TRI-CITIES AREA MULTIMODAL STATION STUDY

PROJECT UPDATE: Newsletter #3

Thank you for your continued interest in the Tri-Cities Multimodal Station Study. The Tri-Cities Area Metropolitan Planning Organization (MPO) and the Crater Planning District Commission (CPDC) continues in their effort to perform a National Environmental Policy Act (NEPA) study to select a location for a Tri-Cities Area Multimodal Passenger Station.

The station will accommodate future high speed passenger rail service in addition to serving existing passenger rail needs in the Tri-Cities area. The Federal Railroad Administration (FRA) is the lead federal agency for this project, with support from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

This is the third in a series of informal newsletters meant to keep you informed of the study's site selection progress, public outreach efforts, and project milestones. See Figure 1 for a map of the project's location.

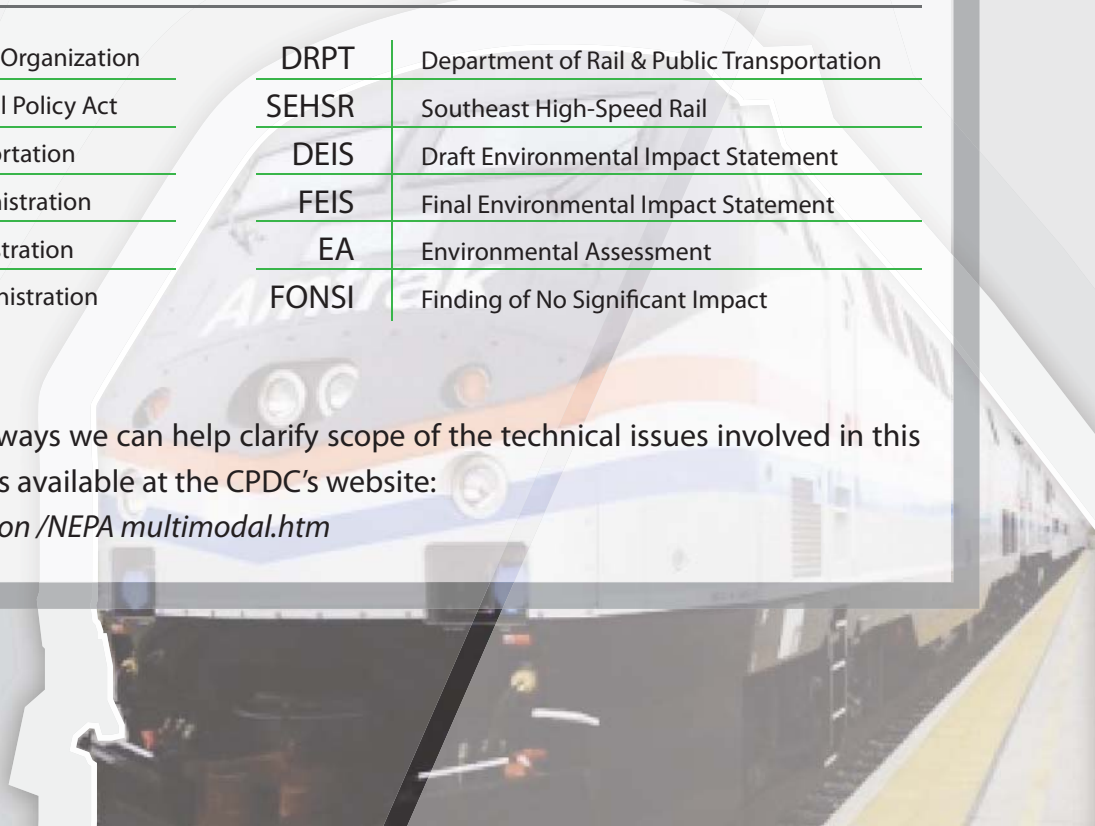
There are a lot of agencies and technical jargon involved, so we've put together a list of some common acronyms.

TERMINOLOGY

MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
DOT	Department of Transportation
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FHWA	Federal Highway Administration

DRPT	Department of Rail & Public Transportation
SEHSR	Southeast High-Speed Rail
DEIS	Draft Environmental Impact Statement
FEIS	Final Environmental Impact Statement
EA	Environmental Assessment
FONSI	Finding of No Significant Impact

Please let us know if there are ways we can help clarify scope of the technical issues involved in this study. Additional information is available at the CPDC's website:
www.craterpdc.org/transportation /NEPA multimodal.htm



CONTINUED STATION AREA SCREENING

After receiving comments at the December 2014 Public Workshop, the study team further evaluated potential station locations based on screening criteria such as design, property ownership, proximity, land use compatibility, and community and environmental impacts.

