

Rail Update

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Today's Presentation

- ❑ Featured projects overview
- ❑ Rail initiatives
- ❑ SJ63 Study

Alexandria Bridge

Capacity Project for Richmond Train



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State Funded Richmond Service

Initiated July 20, 2010 – Staples Mill Station Richmond



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State Funded Richmond Service

Initiated July 20, 2010 – Staples Mill Station Richmond



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State Funded Richmond Service

Initiated July 20, 2010 – Staples Mill Station Richmond



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Heartland Corridor

Dedicated September 9, 2010



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Relevant Federal Planning Projects

- ❑ There are two federal rail planning projects that have designated Main Street Station as the station for high speed rail in the Richmond area:
 - Southeast High Speed Rail (SEHSR) Tier II Project
 - Richmond/Hampton Roads Passenger Rail Project
- ❑ SEHSR Tier II environmental document public review for the portion between Richmond and Raleigh closed September 10, 2010.
- ❑ Richmond/Hampton Roads Tier I environmental document is being finalized for submission to FRA and Record of Decision.
- ❑ DRPT will continue to advance both corridor EIS projects through the federal planning process

SEHSR

Next Steps Following Tier II ROD

- ❑ Complete design
- ❑ Track improvements on existing segments
 - Richmond, VA to Washington, DC
 - Petersburg, VA to Richmond, VA
 - Petersburg, VA to Norfolk, VA*
 - Raleigh, NC to Norlina, NC
- ❑ Re-establish route from Petersburg, VA to Norlina, NC
 - Acquire right of way
 - Construct track & signals
- ❑ Subject to funding
- ❑ Coordinate with
 - FRA
 - Amtrak
 - Railroads
 - Local Governments
 - Property Owners



*Advancing under Hampton Roads EIS

Virginia-North Carolina Compact

- ❑ Authorized by the Congress and established through legislation enacted by the Virginia and North Carolina General Assemblies
- ❑ Virginia Members:
 - Senator Yvonne Miller
 - Senator John Watkins
 - Delegate Richard Anderson
 - Delegate Ronald Villanueva
 - Delegate Jeion Ward
- ❑ Public meeting July 12, 2010, Raleigh, N.C.
- ❑ Compact members sworn in, elected officers and adopted procedures
- ❑ Discussed strategies to advance multi-state high speed rail initiatives

Points of Discussion for Compact

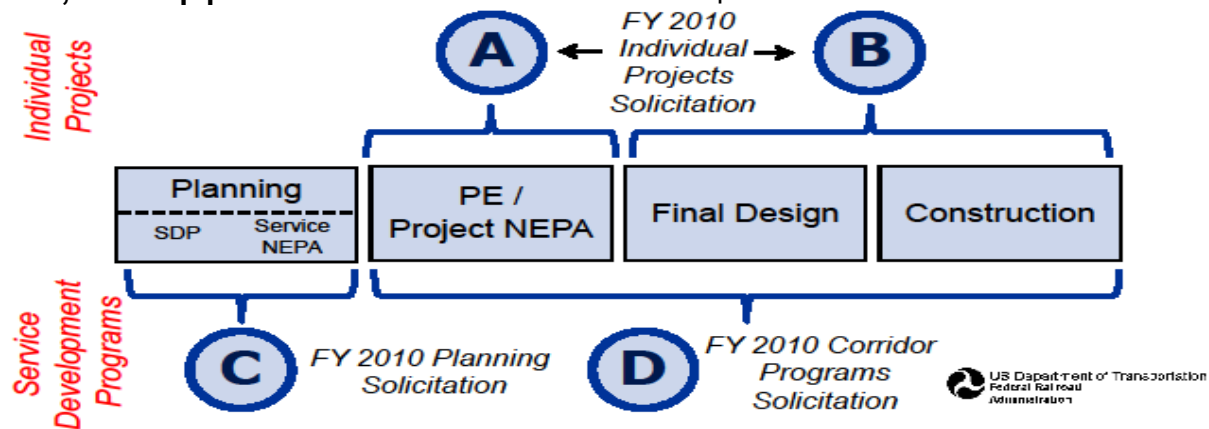
- ❑ Clearer federal program definition and guidance
- ❑ Affordability
 - 20% capital match to FRA grants
 - 20 year maintenance of project commitment
 - 20 year commitment to fund additional service operations
 - PRIIA Section 209 potential impact
 - Service development programs VS individual projects
 - Commitment to build entire corridor VS segments
- ❑ Risk/Payback
 - Performance payback (on-time performance)
 - Loss of passenger service payback (all Amtrak service ceases)
 - Failure to provide additional service payback (additional trains committed)
- ❑ Compact's definition of the SEHSR Corridor
 - Washington, D.C. to Charlotte with extension to Norfolk – Do we stop here?
 - 1994 MOU goes to Florida
- ❑ Sequencing of individual projects
(assuming Raleigh-Charlotte is fully funded)
 - Washington, D.C. to Richmond Area
 - Richmond Area to Petersburg and Raleigh
 - Petersburg to Norfolk

