survey crews will make every reasonable effort not to adversely impact property in any way. The crews will carry photo identification and copies of the letters sent to the landowners in the area in which they are working. For a list of the type of field work that may occur on your property, please see the reverse side of this handout.

Key Project Milestones



- **Scoping** (2014): Solicit public input on the issues and study
- **Purpose & Need** (2014-2015): Establish why the project is needed
- **Alternatives** (2014-2015): Identify and consider alternatives that address the project's Purpose and Need
- **Screening** (2015-2016): Evaluate preliminary alternatives based on socio-economics, engineering, the environment, and cost criteria
- **Draft EIS** (2016): The Draft Environmental Impact Statement (EIS) provides a side-by-side comparison of the alternatives and impact analysis
- **Final EIS** (2017): Announce Preferred Alternative based on the revised EIS findings



We are in the early stage of preparing the Draft EIS and there is a range of alternatives being considered. The purpose of the environmental process is to gather data to assist in evaluating the merits of different alternatives. A final decision on a Preferred Alternative will not be made until the EIS process is complete. More information on these alternatives can be found on the project website, www.DC2RVArail.com, under About the Project.

Field Work Description

Architectural History Survey

During architectural history surveys, staff may visit the property to observe the exteriors of the buildings, including homes, barns, garages, sheds, and other structures. The purpose of the review is to help determine whether a structure qualifies as an historic resource. The review will include photographs to document the building conditions. All work will be done in accordance with the Virginia Department of Historic Resources standards.

Archaeological Surveys

During archaeological resource surveys, staff may visit the property to assess the potential for archaeological or cultural resources. This assessment will include shovel tests in some areas – during the shovel test, a small hole is dug and the dirt is sifted for artifacts. Potential artifacts are transported to a lab for identification and processing. The hole is filled prior to leaving the site. All work will be done in accordance with the Virginia Department of Historic Resources standards.

Wildlife Habitat Assessment

Staff will visually observe the vegetation, topography, and other habitat features of an area to evaluate its potential use by various wildlife. Species type, size, and density data may be collected within sample plots. No vegetation will be cleared, dug up, or otherwise removed, although leaf or twig samples may be taken from some plants for identification purposes.

Identification of Wetlands and other Regulated Waters

Many wetlands and waterways are protected by federal, state, and local regulations. Staff will delineate the boundaries of these protected resources through evaluation of vegetation type, visual evidence of surface hydrology, and soil indicators of periodic flooded conditions. Soil samples will be tested with an auger, leaving a small hole approximately 1.0 inch in diameter at each sampling location. Plastic flagging may be hung in adjacent tree branches to mark the boundary of the wetland.

Noise/Vibration Monitoring

Staff may enter the property to place sound or vibration monitoring equipment. The equipment will be left in place for a period of days to record noise and vibration caused by passing trains. Equipment left overnight is typically secured with a lock and chain to an adjacent pole, fence, or tree. At the end of the sampling period, the equipment will be removed.

Other Site Surveys

Staff may enter the property to observe site conditions, land use, and other features, evaluate potential impacts of various alternatives, or to access other property.

***DC2RVA Elected
Officials Briefing
Book***



Elected Officials

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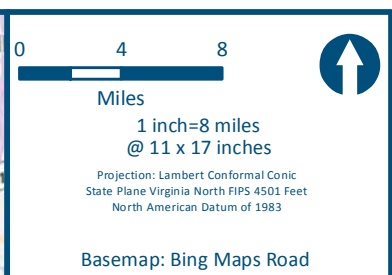
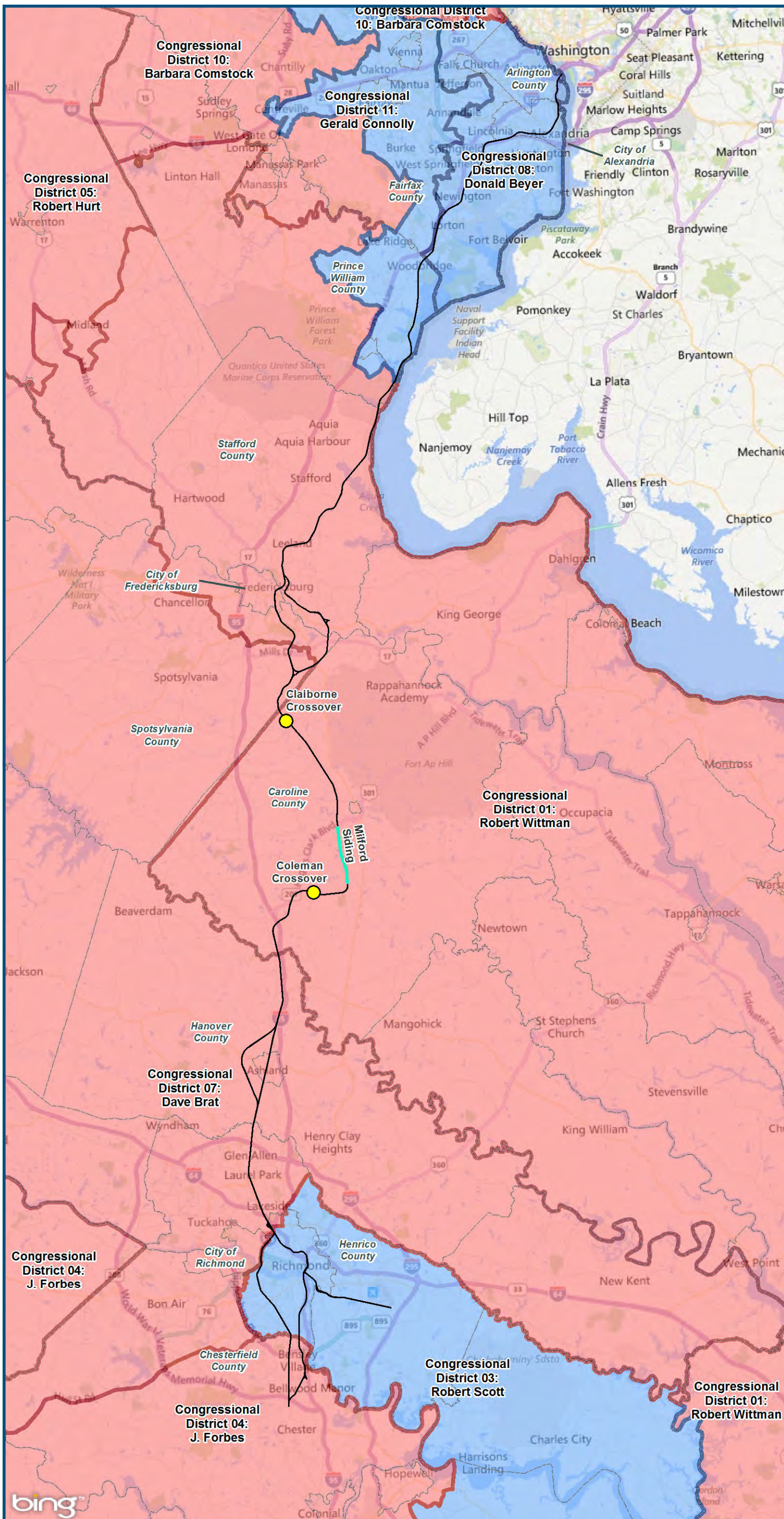
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Congressional Map