Figure 2 identifies the 13 preliminary stations initially evaluated and presented at the Public Workshop. Through further screening efforts, those 13 sites were narrowed down to five. Of the five potential station locations, the Walthall site (Site 2) in Chesterfield County was eliminated from further study. The Walthall site would likely have considerable impacts on wetlands and archaeological resources – more so than any of the other four sites under consideration.

The Environmental Assessment (EA) will document the detailed evaluations of the four remaining conceptual station sites illustrated in Figures 3 – 6:

- Boulevard (Site 4 in Colonial Heights) - fig. 3
- Branders Bridge (Site 5 in Chesterfield) - fig. 4
- Ettrick (Site 9 in Chesterfield) - fig. 5
- Collier (Site 12 in Petersburg) - fig. 6

The graphic below illustrates several of the areas of study to be addressed in the EA. The study findings will be documented in the Environmental Assessment (EA), due out later this spring.

Tri-Cities Area Multimodal Station Study

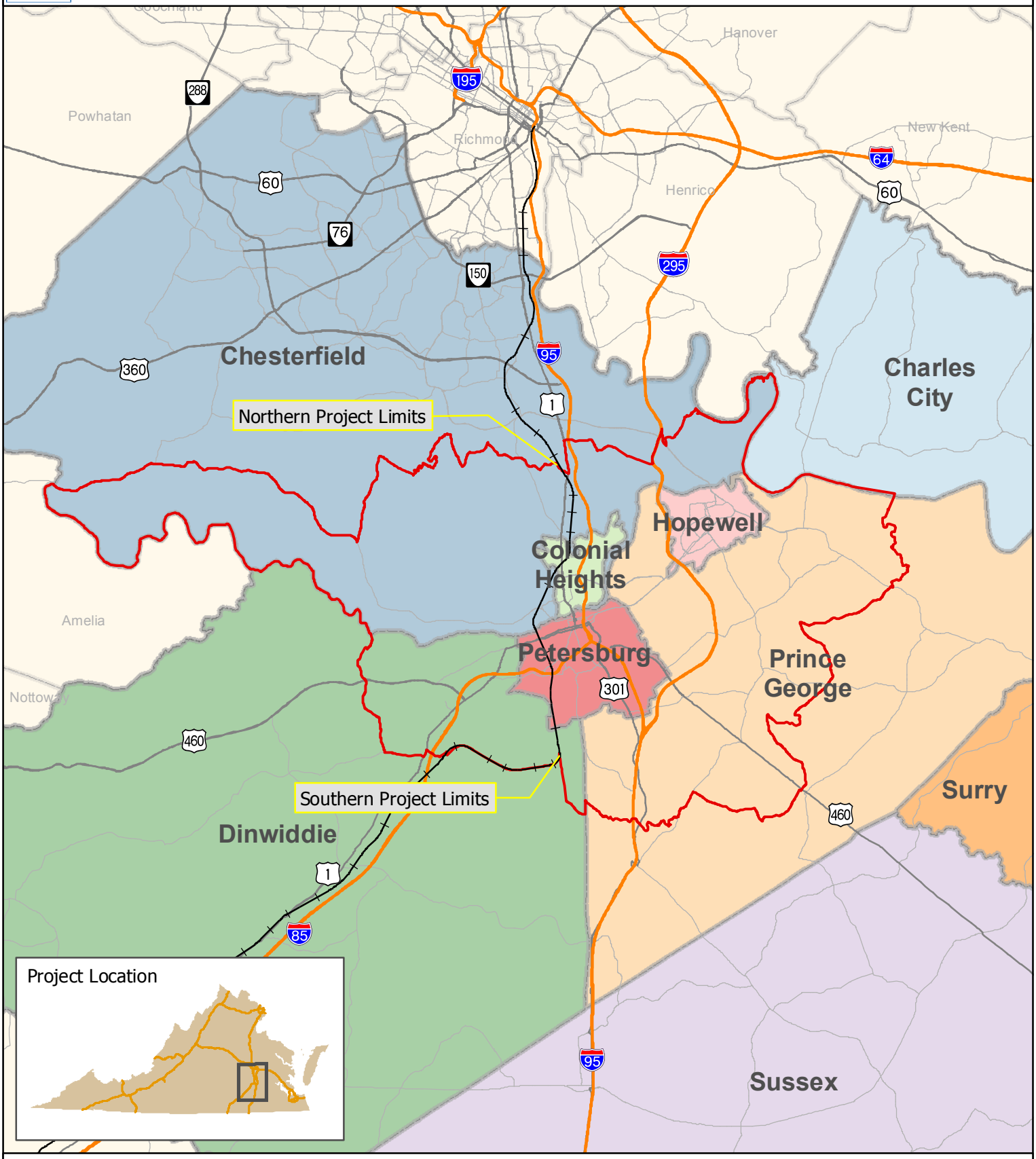


Figure 1:
Project Study Area

Tri-Cities Area Multimodal Station Study

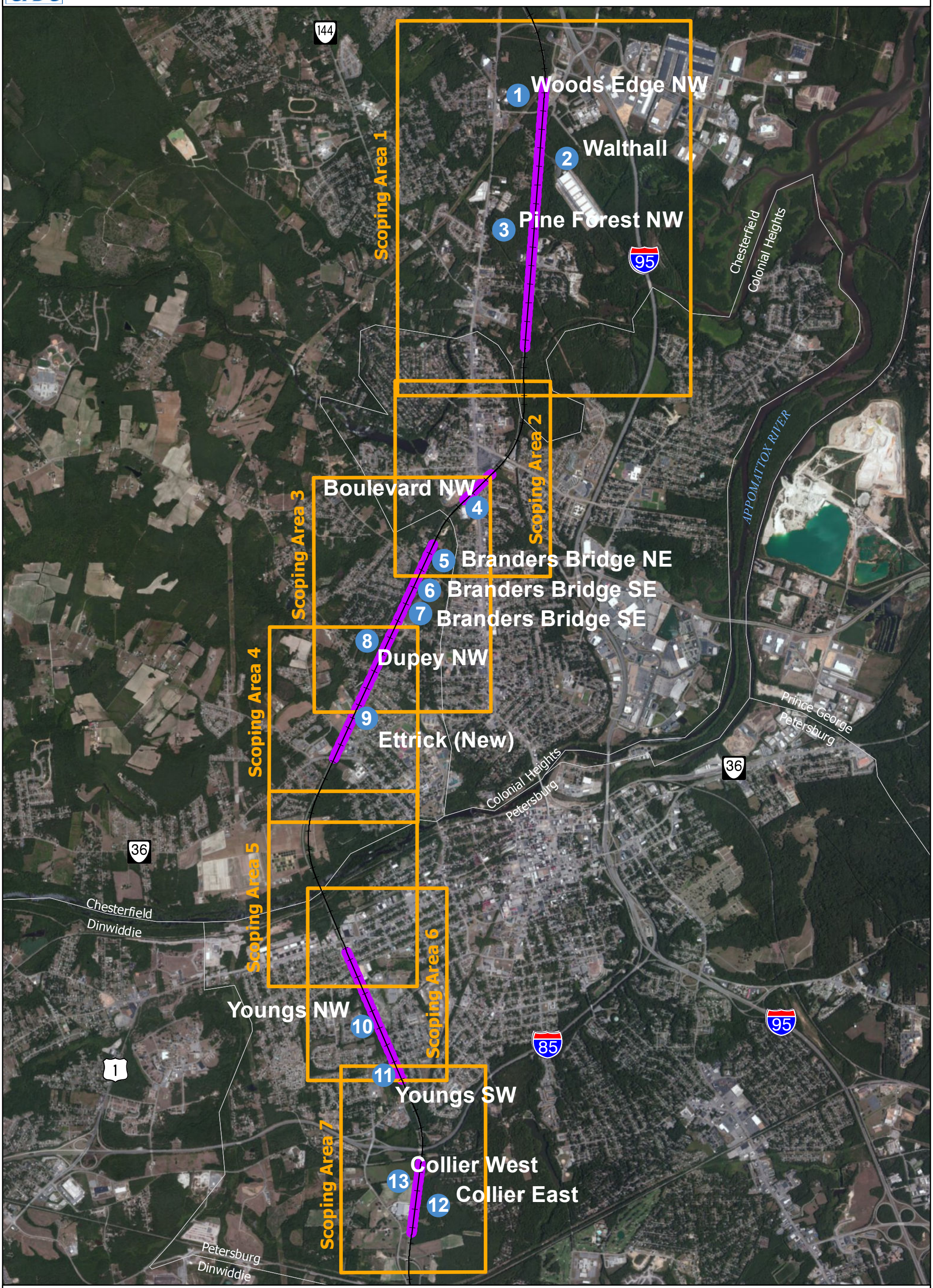


Figure 2:
Scoping Areas and
Preliminary Station Locations

Tri-Cities Area Multimodal Station Study

Platform to be constructed on new bridge over roadway

CONCEPTUAL DESIGN SUBJECT TO CHANGE

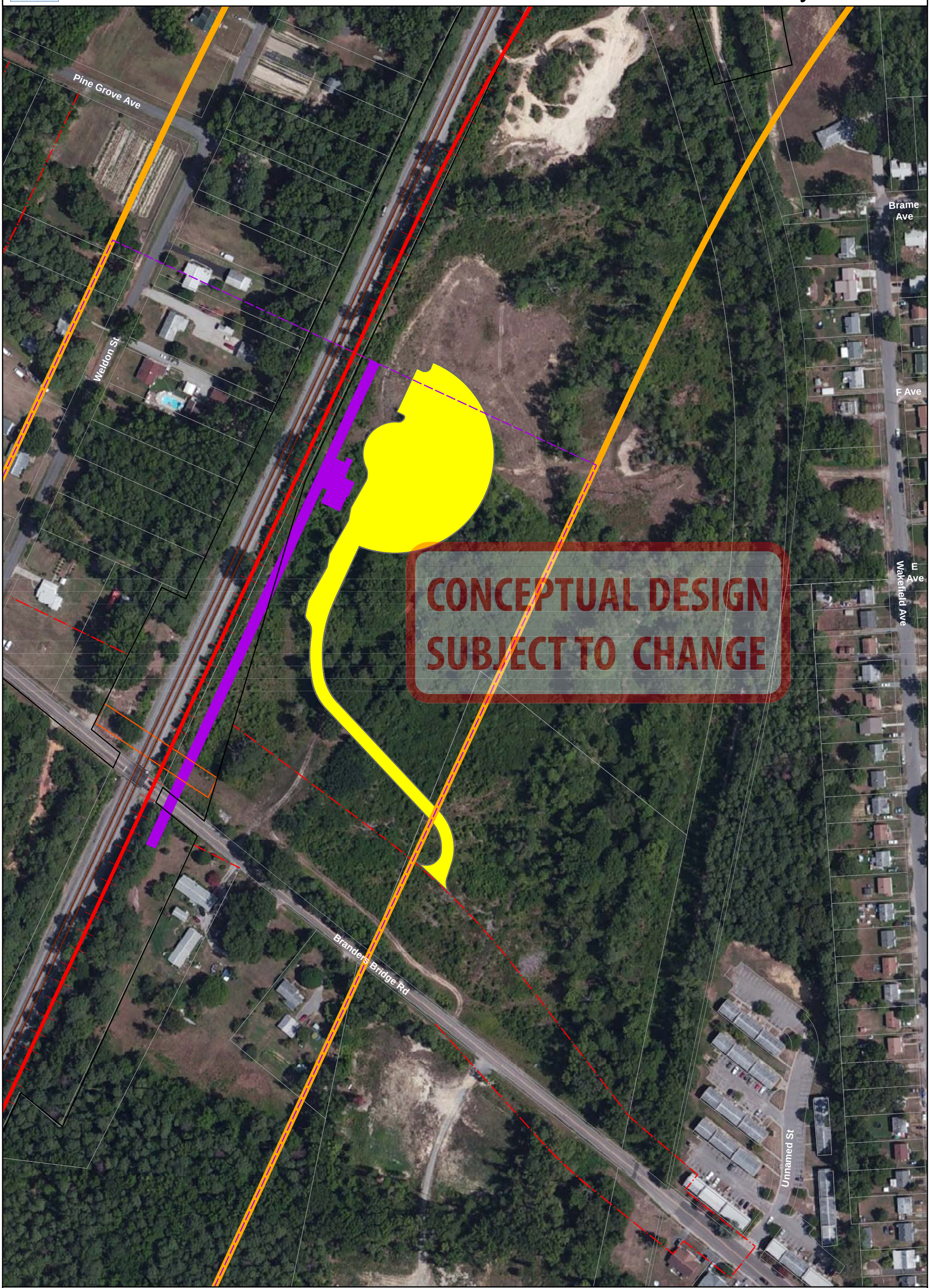
Vance Ave
Cloverhill Ave
Ewing St
Cedar Ln
Taswell Ave
Unnamed St
Hampton Dr
Essex Rd
Lakeview Elementary School
New Castle Dr
N Valley Rd
1
Valley Rd
S Valley Rd
Boulevard
Spring Dr
Laurel Pkwy
Brame Ave

