

**Southeast High Speed Rail  
Richmond Area to Potomac Segment  
(RAPS)  
Tier II EIS**



Presentation to the  
Commonwealth Transportation Board  
July 16, 2014

# Acronyms

**SEHSR** =  
Southeast High  
Speed Rail

**RAPS** =  
Richmond Area to  
Potomac River  
Segment

**EIS** =  
Environmental  
Impact Statement

**NEPA** = National  
Environmental  
Policy Act

**FRA** = Federal  
Railroad  
Administration

# Presentation Objectives

Provide SEHSR background and current status

Provide overview of RAPS Corridor

Describe role of the CTB in decision-making

Describe Interagency Coordination process

Review project timeline and next steps

# SEHSR Background

Plan by USDOT and the states to develop a nationwide high speed rail network

One component of a nationwide intermodal transportation network

Purpose is to offer a competitive transportation mode that will divert travelers from air and auto travel within the SEHSR corridor

# History

1991

- National high speed rail corridors included in Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

1992

- SEHSR (Washington, D.C. to Charlotte, NC) designated as one of five original national high speed rail corridors, allowing federal funds to be spent on improvements

1999

- NOI to prepare Tier I Environmental Impact Statement (EIS) for SEHSR between Washington, D.C. and Charlotte, NC.

2001

- Tier I Draft EIS (DEIS) distributed; comment period included 18 public hearings

2002

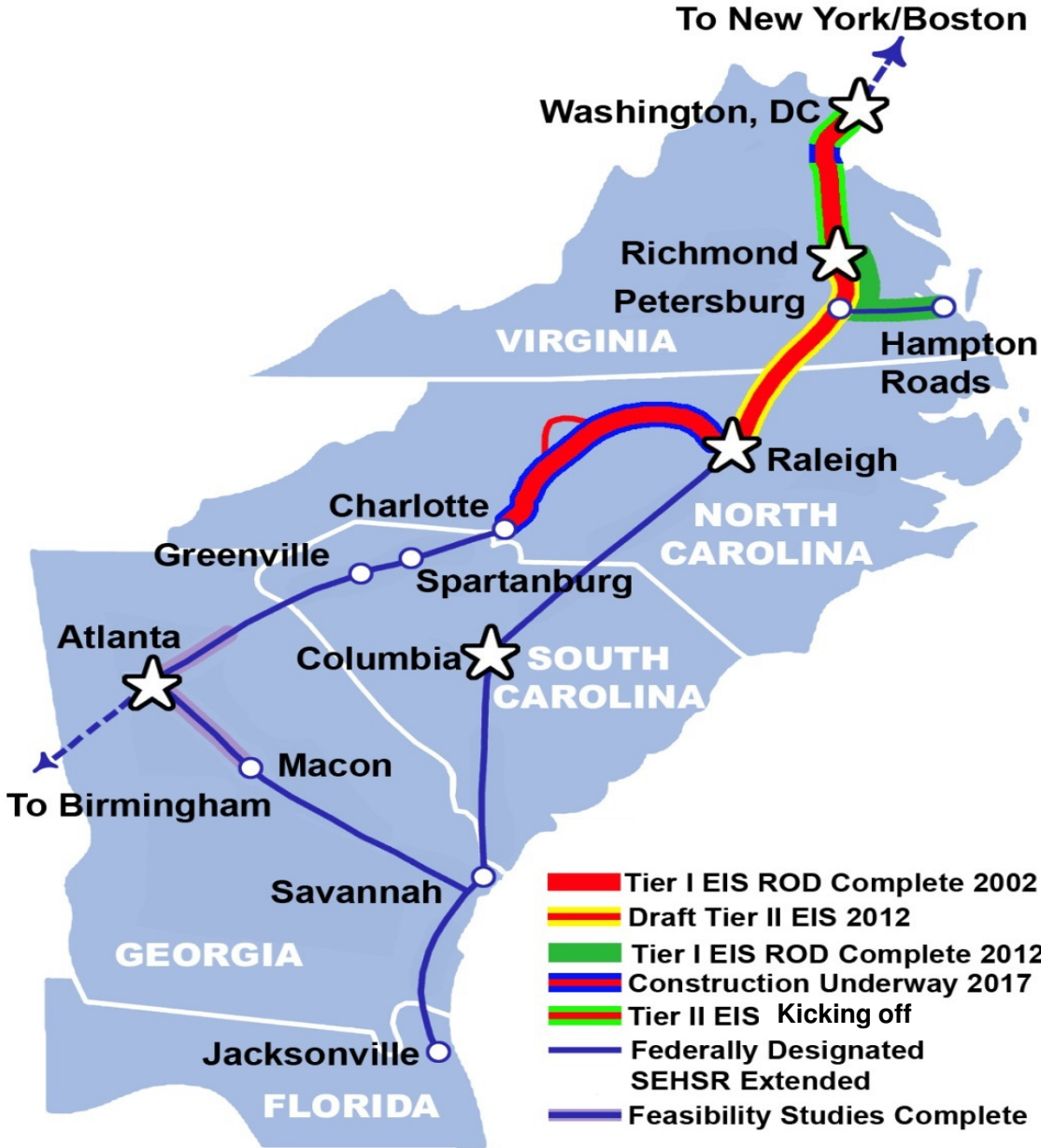
- Final EIS (FEIS) published in Federal Register