- Legend**
- DC2RVA Project Corridor
 - County Boundaries
- Congressional Districts**
- Democrat
 - Republican

Congressional Districts within DC2RVA Project Corridor

March 2016

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Distribution List





Elected Officials

2014 Distribution List

Name		Affiliation
Tim	Kaine	U.S. Senate
Mark	Warner	U.S. Senate
Robert J.	Wittman	U.S. House of Representatives
E. Scott	Rigell	U.S. House of Representatives
Robert C.	Scott	U.S. House of Representatives
Randy J.	Forbes	U.S. House of Representatives
Robert	Hurt	U.S. House of Representatives
Bob	Goodlatte	U.S. House of Representatives
Eric	Cantor	U.S. House of Representatives
James	Moran, Jr.	U.S. House of Representatives
Morgan	Griffith	U.S. House of Representatives
Frank	Wolf	U.S. House of Representatives
Gerry	Connolly	U.S. House of Representatives
Aubrey	Layne	Commonwealth of Virginia
Terry	McAuliffe	Commonwealth of Virginia
Ralph	Northam	Commonwealth of Virginia
Leslie	Adams	House of Delegates
David	Albo	House of Delegates
Richard	Anderson	House of Delegates
Terry	Austin	House of Delegates
Mamye	BaCote	House of Delegates
Richard	Bell	House of Delegates
Robert	Bell	House of Delegates
Mark	Berg	House of Delegates
Robert	Bloxom, Sr.	House of Delegates
Robert	Brink	House of Delegates
David	Bulova	House of Delegates
Kathy	Byron	House of Delegates
Jeffrey	Campbell	House of Delegates
Betsy	Carr	House of Delegates
A. Benton	Chafin	House of Delegates
Benjamin	Cline	House of Delegates
Mark	Cole	House of Delegates
Barbara	Comstock	House of Delegates
Kirkland	Cox	House of Delegates
Roslyn	Dance	House of Delegates
Glenn	Davis, Jr.	House of Delegates
William	DeSteph, Jr.	House of Delegates
James	Edmunds, II	House of Delegates



Elected Officials

2014 Distribution List

Name		Affiliation
Matthew	Fariss	House of Delegates
Peter	Farrell	House of Delegates
Eileen	Filler-Corn	House of Delegates
Buddy	Fowler, Jr.	House of Delegates
Michael	Futrell	House of Delegates
Scott	Garrett	House of Delegates
Todd	Gilbert	House of Delegates
Tag	Greason	House of Delegates
Gregory	Habeeb	House of Delegates
Christopher	Head	House of Delegates
Gordon	Helsel, Jr.	House of Delegates
Charniele	Herring	House of Delegates
Daun Sessoms	Hester	House of Delegates
Keith	Hodges	House of Delegates
Patrick	Hope	House of Delegates
William	Howell	House of Delegates
Algie	Howell, Jr.	House of Delegates
Timothy	Hugo	House of Delegates
Riley	Ingram	House of Delegates
Matthew	James	House of Delegates
Johnny	Joannou	House of Delegates
Chris	Jones	House of Delegates
Mark	Kearn	House of Delegates
Terry	Kilgore	House of Delegates
Barry	Knight	House of Delegates
Kay	Kory	House of Delegates
Robert	Krupick, Jr.	House of Delegates
Steven	Landes	House of Delegates
David	LaRock	House of Delegates
Jay	Leftwich, Jr.	House of Delegates
James	LeMunyon	House of Delegates
Scott	Lingamfelter	House of Delegates
Alfonso	Lopez	House of Delegates
Manoli	Loupassi	House of Delegates
Daniel	Marshall	House of Delegates
Robert	Marshall	House of Delegates
Montgomery	Mason	House of Delegates
Jimmie	Massie, III	House of Delegates
Jennifer L.	McClellan	House of Delegates
Delores L.	McQuinn	House of Delegates



Elected Officials

2014 Distribution List

Name		Affiliation
Jackson	Miller	House of Delegates
Randall	Minchew	House of Delegates
James (Will)	Morefield	House of Delegates
Richard	Morris	House of Delegates
Joseph D.	Morrissey	House of Delegates
John M.	O'Bannon, III	House of Delegates
Israel	O'Quinn	House of Delegates
Robert	Orrock, Sr.	House of Delegates
Christopher	Peace	House of Delegates
Kenneth	Plum	House of Delegates
Brenda	Pogge	House of Delegates
Charles	Poindexter	House of Delegates
David	Ramadan	House of Delegates
Margaret	Ransone	House of Delegates
Sam	Rasoul	House of Delegates
Roxann	Robinson	House of Delegates
Nick	Rush	House of Delegates
Thomas	Rust	House of Delegates
Edward	Scott	House of Delegates
Mark	Sickles	House of Delegates
Marcus	Simon	House of Delegates
Lionell	Spruill, Sr.	House of Delegates
Christopher	Stolle	House of Delegates
Scott	Surovell	House of Delegates
Scott	Taylor	House of Delegates
Luke	Torian	House of Delegates
David	Toscano	House of Delegates
Roslyn	Tyler	House of Delegates
Ron	Villanueva	House of Delegates
Jeion	Ward	House of Delegates
Lee	Ware, Jr.	House of Delegates
Vivian	Watts	House of Delegates
Michael	Webert	House of Delegates
Tony	Wilt	House of Delegates
Thomas	Wright, Jr.	House of Delegates
David	Yancey	House of Delegates
Joseph	Yost	House of Delegates
Kenneth	Alexander	Senate of Virginia
George	Barker	Senate of Virginia
Richard	Black	Senate of Virginia



