

# **Southeast High Speed Rail Tier II EIS Draft Recommendation Report**

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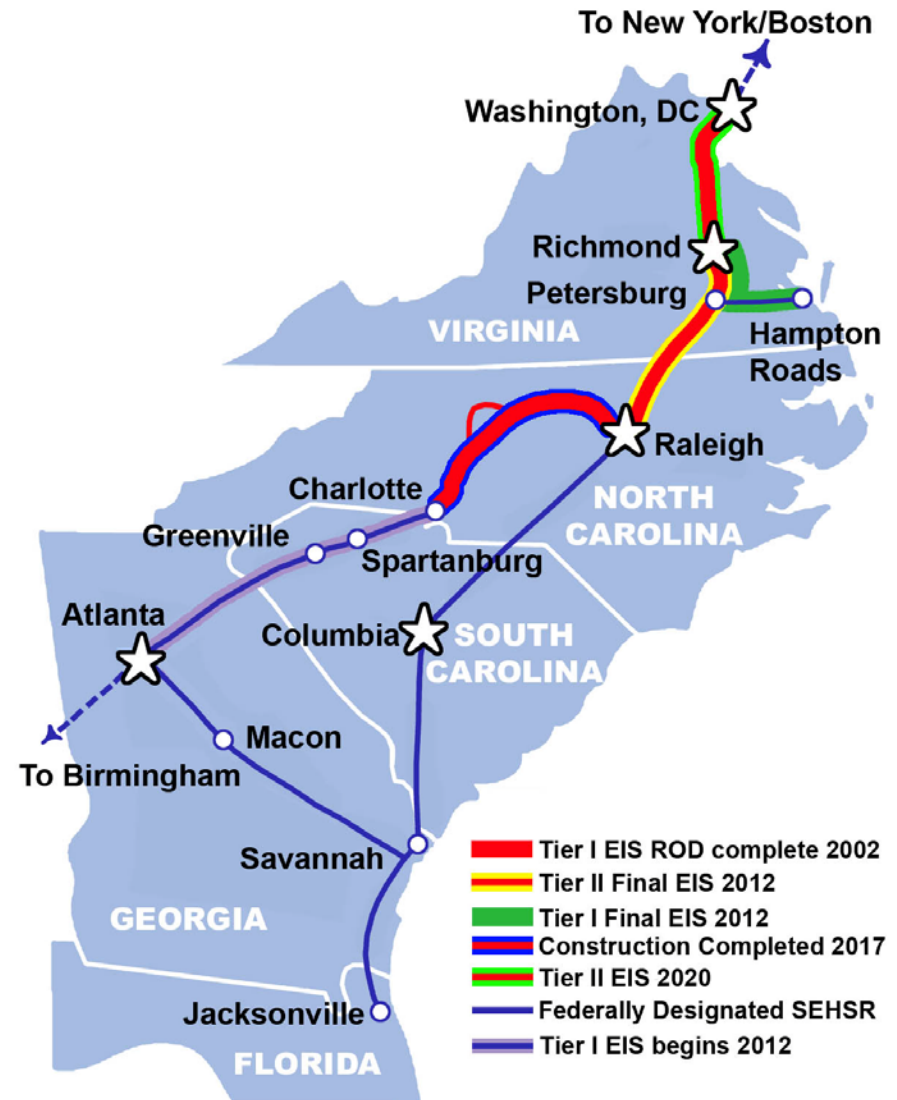
**February 15, 2012**

# Southeast High Speed Rail Richmond to Raleigh Tier II EIS Draft Recommendation Report

- Project/Process Background
- Draft Recommendation Report
- Next Steps

# Southeast High Speed Rail (SEHSR) Corridor Activities

- ❑ Southeast High Speed Rail Washington, DC to Charlotte, NC designated as high speed corridor (1992)
- ❑ Memorandum of Understanding – VA, NC, SC, GA, FRA, FHWA (1994)
- ❑ MOU between DRPT, NCDOT, FRA and FHWA to begin environmental study (1998)
- ❑ SEHSR Tier I EIS Federal Record of Decision (2002)
- ❑ SEHSR Tier II DEIS (2010)