2002

- Tier I Record of Decision (ROD) published

# SEHSR Status

## Richmond to...



- Hampton Roads**

  - Tier I completed 2012
- Potomac River**

  - Tier II Kick-Off 2014
- Raleigh**

  - Tier II expected early 2015

# NEPA Tiered Approach

## Tier I Program-Level Document

- Performed when a large physical area is being addressed for a proposed project, or when a new program is being introduced that may have far reaching affects.
- Looks at general environmental conditions and general levels of impact; site-specific details have not yet been identified or designed.

## Tier II Project-Level Document

- Performed when a specific project is investigated in detail.
- Impacts are quantified and analyzed and potential mitigation measures are identified.
- Documentation and decisions lead to Record of Decision (ROD), permitting, final design, right of way acquisition, and construction.

# RAPS Tier I EIS Findings

RAPS Tier I EIS recommended 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 4 new high-speed round trips to the corridor



# Tier I EIS Recommendations

Potential improvements identified to achieve Tier I recommendations:

Corridor-wide  
additional main  
line track

Straighten  
curves

Sidings and  
signal  
improvements

Improve grade  
crossing safety

# Tier II EIS Analysis

Tier II early screening will consider potential alignments outside of current rail right-of-way

Much of the detailed alternatives analysis for Tier II will be conducted in 5 to 20 mile sub-sections

Large-scale greenfield designs or speeds above 110 mph\* outside of the Tier II scope as prescribed by FRA's HSR policy and the Tier I EIS

\* 90mph max authorized speed for RAPS

# Tier II EIS Activities

## Continuous Activities

- **Scoping:** *Identify scope of issues to address + potential significant issues*
- **Public Involvement:** *“Early and Continuous”*
- **Interagency Coordination:** *Cooperating vs. Participating*

## EIS Tasks

- **Purpose and Need:** *Problem Addressed → Desired Outcome*
- **Alternatives:** *Range of Alternatives → Screening → Locally Preferred*
- **Impacts:** *Social, Natural, Physical*
- **Mitigation:** *Avoid, Minimize, Repair, Preserve, Compensate*
- **Documentation:** *DEIS → FEIS → ROD*

# NEPA Interagency Coordination

## Lead Agency

*Makes final decisions on key milestones*

- Hosts project meetings
- Conducts analysis/field reviews
- Compiles and provides documentation