Elected Officials

2014 Distribution List

Name		Affiliation
Charles	Carrico, Sr.	Senate of Virginia
Charles	Colgan	Senate of Virginia
John	Cosgrove, Jr.	Senate of Virginia
R.	Deeds	Senate of Virginia
Adam	Ebbin	Senate of Virginia
John	Edwards	Senate of Virginia
Barbara	Favola	Senate of Virginia
Thomas	Garrett, Jr.	Senate of Virginia
Emmett	Hanger, Jr.	Senate of Virginia
Janet	Howell	Senate of Virginia
Lynwood	Lewis, Jr.	Senate of Virginia
Mamie	Locke	Senate of Virginia
L.	Lucas	Senate of Virginia
David	Marsden	Senate of Virginia
Henry	Marsh, III	Senate of Virginia
Stephen	Martin	Senate of Virginia
Ryan	McDougle	Senate of Virginia
A.	McEachin	Senate of Virginia
Jeffrey	McWaters	Senate of Virginia
John	Miller	Senate of Virginia
Stephen	Newman	Senate of Virginia
Thomas	Norment, Jr.	Senate of Virginia
Mark	Obenshain	Senate of Virginia
J.	Petersen	Senate of Virginia
Phillip	Puckett	Senate of Virginia
Linda	Puller	Senate of Virginia
Bryce	Reeves	Senate of Virginia
Frank	Ruff, Jr.	Senate of Virginia
Richard	Saslaw	Senate of Virginia
Ralph	Smith	Senate of Virginia
William	Stanley, Jr.	Senate of Virginia
Walter	Stosch	Senate of Virginia
Richard	Stuart	Senate of Virginia
Jill	Vogel	Senate of Virginia
Frank	Wagner	Senate of Virginia
John	Watkins	Senate of Virginia
Jennifer	Wexton	Senate of Virginia
Jay	Fisette	Arlington County
Arthur	Warren	Chesterfield County
James	Stegmaier	Chesterfield County



Elected Officials

2014 Distribution List

Name		Affiliation
Floyd W.	Thomas	Caroline County
Wayne A.	Acors	Caroline County
Jeffrey	Black	Caroline County
Jeffery M.	Sili	Caroline County
Calvin	Taylor	Caroline County
Reginald L.	Underwood	Caroline County
Charles	Culley	Caroline County
Edward	Long, Jr.	Fairfax County
Sharon	Bulova	Fairfax County
John C.	Cook	Fairfax County
John W.	Foust	Fairfax County
Penelope A.	Gross	Fairfax County
Pat	Herrity	Fairfax County
Catherine	Hudgins	Fairfax County
Gerald W.	Hyland	Fairfax County
Jeffrey C.	McKay	Fairfax County
Linda Q.	Smith	Fairfax County
Catherine	Chianese	Fairfax County
Manual	Alvarez, Jr.	Goochland County
Ned S.	Creasey	Goochland County
Susan F.	Lascolette	Goochland County
Robert H.	Minnick	Goochland County
Lisa	Beczkiwicz	Goochland County
Rebecca	Dickson	Goochland County
Wayne T.	Hazzard	Hanover County
Angela	Kelly-Wiecek	Hanover County
Ken	Peterson	Goochland County
Cecil R.	Harris, Jr.	Hanover County
W. Canova	Peterson	Hanover County
Sean	Davis	Hanover County
Aubrey M.	Stanley	Hanover County
Ed	Via	Hanover County
Elton J.	Wade, Sr.	Hanover County
Frank	Thornton	Henrico County
Tyrone	Nelson	Henrico County
Richard	Glover	Henrico County
David	Kaechele	Henrico County
Patricia	O'Bannon	Henrico County
Frank J.	Thornton	Henrico County
Veta	Herbaugh	Henrico County



Elected Officials

2014 Distribution List

Name		Affiliation
Barry	Lawrence	Henrico County
John A.	Vithoukias	Henrico County
Alan R.	Carmichael	Prince George County
William F.	Gandel	Prince George County
Henry D.	Parker, Jr.	Prince George County
William A.	Robertson, Jr.	Prince George County
Jerry J.	Skalsky	Prince George County
Percy C.	Ashcraft	Prince George County
Corey	Stuart	Prince William County
Maureen S.	Caddigan	Prince William County
Pete	Candland	Prince William County
Wally	Covington	Prince William County
John D	Jenkins	Prince William County
Michael C.	May	Prince William County
Martin E.	Nohe	Prince William County
Frank J.	Principi	Prince William County
Corey A.	Stewart	Prince William County
Phil	Campbell	Prince William County
Benjamin	Pitts	Spotsylvania County
Robert	Stuber	Spotsylvania County
Greg	Cebula	Spotsylvania County
Ann L.	Heidig	Spotsylvania County
Timothy J.	McLaughlin	Spotsylvania County
David	Ross	Spotsylvania County
Gary F.	Skinner	Spotsylvania County
Paul D.	Trampe	Spotsylvania County
Chris	Yakabouski	Spotsylvania County
Cord A.	Sterling	Stafford County
Meg	Bohmke	Stafford County
Jack	Cavalier	Stafford County
Paul V.	Milde, III	Stafford County
Laura	Sellers	Stafford County
Gary	Snellings	Stafford County
Robert	Thomas, Jr.	Stafford County
Antony	Romanello	Stafford County
Marcia	Hollenberger	Stafford County
Lou Brown	Ali	City of Richmond
Jonathan	Baliles	City of Richmond
Charles	Samuels	City of Richmond
Chris A.	Hilbert	City of Richmond