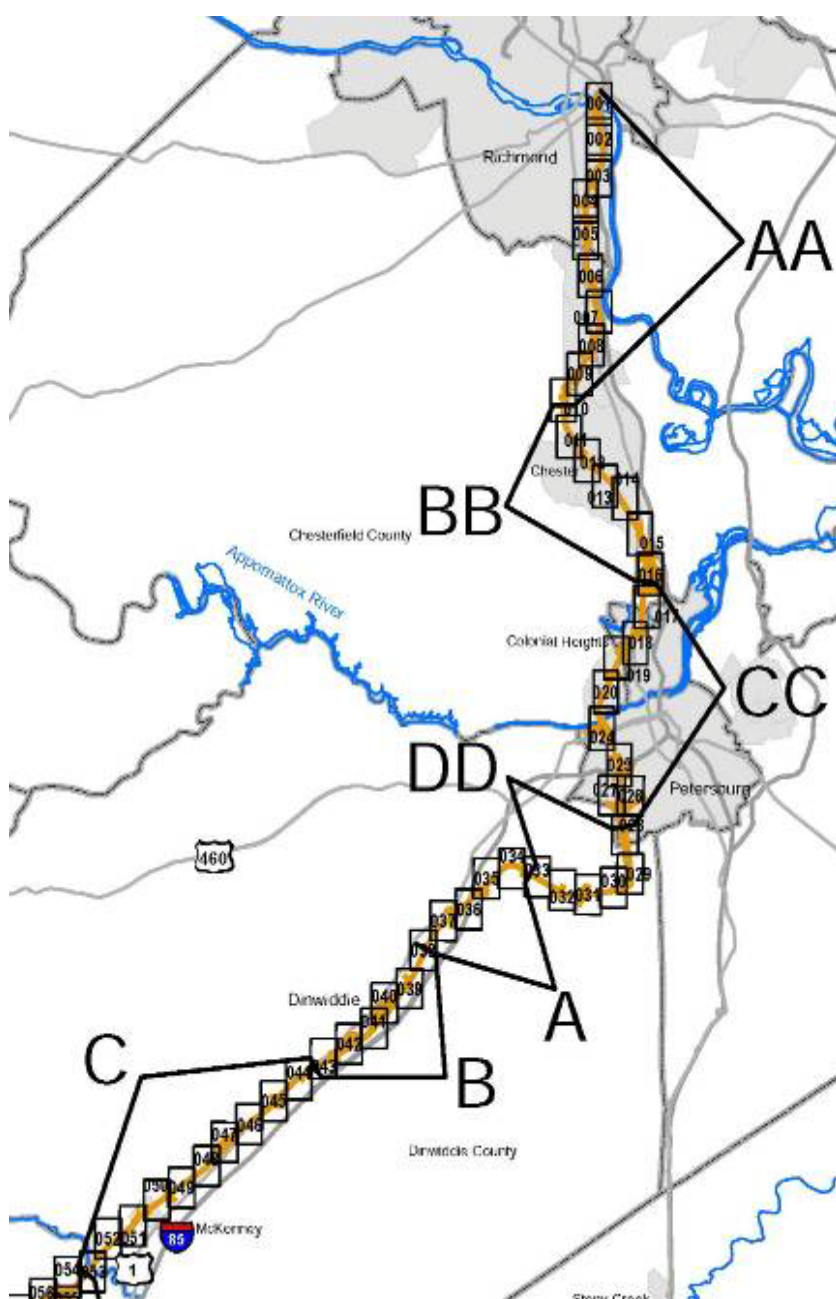


# SEHSR Environmental Process

- ❑ Tier I Environmental Impact Statement (EIS) Washington, DC to Charlotte, NC (1999)
  - Established Purpose and Need of study
  - Conducted Modal Alternatives Analysis
  - Established preferred study corridor
  - Record of Decision (2002)
  
- ❑ Tier II DEIS Richmond Main Street Station to Raleigh, NC (2010)
  - Established design alternatives for rail improvements and road adjustments
  - Analyzed impacts to communities and environment
  
- ❑ Richmond to Hampton Roads Passenger Rail Tier I EIS is advancing as a separate initiative