## Cooperating Agencies

*Agencies with “jurisdiction by law”*

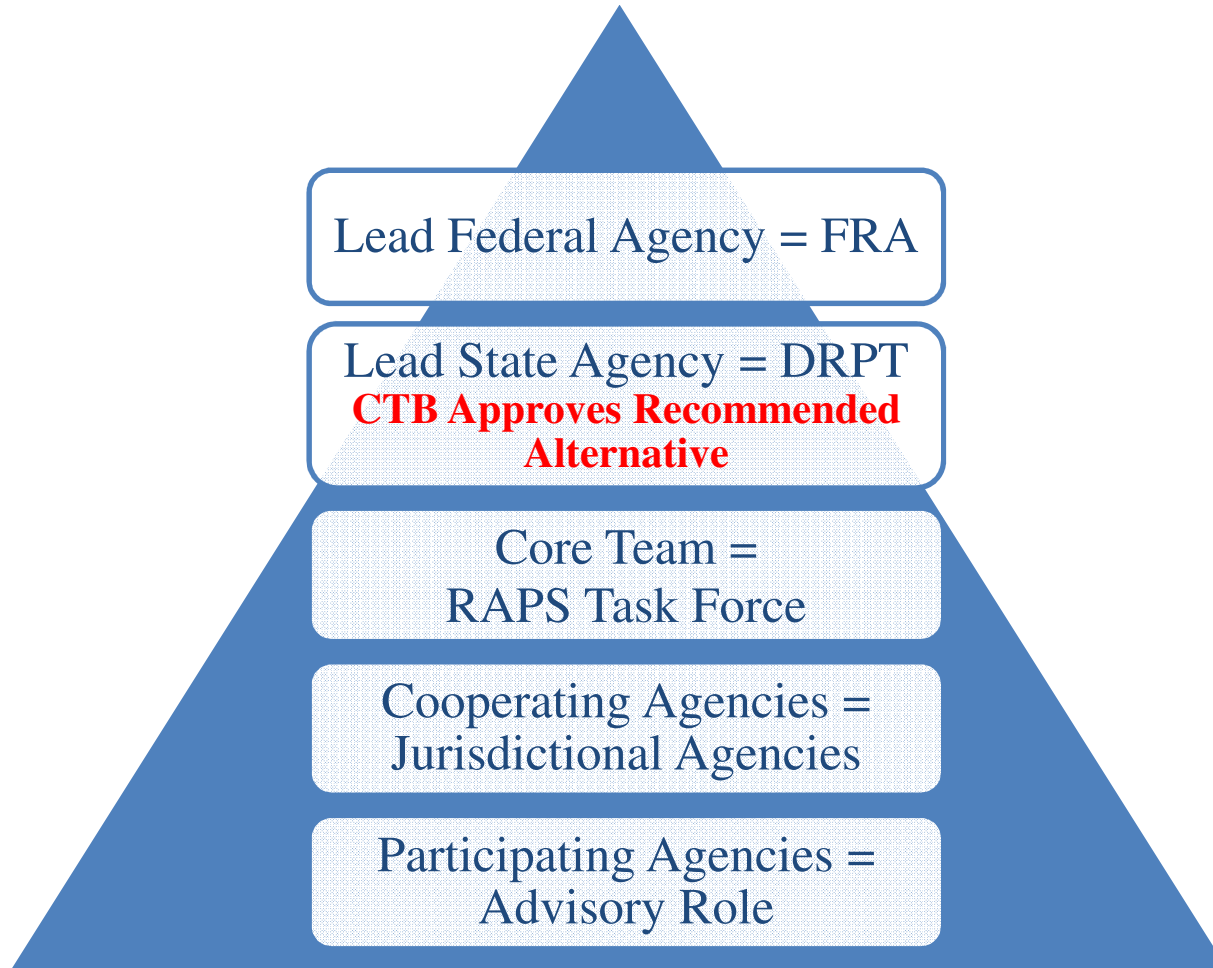
- Participate in scoping
- Provide staff support
- Assist with analyses, field reviews and public meetings
- Review documentation