Elected Officials

2014 Distribution List

Name		Affiliation
Kathy	Graziano	City of Richmond
Parker	Agelasto	City of Richmond
Ellen	Robertson	City of Richmond
Cynthia	Newbille	City of Richmond
Reva. M.	Trammel	City of Richmond
Uzziah	Harris	City of Richmond
Michelle R.	Mosby	City of Richmond
Dwight C.	Jones	City of Richmond
Ida	Jones	City of Richmond
Grant	Neely	City of Richmond
Jean	Capel	City of Richmond
Eli	Wong	City of Richmond
Marianne G.	Pitts	City of Richmond
Lisa	Townes	City of Richmond
Tim	Grimes	City of Richmond
Amanda	Shelton	City of Richmond
Samuel	Patterson	City of Richmond
Henry	Mease	City of Richmond
Yvette	Alexander	DC City Council
David	Catania	DC City Council
David	Grosso	DC City Council
Vincent	Orange, Sr.	DC City Council
Jim	Graham	DC City Council
Jack	Evans	DC City Council
Mary	Cheh	DC City Council
Muriel	Bowser	DC City Council
Kenyan	McDuffie	DC City Council
Marion	Barry	DC City Council
Dionne	Calhoun	DC City Council
Charles	Allen	DC City Council
Mark	Bjorge	DC City Council
Joyce	Clements-Smith	DC City Council
Schannette	Grant	DC City Council
Corey	Griffin	DC City Council
Joy	Holland	DC City Council
Tommy	Wells	DC City Council
Jordan	Hutchinson	DC City Council
Estell	Lloyd	DC City Council
Jon	Meyers	DC City Council
Aaron	Pritchard	DC City Council



Elected Officials

2014 Distribution List

Name		Affiliation
Denise	Tolliver	DC City Council
Jonathan	Willingham	DC City Council
Charles	Wilson, Esq.	DC City Council
Calvin	Woodland, Jr.	DC City Council
Wanda	Harmon	Dinwiddie County
William	Chavis	Dinwiddie County
Brenda	Ebron-Bonner	Dinwiddie County
Daniel	Lee	Dinwiddie County
Harrison	Moody	Dinwiddie County
Mark	Moore	Dinwiddie County
Kevin	Massengill	Dinwiddie County
William P.	Pate	City of Manassas
Charles	Hartgrove	Town of Ashland
Edward	Henson	Town of Ashland
James	Murray	Town of Ashland
Faye O.	Prichard	Town of Ashland
George	Spagna	Town of Ashland
Steve	Trivett	Town of Ashland
J. Dallin	Kimble	Town of Ashland
Mark	Bissoon	Town of Bowling Green
Mary F.	Coleman	Town of Bowling Green
Daniel	Webb	Town of Bowling Green
Glenn	McDearmon	Town of Bowling Green
Jason	Satterwhite	Town of Bowling Green
David W.	Storke	Town of Bowling Green
Otis	Wright	Town of Bowling Green
Laura	Gifford	Town of Bowling Green
Stephen	Manster	Town of Bowling Green
Jean M.	Davis	Town of Bowling Green
Derrick R.	Wood	Town of Dumfries
Charles	Brewer	Town of Dumfries
Gerald M.	Foreman, II	Town of Dumfries
Kristin W.	Forrester	Town of Dumfries
Helen	Reynolds	Town of Dumfries
Willie L.	Toney	Town of Dumfries
Gwen P.	Washington	Town of Dumfries
Dawn	Hobgood	Town of Dumfries
Daniel	Tabor	Town of Dumfries
Michael	DeMarco	City of Fairfax
Jeff	Greenfield	City of Fairfax



Elected Officials

2014 Distribution List

Name		Affiliation
Nancy F.	Loftus	City of Fairfax
David	Meyer	City of Fairfax
Janice B.	Miller	City of Fairfax
Eleanor	Schmidt	City of Fairfax
R. Scott	Silverthorne	City of Fairfax
Melanie	Burrell	City of Fairfax
Bob	Sisson	City of Fairfax
Kerry P.	Devine	City of Fredericksburg
Bradford C.	Ellis	City of Fredericksburg
Mary		
Katherine	Greenlaw	City of Fredericksburg
Frederic N.	Howe, III	City of Fredericksburg
Matthew J.	Kelly	City of Fredericksburg
Beatrice R.	Paolucci	City of Fredericksburg
George C.	Solley	City of Fredericksburg
Tonya B.	Lacey	City of Fredericksburg
Michael C.	Bujakowski	City of Hopewell
Roosevelt	Edwards, Jr.	City of Hopewell
Jasmine E.	Gore	City of Hopewell
Christina J.	Luman-Bailey	City of Hopewell
Brenda S.	Pelham	City of Hopewell
Jackie M.	Shornak	City of Hopewell
Wayne	Walton	City of Hopewell
Mark	Haley	City of Hopewell
John	Wells	Town of Leesburg/Loudoun County
Keith	Markel	Town of Lovettsville/Loudoun County
Martha	Mason Semmes	Town of Middleburg/Loudoun County
Kevin P.	Brown	Town of Quantico
Earlene	Clinton	Town of Quantico
Russell V.	Kuhns	Town of Quantico
Rita	Frazier	Town of Quantico
Alex	Alexander	Town of Quantico
Peggy L.	Alexander	Town of Quantico
Tom	Davis	Town of Quantico
Tyler C.	Brown	City of Occoquan
J. Matthew	Dawson	City of Occoquan
Jim	Drakes	City of Occoquan
Joe	McGuire	City of Occoquan
Elizabeth A.	Quist	City of Occoquan
Patrick A.	Sivigny	City of Occoquan



Elected Officials

2014 Distribution List

Name		Affiliation
Greg	Holcomb	City of Occoquan
Kirstyn L.	Barr	City of Occoquan
Brian	Moore	City of Petersburg
David Ray	Coleman	City of Petersburg
Carl	Ross	City of Petersburg
Howard	Myers	City of Petersburg
Ken	Pritchett	City of Petersburg
Horace P.	Webb	City of Petersburg
Treska	Wilson-Smith	City of Petersburg
Nykesha	Jackson	City of Petersburg

*November 2014
Letter*



[Insert Date]

[Insert Name and Title of Recipient]

[Insert Address of Recipient]

Re: Project Notification
Washington, D.C. to Richmond Southeast High Speed Rail

Dear [Insert Name of Recipient]:

This letter is being sent to you as formal notification of the Washington, D.C. to Richmond Southeast High Speed Rail project's initiation. Your constituents have been identified as interested parties in the Project because of location and potential environmental impacts. Your interest and advice on the project scope and on ways to enhance coordination throughout the corridor are both welcome and encouraged.