N
W E
S
0 100 200
Feet

Preferred SEHSR Alignment
SEHSR Railroad
Tangent Track
SEHSR Road ROW
SEHSR Road
Study Area (500 Ft. Buffer)
Existing Rail ROW
Conceptual Station & Platform
Conceptual Road and Parking Lot

Figure 3: Boulevard Station Concept

Tri-Cities Area Multimodal Station Study

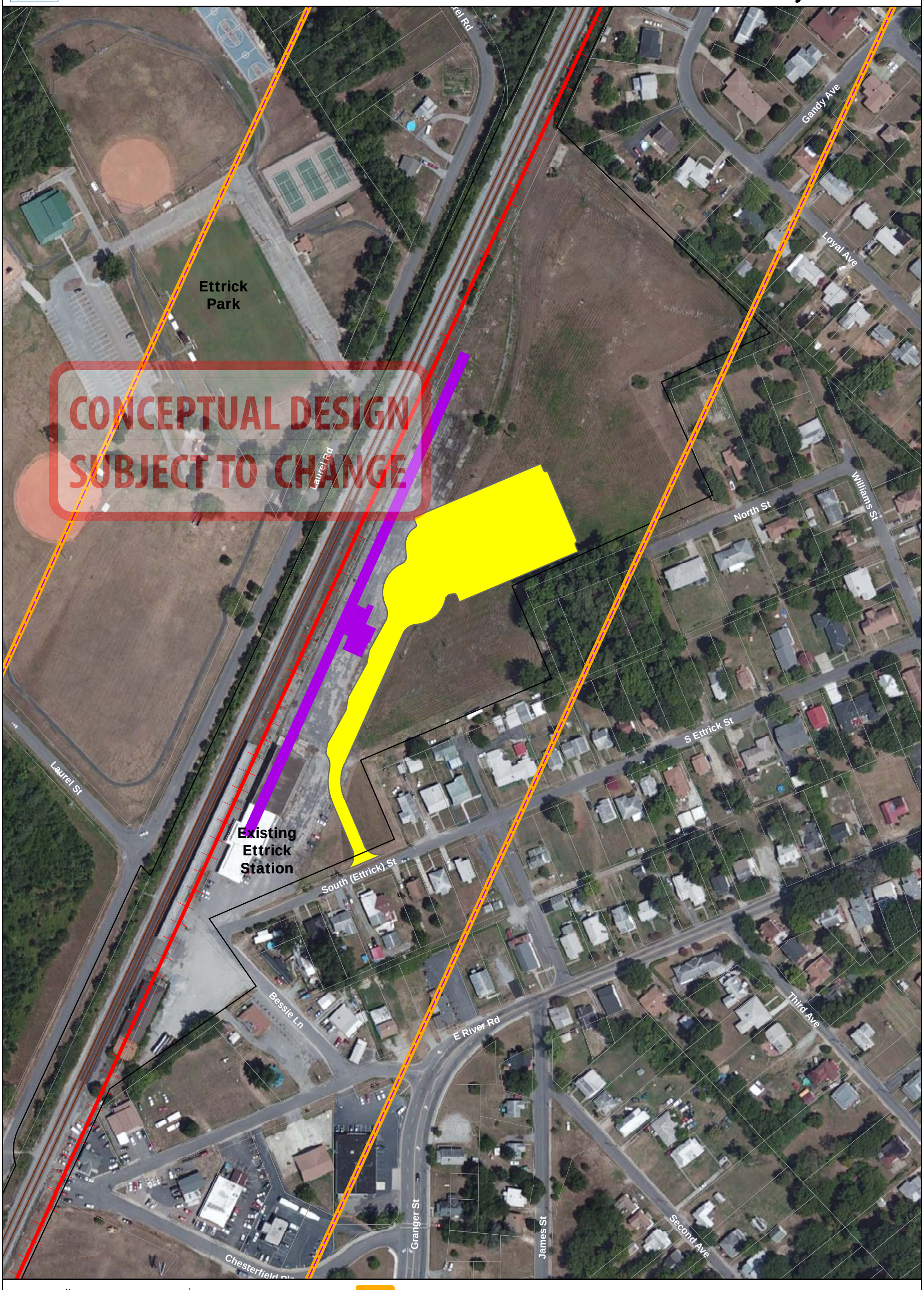


N
W E
S
0 100 200
Feet

- Preferred SEHSR Alignment
- SEHSR Railroad
- Tangent Track
- SEHSR Road ROW
- SEHSR Road
- Study Area (500 Ft. Buffer)
- Existing Rail ROW
- Conceptual Station & Platform
- Conceptual Road and Parking Lot

