



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

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Chairman

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*Agenda Item # NB 1*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**July 14, 2010**

#### **MOTION**

**Made By: Mr. McCarthy Seconded By: Mr. Layne**

**Action: Motion Carried, Unanimously**

**Title: Southeast High Speed Rail Corridor Development,**

**Richmond Region Intercity Passenger Rail Service**

**WHEREAS**, on October 20, 1992 the U.S. Secretary of Transportation designated the Southeast High Speed Rail Corridor connecting Charlotte, NC, Richmond, VA, and Washington, DC and on December 14, 1995, at the request of the Commonwealth, the Federal Railroad Administration extended the Southeast corridor from Richmond to Hampton Roads; and,

**WHEREAS**, the Virginia Department of Rail and Public Transportation (DRPT) and the North Carolina Department of Transportation have developed the Southeast High Speed Rail Corridor Tier I Environmental Impact Statement (EIS) Washington, D.C./Richmond/Charlotte, NC and the Tier II EIS between Richmond/Raleigh, NC, and DRPT has developed the Richmond/Hampton Roads Passenger Rail Project Tier I Draft Environmental Impact Statement in accordance with the National Environmental Policy Act (NEPA); and,

**WHEREAS**, the EIS planning documents have included two station locations of analysis for the Richmond Region, a suburban station to be located at or near Staples Mill station and a downtown station to be located at Main Street Station; and,

**WHEREAS**, all actions of the Commonwealth Transportation Board relating to the development of the Southeast High Speed Rail corridor and its extension to Hampton Roads have included route alignment recommendations to be developed incrementally that would utilize fossil fuel train sets with speed goals from conventional train speeds up to 90 or 110 miles per hour where safe, practical, and feasible; and,

**WHEREAS**, the DRPT, in the development of the long range plans for intercity passenger rail in the Commonwealth, including the I-95 corridor and an extensive set of improvements to provide high quality passenger rail service to the Richmond Region; and,

**WHEREAS** the DRPT included the identified Richmond Area Improvements Phase I and Phase II projects, as a part of the ARRA Rail Stimulus Funding Application consisting of nineteen connected corridor projects to extend high speed rail from Washington, D.C. to the Richmond Region, that provides for the initiation of intercity passenger services of the Southeast High Speed Rail Corridor through Richmond's Main Street Station; and,

**WHEREAS**, the DRPT, in the execution of its plans for enhanced intercity passenger rail in the I-95 corridor, continues to advance the development of the Richmond Area Improvements while working incrementally to continue to expand conventional intercity passenger rail service to populated regions of the Commonwealth; and,

**WHEREAS**, in the development of enhanced intercity passenger rail service in the Commonwealth, the CTB has continued its commitment to these corridor goals and to the expansion of conventional intercity passenger rail service with its historic actions on March 19, 2009, to extend Amtrak passenger rail service from Washington, D.C. to Lynchburg and Washington, D.C. to Richmond and on June 16, 2010 to extend intercity passenger rail service to South Hampton Roads; and,

**WHEREAS**, due to the lack of sufficient funding for completion of the Richmond Area Improvements, the service extension to South Hampton Roads will utilize the existing routing of Amtrak trains between Richmond Staples Mill Station and Petersburg, requiring no improvements between Richmond and Petersburg; and

**WHEREAS**, the use of the existing Amtrak routing between Staples Mill Station and Petersburg is a short term service solution with a long term goal of serving Main Street Station upon completion of the federal process for planning, construction, and operation of the Richmond Area Improvements; and,

**WHEREAS**, the CTB remains committed to continue to advance the development of the Southeast High Speed Rail corridor including advancing project planning and development of the Richmond Area Improvements to serve Main Street Station; and,

**WHEREAS**, the CTB and the Hampton Roads and Richmond Regions must work in partnership with the Congressional Delegation and within state and local sources to secure the necessary funding for the development of Main Street Station as a served station on the Southeast High Speed Rail Corridor and the corridor's extension to South Hampton Roads.

**NOW THEREFORE BE IT RESOLVED**, that the CTB re-affirms its commitment to the development of enhanced intercity passenger rail operations in the Commonwealth including the initiation of intercity passenger services of the Southeast High Speed Rail Corridor through Richmond's Main Street Station including services to Washington, D.C., Norfolk, and points south; and,

**BE IT FURTHER RESOLVED**, that the CTB remains committed to and fully supports the extension of Amtrak intercity passenger rail service from Richmond's Staples Mill Station to Norfolk following the existing Amtrak corridor until project development, funding, and construction of the necessary Richmond Area Rail Improvements will allow this service to follow the Southeast High Speed Rail Corridor routing to serve Main Street Station; and,

**BE IT FURTHER RESOLVED**, that CTB encourages DRPT and the Richmond Region to work in partnership to identify funding and advance project readiness and construction of the Southeast High Speed Rail corridor and its extension to South Hampton Roads, including the Richmond Area Improvements to serve Main Street Station; and,

**BE IT FURTHER RESOLVED**, that the CTB requests the DRPT to continue its communications with the Richmond Region concerning the approach and involvement of the region in the development of the Southeast High Speed Rail corridor and the Richmond Area Improvement projects, including uniting the Richmond and Hampton Roads regions in an effort to persuade the Congressional Delegation to assist the Commonwealth in achieving high speed passenger rail service along the I-95 corridor through Main Street station.

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