The Federal Railroad Administration (FRA), in cooperation with the Virginia Department of Rail and Public Transportation (DRPT), is initiating the preparation of a Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond, Va. rail corridor. An EIS is a document required by the National Environmental Policy Act (NEPA) to promote informed decision-making by federal, state, and local agencies by making "detailed information concerning significant environmental impacts" available to both agency leaders and the public. The Project started in September 2014 and is anticipated to be complete in 2017.

The northern limits of the Project are at the foot of the Long Bridge where it crosses the Potomac River into Washington, D.C. The southern limit of the project is in Centralia, midway between downtown Richmond and downtown Petersburg. Proposed improvements are along CSX Transportation-owned track, generally parallel to the I-95 corridor. Enclosed with this letter are a project area description and map of the corridor and the project limits.

Stakeholder and public input are critical and mandatory elements of the EIS, and the Project Team is seeking both your direct input and your assistance in encouraging public and stakeholder outreach. Public Scoping Meetings are scheduled for the first two weeks in November 2014. The purpose of these meetings is to present the purpose and need of the project and solicit public input. Please visit the Project website at www.DC2RVARail.com for details. Your attendance and appropriate representation of your jurisdiction are encouraged. When the Draft EIS is available, we will be seeking a similar level of stakeholder and public participation.





Pursuant to Section 6 of FRA's Procedures for Considering Environmental Impacts, cities, counties, towns, regional transit providers, and metropolitan planning organizations should consult directly with DRPT to ensure that major concerns and interests are formally heard and acknowledged.

We suggest that you become involved in the development of the Southeast High Speed Rail through any of the following ways:

- 1) Provide meaningful and early input.
- 2) Participate in public and stakeholder meetings.
- 3) Provide or encourage comment on the Tier II Draft EIS to reflect the views and concerns of your constituents and/or your jurisdiction.

Should you have any questions or comments regarding this Project before the Public Scoping Meetings, please do not hesitate to contact Emily Stock at emily.stock@drpt.virginia.gov / 804-786-1052.

Thank you for your time.

Sincerely,

A handwritten signature in black ink that reads "Jennifer L. Mitchell".

Jennifer L. Mitchell
Director
Virginia Department of Rail and Public Transportation
600 E. Main St., Suite 2102
Richmond, VA 23219

CC: Chief Administrative Officers

Enclosure:
Project Description / Map of Project Limits



DC TO RICHMOND

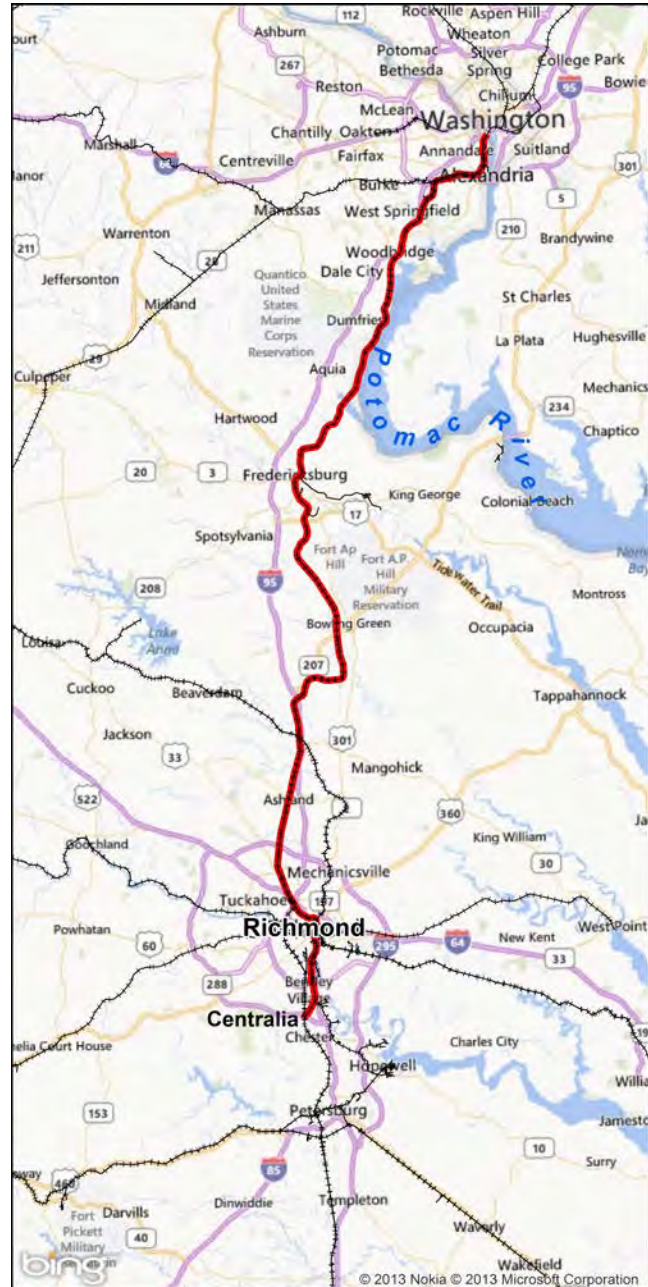
SOUTHEAST HIGH SPEED RAIL

PROJECT BACKGROUND

Southeast High Speed Rail (SEHSR) is part of a greater plan by the U.S. Department of Transportation (USDOT) to develop a high-speed rail network as one component of a nationwide intermodal transportation network.

