



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairman

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Agenda Item #11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 21, 2011

MOTION

Made By: Mr. Layne

Seconded By: Mr. Ellis

Action: Motion Carried, Unanimously

Title: Richmond/Hampton Roads Intercity Passenger Rail Project Norfolk Southern Railway Company Project Components

WHEREAS, on February 17, 2010, the Commonwealth Transportation Board approved the preferred alternative for the Richmond to Hampton Roads Passenger Rail Corridor to run alongside Route 460 to Norfolk; and,

WHEREAS, the Board has allocated funds and made adjustments within the Six Year Improvement Program toward the advancement of the Richmond to Hampton Roads Passenger Rail Corridor Richmond to Norfolk Route to provide intercity passenger rail connectivity from Norfolk, with direct service destinations, to as far north as Boston, Massachusetts; and,

WHEREAS, the Virginia Department of Rail and Public Transportation (DRPT) has worked with and entered into agreements with Norfolk Southern Railway (NS) and CSX Transportation (CSX) to construct the rail improvement project components necessary to provide the track capacity for said passenger rail service; and,

WHEREAS, DRPT has entered into agreement with Amtrak to develop an operating plan to advance the extension of intercity passenger rail service from Richmond to Norfolk; and,

WHEREAS, NS has worked with the Virginia Department of Transportation (VDOT) to evaluate the close proximity of the Norfolk intercity passenger rail station tracks to the piers of the I-264 overhead highway bridge and VDOT has required that a crash wall be built along the I-264 bridge piers to provide for safe interactions of operations of both train and highway traffic; and,

WHEREAS, NS has worked with the Hampton Roads Transit to evaluate the close proximity of the Norfolk intercity passenger rail station tracks to the piers of the Tide light rail overhead bridge and Hampton Roads Transit has required that a crash wall be built along the Tide bridge piers to provide for safe interactions of operations of both intercity and light rail trains; and,

WHEREAS, NS is constructing the connection track between NS and CSX at Petersburg and has determined that there is additional roadbed stabilization work and alignment work necessary to align the tracks to accommodate the Southeast High Speed Rail Corridor future main line alignment between Richmond and Raleigh; and,

WHEREAS, NS has notified DRPT of the additional project component work and existing budget funding need will require an additional \$1,406,691 to complete the project; and,

WHEREAS, NS and DRPT have agreed that the additional project component work and existing budget funding need is necessary to complete the NS project components; and,

WHEREAS, pursuant to the 2011 *Acts of Assembly*, Chapter 890, Item 448.C., unmatched use of Rail Enhancement Funds for this project is provided; and,

WHEREAS, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$1,406,691 of the Rail Enhancement Fund amounts unallocated be provided unmatched in an agreement acceptable to the Director of the Department of Rail and Public Transportation to Norfolk Southern Railway Company to fund the additional work and additional funding need identified to complete the Norfolk Southern Railway Richmond to Hampton Roads Intercity Passenger Rail Project components.

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