## Participating Agencies

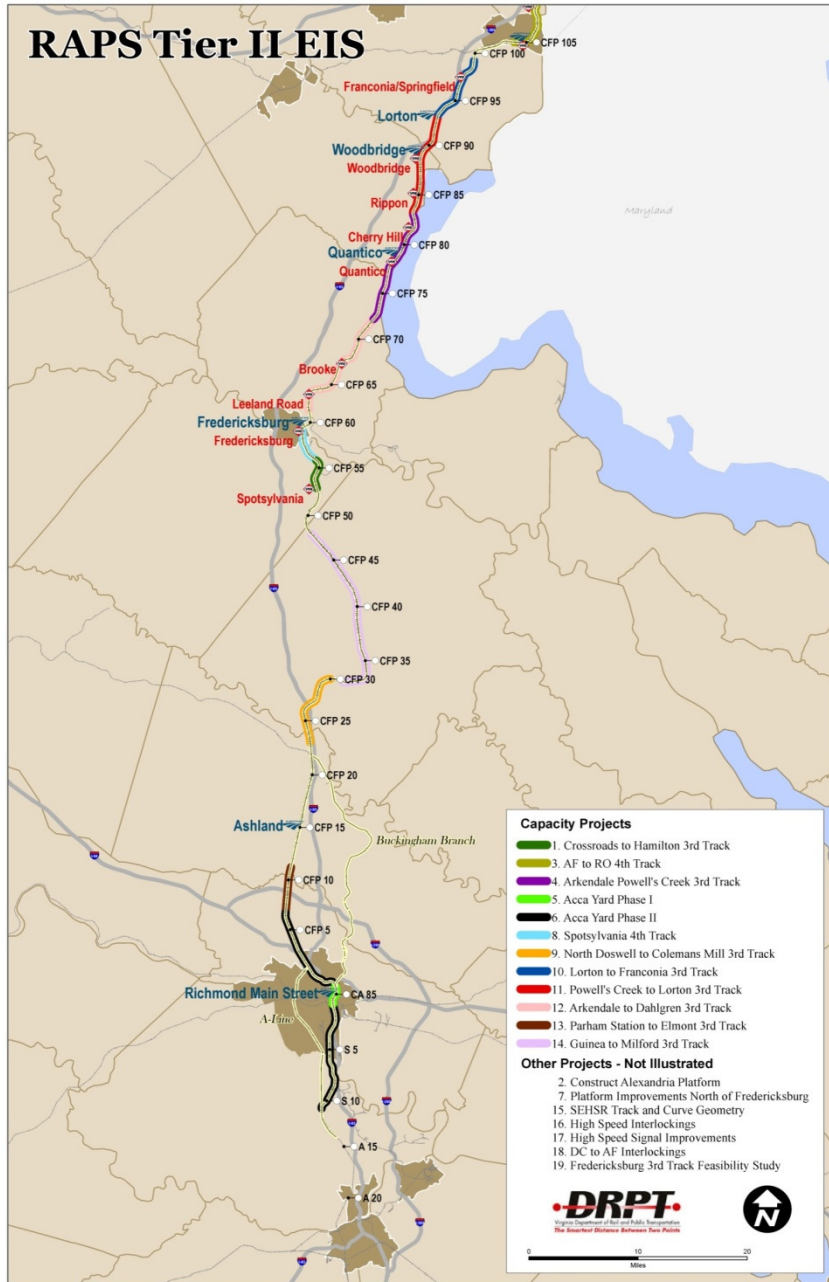
*“May have an interest”*

- Broader group than cooperating
- Serve in advisory role
- Include on all project announcements

# RAPS Interagency Coordination



## RAPS Tier II EIS



# Corridor Overview

115 mile segment (approximately)