Figure 4: Branders Bridge Station Concept

Tri-Cities Area Multimodal Station Study



N
W E
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Feet

- Preferred SEHSR Alignment
- SEHSR Railroad
- Tangent Track
- SEHSR Road ROW
- SEHSR Road
- Study Area (500 Ft. Buffer)
- Existing_Rail_ROW
- Conceptual Station & Platform
- Conceptual Road and Parking Lot

Figure 5: Ettrick Station Concept

Tri-Cities Area Multimodal Station Study

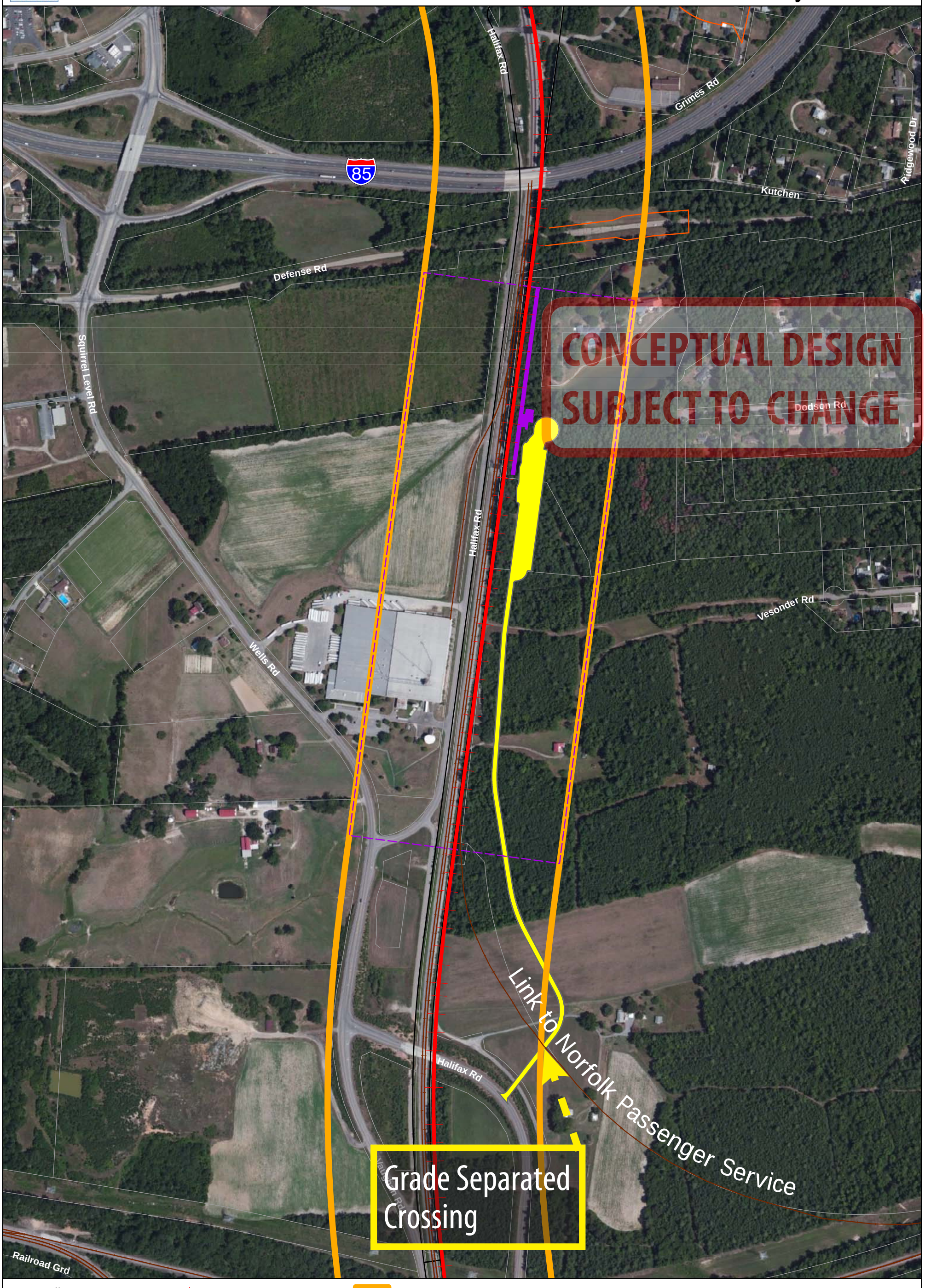


Figure 6:
Collier Station Concept

CONCEPTUAL STATION AREA DESIGN

As stated in previous newsletters, the current and future ridership at the Petersburg Station in Ettrick warrants a "Small-Medium" sized train station (the current station in Ettrick is considered a "Small" sized station).

A common station was developed to test for development suitability and environmental impacts at each potential site. Sizing was determined by current utilization and anticipated ridership growth. The typical station footprint is sized at just over 2.5 acres. Local site conditions affected the ultimate station size and conceptual configuration due to geographical constraints. Anticipated design variations will be further detailed for each location in the estimated station facility costing component of this study.

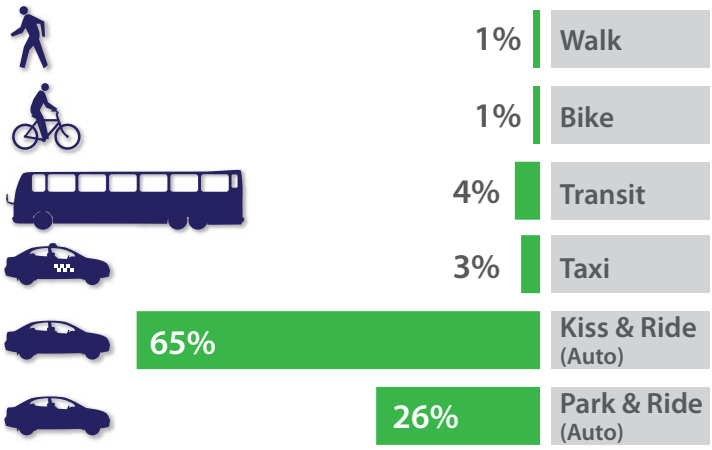
The typical station features developed at the sketch planning level for all sites included the following:

1. **Island Platform, to the east of mainline, with up to 1,200 feet maximum (based on available space) on tangent/level track.**
2. **3,600 square foot station building with minimum of passenger waiting, restrooms, and vending amenities.**
3. **Parking for 30-50 vehicles.**
4. **Automobile access road to nearest arterial road, via least obtrusive and environmentally sensitive route.**

Ideal multimodal usage was based upon programmatic guidelines for a station of the forecast size, current observed passenger arrival/departure behavior, and future transit integration and development potential.

This will ultimately increase station size through appropriate ancillary facilities for passenger drop off, transit/taxi layover, open space, and motorized/pedestrian circulation.

The estimated multimodal characteristics for a typical station, in hierarchical order and based on a percentage of overall utilization include:



In all cases, each station site that utilized these characteristics was situated as best to respect the existing topographic conditions, including existing natural vegetation, with the goal of minimizing grading and the destruction of the existing natural conditions, as well as any existing structures.

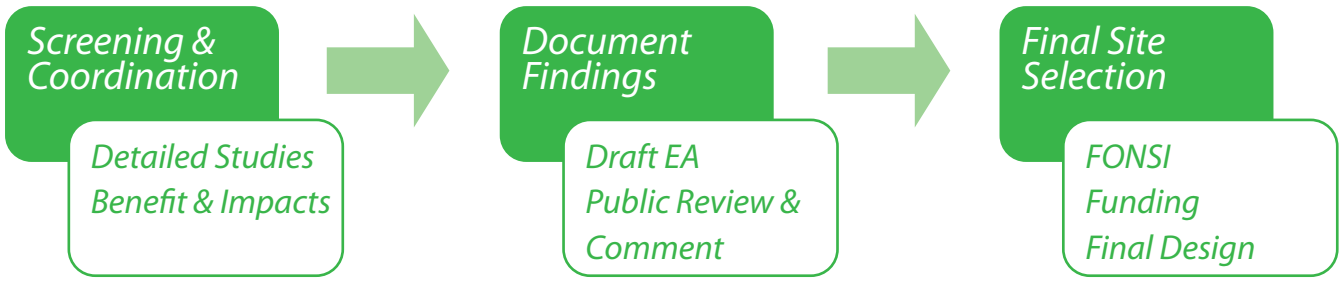
All access roads were kept to a minimum, providing the clearest, most direct access to a site facility. Vehicular access to the station site that requires or increases travel through primarily residential or neighborhood streets was avoided wherever possible.