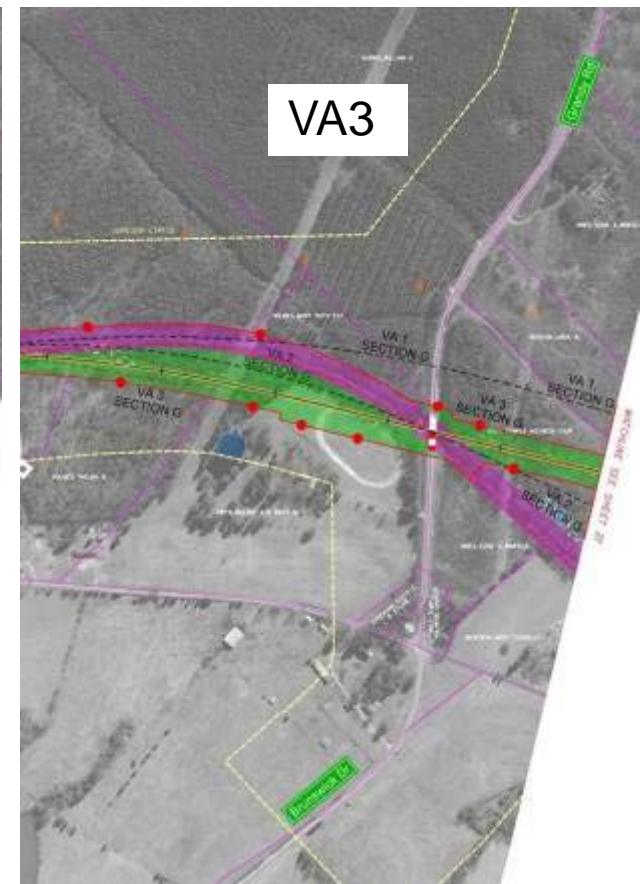
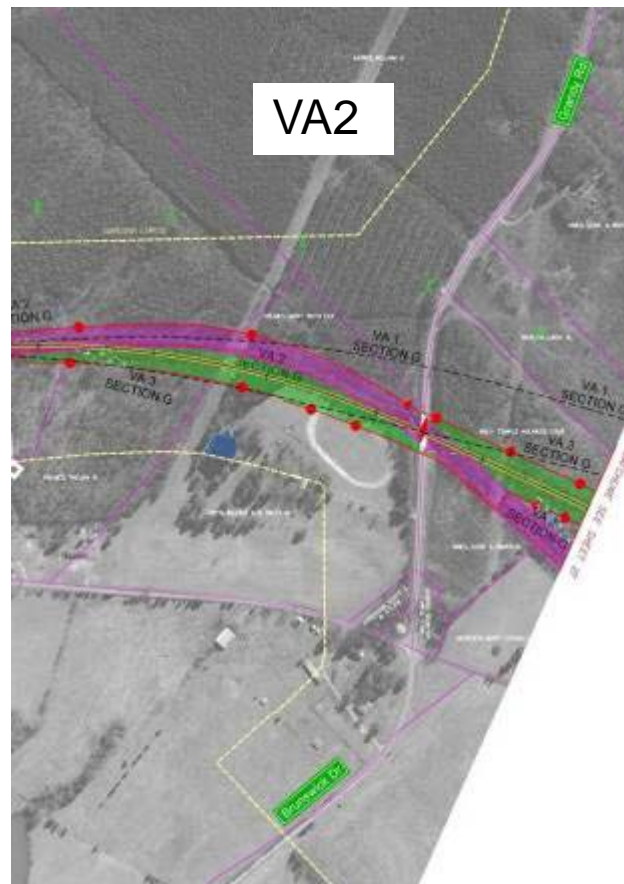
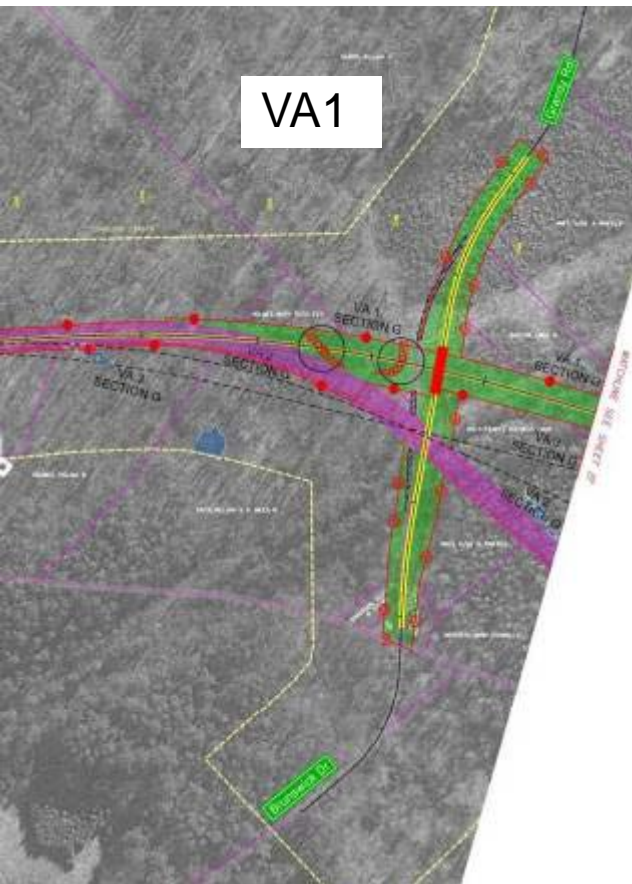
# Richmond to Raleigh Rail Section Alternative Alignments