Future SEHSR Projects – Applications Filed

- ❑ FRA Notice of Funding Availability
 - For FY2010 Funding Year (\$2.345B)
 - Service Development Programs (\$2.1B available)
 - Individual Projects (\$245 M available)
 - Applications due August 6, 2010

- ❑ Virginia project applications included: (Require 20% matching funds)
 - Richmond Area to Washington, DC complete PE/Tier II EIS – Individual Project of Washington, D.C.-Charlotte SEHSR and HR HSR Extension Corridor Development (\$55.385M Total, \$11.077M Match)
 - Appomattox River Bridge PE/Final Design – Individual Project (\$1.5M Total, \$300K Match)

- ❑ Nationwide, 77 applications were filed for \$8.5B



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Incremental Approach

- ❑ The addition of new conventional and high speed passenger rail service in Virginia is important as part of our statewide transportation goals
- ❑ In every region, we have to take an incremental approach to achieve this goal with the resources that are available today

Federal Planning Process- Richmond Area to Washington Project

- ❑ DRPT applied for \$1.8B federal stimulus funds for these improvements
 - \$75M awarded under a separate application for Arkendale to Powell's Creek
 - Richmond to Washington, D.C. corridor project not approved
- ❑ Arkendale to Powell's Creek Project
 - DRPT and CSX finalized the Framework and Construction agreements and submitted to FRA
 - Environmental Assessment has been submitted to FRA
 - Cooperative Funding Agreement drafting edits submitted to FRA
 - FRA suggested project design modification is being circulated to for approval
 - 8 Design Build teams submitted qualification proposals
 - FRA absolute obligation date for the grant funds – September 30, 2012