This Project is funded through a cooperative agreement between the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) to complete the next phase of preliminary engineering and environmental review for SEHSR along a 123-mile segment between Washington, D.C. area (Arlington, Va.) and Richmond, Va. (Centralia, Va.) area. A Tier II EIS is currently underway for the SEHSR segment between Richmond, Va. and Raleigh, N.C. and is expected to be completed in 2015.

A Tier I EIS and Record of Decision (ROD) were completed in 2002 for the entire 500-mile SEHSR corridor between Washington, D.C. and Charlotte, N.C. In the ROD, FRA selected a preferred alternative for SEHSR, which generally follows the existing CSX right-of-way along the I-95 corridor north of Petersburg, VA, and determined that a Tier II EIS is the appropriate level of environmental review for the Washington, D.C. to Richmond segment of the SEHSR corridor. A tiered review process is typically used on exceptionally large studies. In such cases, the Tier I EIS analyzes the potential socio-environmental impacts along a general corridor but does not identify the exact location of where the action should occur.





Following the Tier I EIS ROD, the approved Tier I area is further broken down into sub-areas, and a Tier II EIS is then prepared for each sub-area. For public outreach purposes, the project area will be divided into three sub-areas: Southern, Middle, and Northern.

The Tier II EIS will be accompanied by the preparation of preliminary engineering documents for the individual improvements proposed for this Project. Additionally, the Project accounts for environmental assessments of related capacity improvements to connected rail lines in the Richmond area. The rail corridor travels through the following counties, towns, and cities and near the following military bases/forts:

- Arlington County
- Fairfax County
- Prince William County
- Stafford County
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- Chesterfield County
- City of Alexandria
- Town of Quantico
- City of Fredericksburg
- Town of Ashland
- City of Richmond
- Fort Belvoir
- Quantico Marine Base



June 2015 Letter



801 East Main Street
Suite 1000
Richmond, VA 23219

[Insert Date]

[Insert Name and Title of Recipient]

[Insert Address of Recipient]

Re: Project Update | Washington, D.C. to Richmond Southeast High Speed Rail

Dear [Insert Name of Recipient]:

This letter is being sent to you as formal project update for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Tier II Environmental Impact Statement (EIS).

Since we last communicated in the Fall 2014, the Project Team met with the public, presented the scope of work, obtained comments through a formal comment period, met twice with our technical task force composed of key stakeholders, completed a Purpose and Need Statement, developed preliminary rail alignment options, and identified alternative screening criteria.

In order to offer transparency in our process and to gain valuable public input, we are holding another round of public meetings. The purpose of these public information meetings, scheduled for the first week of June 2015, is to present the Purpose and Need Statement and the screening process for developing alternatives.



801 East Main Street
Suite 1000
Richmond, VA 23219

Upcoming Public Information Meetings*

Alexandria, Virginia – Monday, June 1, 2015

Hilton Alexandria Old Town
1767 King Street

Fredericksburg, Virginia – Tuesday, June 2, 2015

Dorothy Hart Community Center
408 Canal Street

Richmond, Virginia – Wednesday, June 3, 2015

Department of Motor Vehicles
2300 W. Broad Street

**Please visit the project website at www.DC2RVArail.com for details.*

We would greatly appreciate your attendance at these meetings. You may become involved in the development of the DC2RVA project through any of the following ways:

- Participate in the upcoming public information meetings.
- Provide input to reflect the views and concerns of your constituents and/or your jurisdiction.
- Encourage your constituents to participate and provide input.

Should you have any questions or comments regarding this project before the public information meetings, please do not hesitate to contact Emily Stock at emily.stock@drpt.virginia.gov / 804-786-1052.

Sincerely,

A handwritten signature in black ink that reads "Jennifer L. Mitchell".

Jennifer L. Mitchell, Director

Virginia Department of Rail and Public Transportation
600 E. Main St., Suite 2102
Richmond, Virginia 23219

Encl: DC2RVA Project Overview



U.S. Department of Transportation
Federal Railroad Administration

November 2015
Email

Obermueller, Kristen

From: D.C. to Richmond SE High Speed Rail Team <info@DC2RVArail.com>
Sent: Monday, February 29, 2016 1:11 PM
To: Obermueller, Kristen
Subject: DC2RVA Public Information Meetings Scheduled



Public Information Meetings Scheduled

Passenger Rail Improvement Alternatives Presented

Attention Public Officials:

We are contacting you to provide an update on the status of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The project will identify ways to increase the frequency and improve reliability of passenger rail service and reduce travel times between the two cities.

Since we last met with the public, key stakeholders, agency officials, and elected officials in June 2015, the DC2RVA Project Team has completed early stages of the alternatives screening process and incorporated input from the June meetings to develop a range of viable alternative improvements for detailed evaluation.

In order to offer transparency in our process and to gain valuable input, once again, we are

holding another round of in-person public meetings. Three identical, open-house public meetings will be held from 5:00 p.m. to 7:30 p.m. with a presentation given at 6:00 p.m. at the locations below. The DC2RVA Project Team will present the most feasible and reasonable improvement alternatives, potential station locations, and track and safety improvements. We strongly encourage you or a representative to attend a public meeting to stay up to date on the DC2RVA project. Most of all, please share with your constituents through word of mouth, website postings, or even social media.

www.DC2RVArail.com



Fredericksburg

Tuesday, December 8, 2015

Dorothy Hart Community Center

408 Canal Street
Fredericksburg, VA
[Transit Info](#)

[Add to Calendar](#)

Springfield

Wednesday, December 9, 2015

Hilton Springfield

6550 Loisdale Road
Springfield, VA
[Transit Info](#)

[Add to Calendar](#)

Richmond

Thursday, December 10, 2015

Va. Department of Motor Vehicles

2300 W Broad Street
Richmond, VA
[Transit Info](#)

[Add to Calendar](#)

DC2RVA Media Contact

Have you received a media request regarding the DC2RVA project from a local reporter or editor? If so, we would like to put you in contact with the right person to answer your questions regarding any part of the project – from purpose to potential environmental impacts.