Finally, should site specific grading or operational requirements require passenger access to multiple tracks, alternate configurations would necessitate one central platform or two platforms connected to the station by means of overhead or tunnel connections. No at-grade pedestrian crossings to railroad tracks are considered.

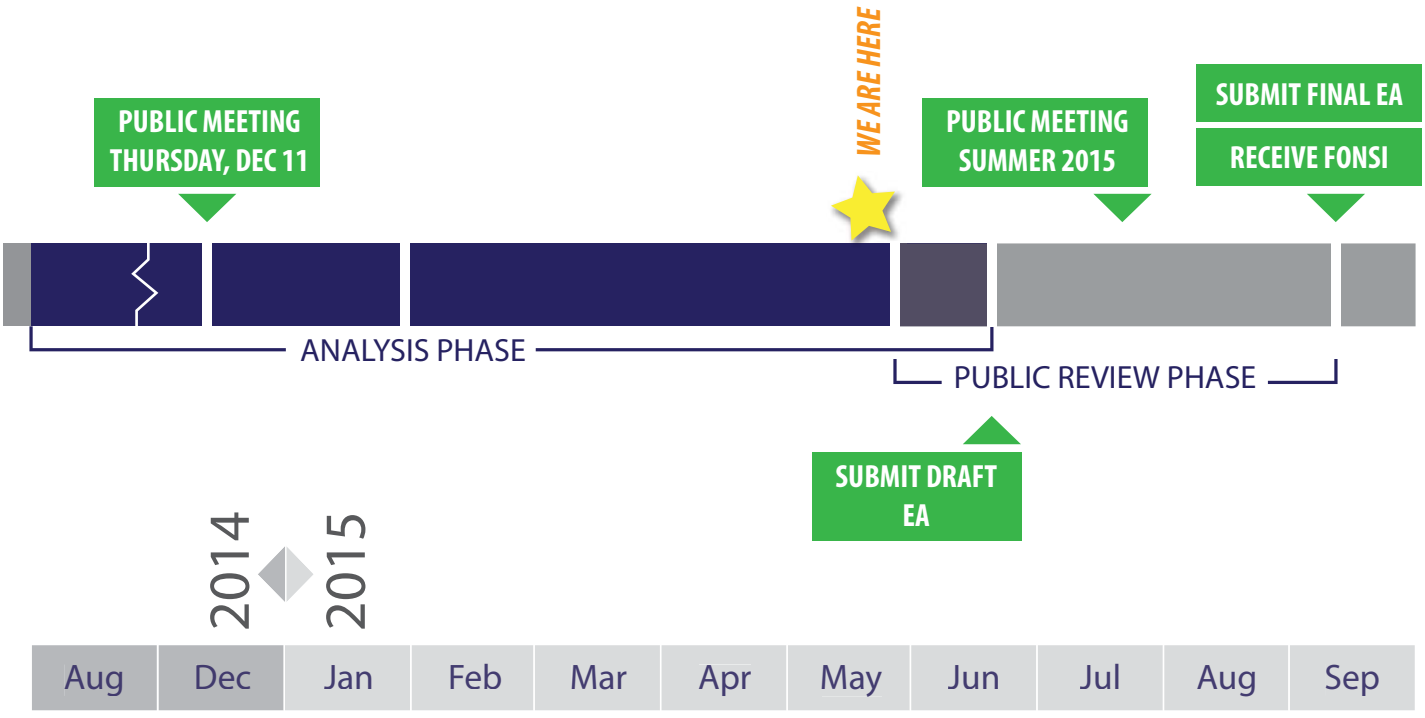
WHAT'S NEXT?

The next steps in the study process are to: continue detailed studies on potential areas of impact to the human and natural environment; continue coordination with agencies and local authorities; document the study findings in the draft EA and share for public review and comment.

Finally, the team will identify the preferred alternative in the Finding of No Significant Impact (FONSI), assuming the preferred alternative does not have significant negative impacts. After a preferred alternative is approved by FRA, the CPDC MPO will focus on funding sources and final design.



SCHEDULE



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