Richmond to Hampton Roads

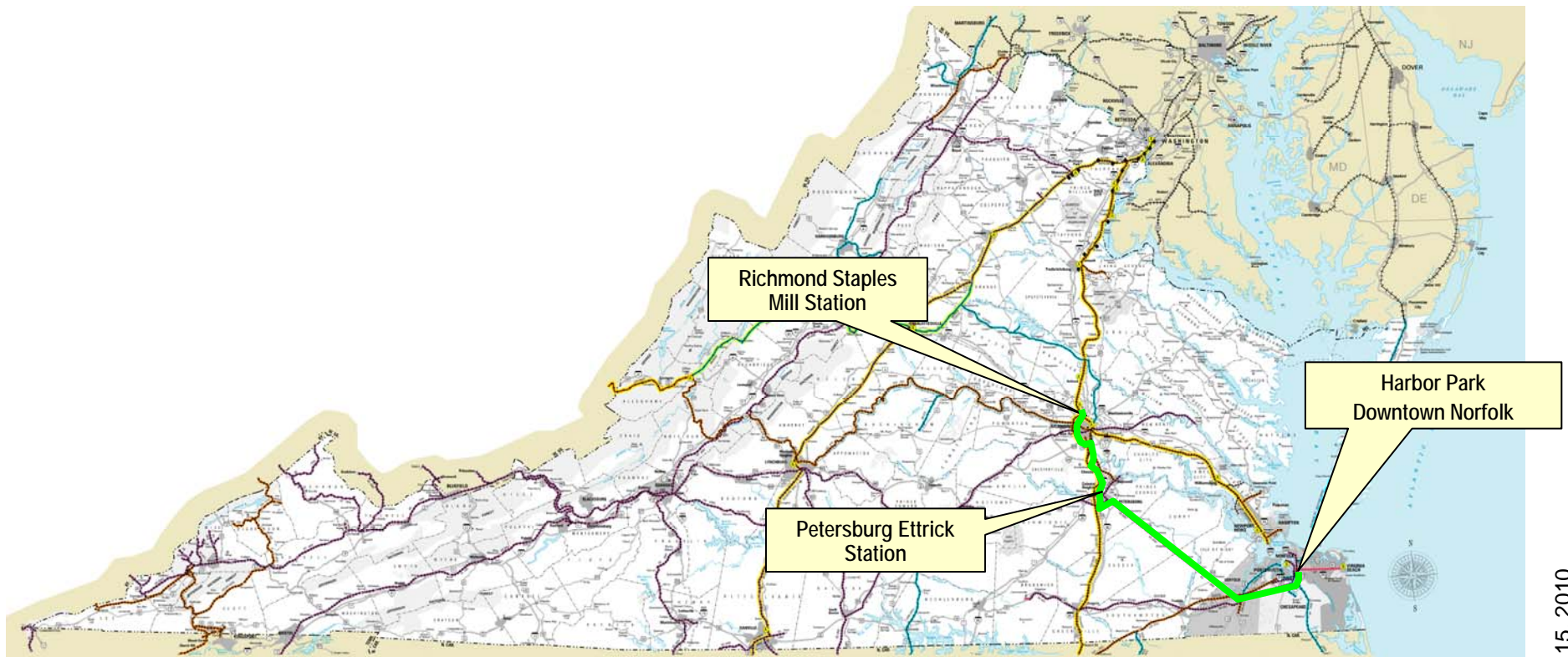
- ❑ The capital improvements needed to start one new conventional speed train between Richmond and Hampton Roads have been defined, and funding is recommended in the SYIP to support these costs.
- ❑ Engineering and federal planning is underway to enable passenger trains to serve Main Street Station from the south and to bring high speed rail to Virginia. Federal funds will be necessary to support the total cost of these improvements.
- ❑ Earlier this year the CTB recommended Alternative 1 for the Richmond/Hampton Roads Passenger Rail Project, to be implemented through an incremental approach where practical and feasible:
 - Begin with conventional speed service
 - Continue to plan for high speed rail and access to Main St. Station from the south