Lynne McCarthy

Public Relations and Marketing Coordinator

Phone: (804) 786-4443

Email: lynne.mccarthy@drpt.virginia.gov



Newsreel

Stay up to date on the latest news regarding the DC2RVA project. All media mentions of DC2RVA are posted on the project website, www.DC2RVArail.com.

[Go to the Newsroom >](#)



Project Brochure

Need a quick overview of what the DC2RVA project is all about? Read our project brochure to learn more about the key components of the environmental and engineering process as well as the DC2RVA corridor itself.

[Project Brochure >](#)



Project FAQs

Our team has assembled the most frequently asked questions about the DC2RVA project. If you do not see an answer to your question, please contact us.

[FAQ >](#)



Find your Neighborhood or Business on our Detailed Project Area Map

Use this aerial map to view the project corridor.

[See the map >](#)



Project Schedule

Review our project schedule to learn more about completing the EIS process!

[View project schedule >](#)



Stay Connected Online:

www.DC2RVArail.com



**Sincerely,
Washington, D.C. to Richmond Southeast High Speed Rail Team**

DRPT is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please visit the website at www.drpt.virginia.gov or contact the Title VI Compliance Officer, Linda Balderson, 600 East Main Street, Suite 2102, Richmond, VA 23219.

DRPT's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.

En Español: Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com. También puede llamar a la línea directa del proyecto a dejar comentarios: 888-832-0900.





***Project Launch
Notification***





Let's Get Virginia Moving!

You're invited to come along for the ride.

[^ViewInBrowser style=""^]View In Browser[^EndViewInBrowser^]



Today the Virginia Department of Rail and Public Transportation (DRPT) launched the [Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement \(EIS\)](#) for higher speed intercity passenger rail service between Washington, D.C. and Richmond, Va. Environmental review for the 115-mile rail segment will be accompanied by the preparation of preliminary engineering plans for individual improvements that stretch from the banks of the Potomac River in Arlington, Va., to just south of Richmond, Va. at Centralia, which is located in Chesterfield County. This is the northernmost segment of the 500-mile Southeast High Speed Rail (SEHSR) Corridor. SEHSR is part of a plan for a nationwide higher speed passenger rail network. The U.S. Department of Transportation (USDOT) identified the SEHSR corridor for improvements to increase service and connections to higher speed rail service in the northeast (Boston, Mass. to Washington, D.C.) and in the southeast (Miami, Fla. to Charlotte, N.C.) and beyond.

The public will play an integral role in the development of the preferred alternative and in the overall environmental review process. Throughout the project, you will have multiple opportunities to learn more and provide insight on how improved passenger rail service could impact your community.

INPUT



The first opportunity for public input is available now through an online survey. This survey offers you a chance to give initial input on the scope of the project before the public scoping meetings in November. With such a large project area, it's important for us to understand all localized transportation needs and concerns early in the process to ensure successful outcomes. Whether you drive, bike, use rail or take the bus, we want to hear your ideas on transportation options from D.C. to Richmond.

[CLICK HERE TO TAKE OUR SURVEY](#)

BACKGROUND



This effort is the second step in a two-tiered federal environmental review process. The preferred alternative identified in the 2002 Record of Decision called for incremental rail improvements that generate benefits of higher speeds and minimize impacts by using existing rail infrastructure and railroad right of way. While the Tier I project established the general corridor for improved service, the actual route will be designed as part of the Tier II EIS process.

GET INVOLVED

Four public meetings will be held along the corridor in November 2014 to offer an opportunity to learn details of the project, review information from the Tier I EIS, and provide feedback for the Tier II EIS. Visit the project website to join the mailing list or to

follow the study on social media sites.



STAY CONNECTED ONLINE

www.DC2RVArail.com

[Facebook](#)

[Twitter](#)

Sincerely,

Washington, D.C. to Richmond Southeast High Speed Rail Team

About the Virginia Department of Rail and Public Transportation:

The Virginia Department of Rail and Public Transportation's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth through rail, public transportation, and commuter services.

DRPT is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. For additional information on DRPT's nondiscrimination policies and procedures or to file a complaint, please contact the Title VI Compliance Officer, Linda Balderson, (804) 786-4440, 600 E. Main Street, Suite 2102, Richmond, VA 23219.



[Physical Mailing Address]

[Optout]Opt Out[EndOptout]

*Alternatives Review
Public Meetings
Scheduled Email*

Obermueller, Kristen

From: D.C. to Richmond SE High Speed Rail Team <info@DC2RVArail.com>
Sent: Monday, February 29, 2016 1:13 PM
To: Obermueller, Kristen
Subject: DC2RVA Public Information Meetings Scheduled



Public Information Meetings Scheduled

Passenger Rail Improvement Alternatives Presented

Join us for the third round of public information meetings to develop a plan to improve your travel experience in Virginia. The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) invite you to attend and discuss alternatives to improve intercity passenger rail service from Washington, D.C. to Richmond, VA.

Since the June 2015 public meetings, DRPT has completed an initial analysis of several preliminary alternatives and is prepared to share them with the public to narrow down to the most reasonable alternatives to be carried forward for more detailed analysis.

During this meeting you will learn about and be able to provide input on:

- Feasible and reasonable improvement alternatives to be carried forward for detailed

- analysis
- Potential station locations
- Track and safety improvements

Helpful Links:

Map of the Washington, D.C. to Richmond Southeast High Speed Rail Project Corridor

[View Project Map >](#)

Mark Your Calendar to Attend and Bring a Friend!

Three identical, open-house public meetings will be held from 5:00 p.m. to 7:30 p.m. with a presentation given at 6:00 p.m. each evening.



Fredericksburg

Tuesday, December 8, 2015

Dorothy Hart Community Center

408 Canal Street
Fredericksburg, VA
[Transit Info](#)

[Add to Calendar](#)

Springfield

Wednesday, December 9, 2015

Hilton Springfield

6550 Loisdale Road
Springfield, VA
[Transit Info](#)

[Add to Calendar](#)

Richmond

Thursday, December 10, 2015

Va. Department of Motor Vehicles

2300 W Broad Street
Richmond, VA
[Transit Info](#)

[Add to Calendar](#)

Can't Make a Meeting? Attend Our Online Meeting.