Extends from Centralia northward through Arlington along CSX's RF&P line

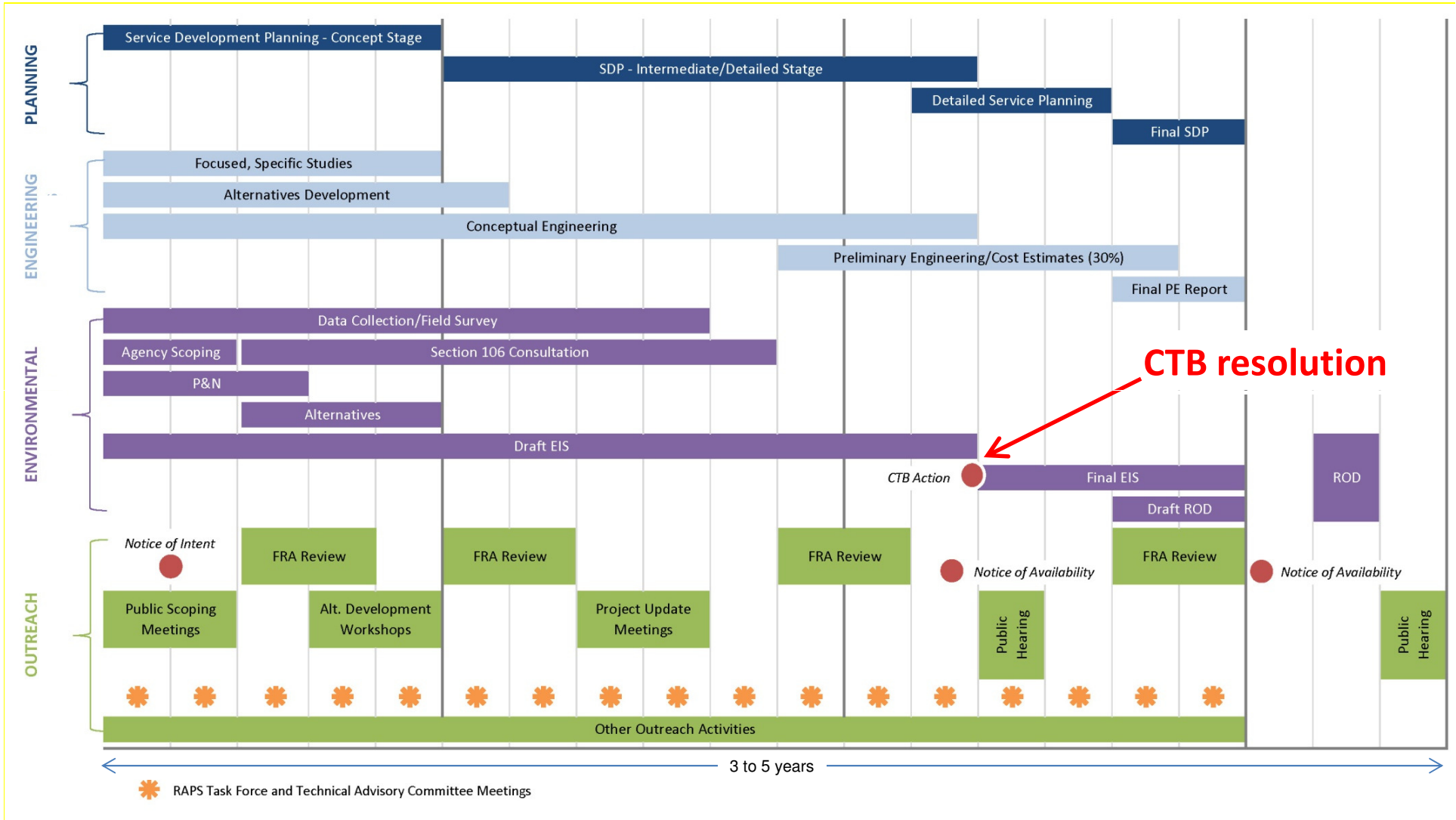
Projects to increase operating speed to 90 mph:

- Construct additional main line
- Station improvements
- Signal improvements
- Curve geometry
- Acca Yard/Bellwood Subdivision

Potential improvement areas:

- CSX Peninsula Subdivision
- Buckingham Branch Railroad
- A combination of the CSX "A-line" and "S-line" to cross the James River and bypass Acca Yard

# Draft Timeline



# Tier II EIS Project Budget and Funding

FRA High Speed Rail Grant	80%	\$ 44,308,000
Non-Federal Match	20%	\$ 11,077,000
DRPT	15%	\$ 8,101,000
CSXT	5%	\$ 2,976,000
Total Budget		\$ 55,385,000



# Next Steps

Finalize procurement of  
consultant team for  
EIS/Preliminary Engineering



Issue NTP and hold Project  
Kick-off



Next formal outreach to CTB  
will be NEPA Project  
Scoping

# RAPS PROJECT TEAM

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