Conventional Speed Richmond/ Hampton Roads Service - Short Term



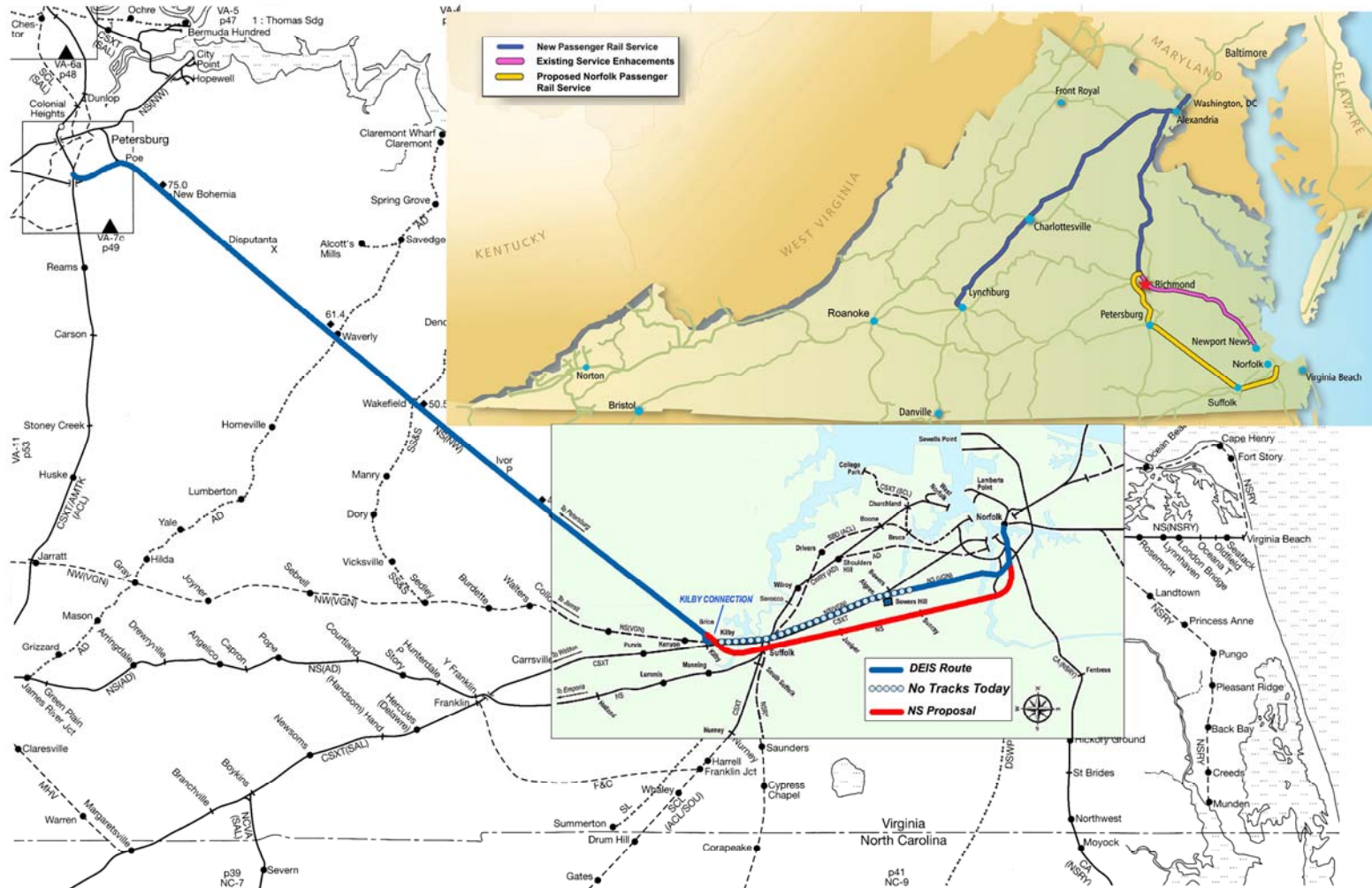
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Rail Advisory Board Recommended REF Project FY2011-2016 SYIP