DRPT will also be hosting an online meeting from December 7, 2015 through January 8, 2016. Check the [Get Involved](#) page for updates.



We Want Your Feedback!

You are encouraged to review materials at the meetings or online and provide comments. Comments should be received by **Friday, January 8, 2016**, in order for your feedback to be incorporated into the alternatives review process.



General comments and questions may be submitted at any time throughout the project through the following methods:

[Email the Project Team >](#)

Hotline: 888-832-0900 or TDD 711

[Online Comment Form >](#)

Mail to: Emily Stock
Manager of Rail Planning
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219



Need Assistance to Attend?

Meeting locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI Compliance Officer, 804-786-4440 or TDD 711 at least 72 hours prior to the public meeting.

Stay Connected Online:

www.DC2RVArail.com



**Sincerely,
Washington, D.C. to Richmond Southeast High Speed Rail Team**

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En Espanol: Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com. También puede llamar a la línea directa del proyecto a dejar comentarios: 888-832-0900.



U.S. Department of Transportation
Federal Highway Administration



Washington, D.C. to Richmond Southeast High Speed Rail Team
801 East Main Street Suite 1000
Richmond, VA 23219

[Opt Out](#)

*Alternatives Review
Public Meetings
Reminder Email*

Obermueller, Kristen

From: D.C. to Richmond SE High Speed Rail Team <info@DC2RVArail.com>
Sent: Monday, February 29, 2016 1:12 PM
To: Obermueller, Kristen
Subject: DC2RVA Public Meeting Reminder



Public Meeting Reminder

Opportunity to Discuss Rail Improvement Alternatives

Please plan to join the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) to learn more about and to choose alternatives for further design and evaluation for improved higher speed intercity passenger rail service between Washington, D.C. and Richmond, VA.

Mark Your Calendar to Attend and Bring a Friend!

Three identical, open-house public meetings will be held from 5:00 p.m. to 7:30 p.m. with a presentation given at 6:00 p.m. each evening.



Fredericksburg

Tuesday, December 8, 2015

Dorothy Hart Community Center

408 Canal Street
Fredericksburg, VA

[Transit Info](#)

Add to Calendar

Springfield

Wednesday, December 9, 2015

Hilton Springfield

6550 Loisdale Road
Springfield, VA

[Transit Info](#)

Add to Calendar

Richmond

Thursday, December 10, 2015

VA Department of Motor Vehicles

2300 W Broad Street
Richmond, VA

[Transit Info](#)

Add to Calendar

Can't Make a Meeting? Attend Our Online Meeting.

DRPT also is hosting an online public meeting. Join the self-guided online meeting whenever it is convenient for you from **December 7, 2015, to January 8, 2016** at www.DC2RVArail.com/online-meeting.



We Want Your Feedback!

You are encouraged to review materials at the meetings or online and provide comments. Comments should be received by **Friday, January 8, 2016**, in order for your feedback to be incorporated into the alternatives review process.

General comments and questions may be submitted at any time throughout the project through the following methods:



[Email the Project Team >](#)

Hotline: 888-832-0900 or TDD 711

Mail to: Emily Stock
Manager of Rail Planning

[Online Comment Form >](#)

DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219



Need Assistance to Attend?

Meeting locations are accessible to persons with disabilities. DRPT strives to provide reasonable accommodations and services for persons who require assistance to participate. For special assistance, call the Title VI Compliance Officer, 804-786-4440 or TDD 711 at least 72 hours prior to the public meeting.

Stay Connected Online:

www.DC2RVArail.com



**Sincerely,
Washington, D.C. to Richmond Southeast High Speed Rail Team**

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En Espanol: Si usted necesita servicios de traducción a participar, por favor manda un email: espanol@DC2RVArail.com. También puede llamar a la línea directa del proyecto a dejar comentarios: 888-832-0900.



**U.S. Department of Transportation
Federal Highway Administration**



Washington, D.C. to Richmond Southeast High Speed Rail Team
801 East Main Street Suite 1000
Richmond, VA 23219

[Opt Out](#)



*Alternatives
Reminder to Coment
by January 4, 2016
Email*

Obermueller, Kristen

From: D.C. to Richmond SE High Speed Rail Team <info@DC2RVArail.com>
Sent: Monday, February 29, 2016 1:11 PM
To: Obermueller, Kristen
Subject: DC2RVA Reminder to Comment by January 8, 2016



Don't miss this opportunity to weigh in on the rail alternative you think best improves passenger rail in Virginia.

Please submit comments by Friday, January 8, 2016.

We hope you were able to attend the latest round of public information meetings held in December and learn more about alternatives for faster, more reliable passenger rail service between Washington, D.C. and Richmond, VA. An online meeting is available on the project website for your convenience.

Your participation is important. While your comments and questions will be accepted throughout the course of the project, this is your opportunity to provide important input at this phase of the project. Please take a few minutes to review materials and complete the [brief comment form](#).

Helpful Links:

[Online Public Meeting >](#)

[Alternatives Review Meeting Handout >](#)

[Informational Display Boards >](#)

[History of Rail in Richmond - Mini Documentary >](#)

How to Provide Your Input

General comments and questions may be submitted at any time throughout the project either by using an [electronic form](#) on the project website, by sending an email, or by mail to the address below:



[Email the Project Team >](#)

Hotline: 888-832-0900 or TDD 711

[Online Comment Form >](#)

Mail to: Emily Stock
Manager of Rail Planning
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219



Next Steps: DC2RVA

Once public and agency comments have been reviewed and considered, the input will be used to help evaluate the alternatives presented in the Draft Environmental Impact Statement (Draft EIS). The next set of public meetings will be held as public hearings in late 2016 and will present the recommended corridor alignment. Please visit the project website often to review the latest news and information.

Stay Connected Online:



**Sincerely,
Washington, D.C. to Richmond Southeast High Speed Rail Team**

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**U.S. Department of Transportation
Federal Highway Administration**



Washington, D.C. to Richmond Southeast High Speed Rail Team
801 East Main Street Suite 1000
Richmond, VA 23219

[Opt Out](#)