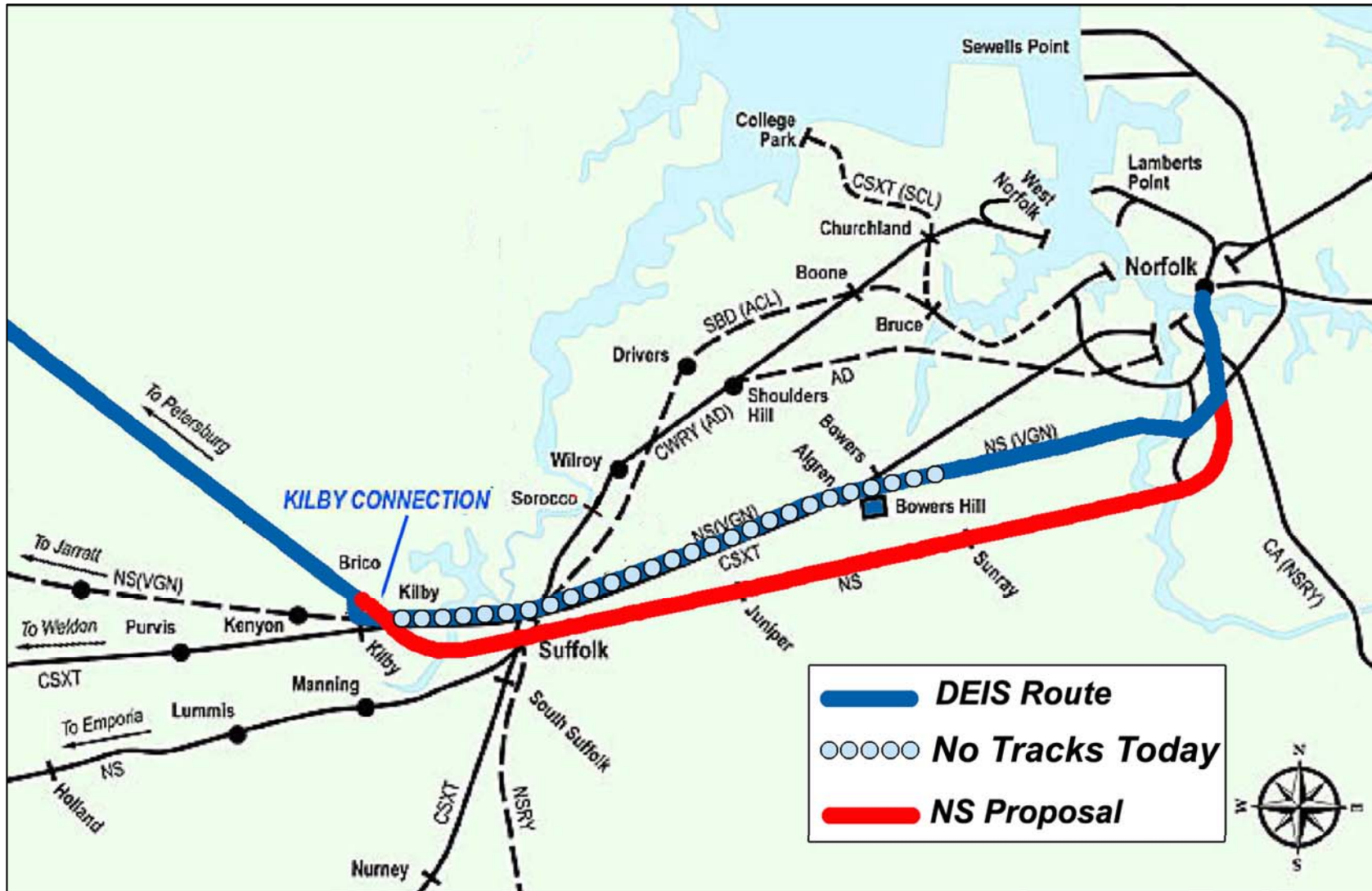
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Richmond/Hampton Roads Service - Short Term NS Proposal



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Suffolk and Bowers Hill Incremental Routing of Train Service



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SJ63 Study

- ❑ Senate Joint Resolution No. 63 (SJ63), directed the Virginia Department of Rail and Public Transportation (DRPT) to study funding of high-speed and intercity passenger rail operations in the Commonwealth.
- ❑ Activities
 - State and public survey
 - Analysis of current funding programs
 - Development of report for General Assembly by first day of 2011 session.

Thank You!

Questions?