- ❑ Richmond to Raleigh is divided into 26 sections (AA-V) with several maps per section
- ❑ Virginia contains 16 project sections (AA-L)
- ❑ Alternatives are common at each section break
- ❑ Evaluation will be section by section
- ❑ Decisions north or south of a given section have no bearing on the decision in that section
- ❑ Evaluation factors include impacts to the human and natural environment, cost, and operability

# Richmond to Raleigh Rail Section Alternative Alignments

- Up to 3 Alternatives to choose from (VA1, VA2, VA3)
- Maps below show a Section example of 3 different alternatives



# Richmond to Raleigh DEIS Public Hearings

Table 1  
Public Hearing Dates and Locations

Location	Date	Area Served	Attendance
Northside Elementary School, Norlina, NC	July 13, 2010	Warren County, NC	250
Southside VA Community College, Alberta, VA	July 15, 2010	Brunswick and Mecklenburg Counties, VA	183
Virginia DMV Cafeteria, Richmond, VA	July 20, 2010	City of Richmond, VA	193
Union Station, Petersburg, VA	July 21, 2010	City of Petersburg, VA	255
Sunnyside Elementary School, McKenney, VA	July 22, 2010	Dinwiddie County, VA	198
Raleigh Convention Center, Raleigh, NC	July 26, 2010	Wake County, NC	470
Aycock Elementary School, Henderson, NC	July 27, 2010	Vance County, NC	302
Franklinton High School, Franklinton, NC	July 29, 2010	Franklin County, NC	373



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# Richmond to Raleigh DEIS Public Input

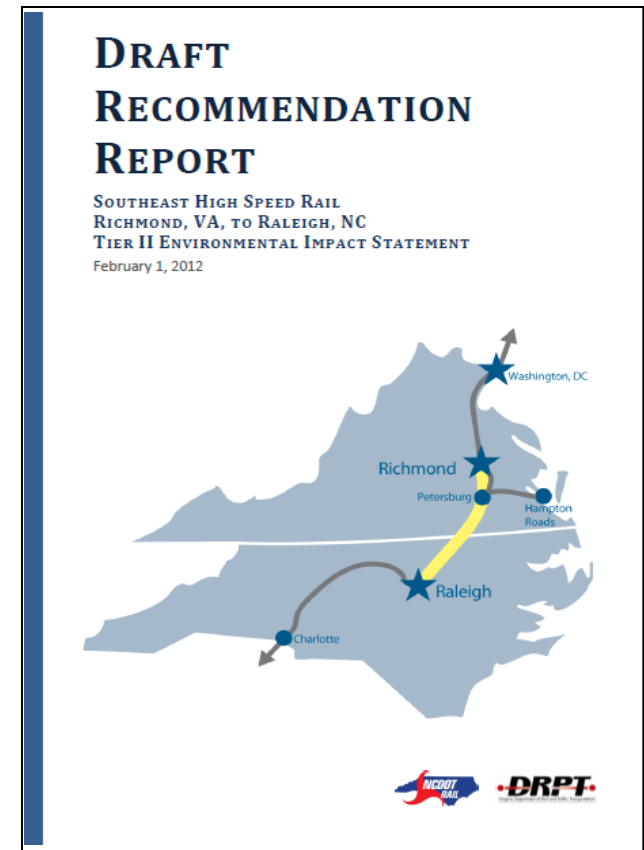
*More than  
1,850  
individuals  
and 50  
agencies and  
organizations  
submitted  
comments to  
the project  
team.*

- Comment period was open between May 2010 and September 2010
- All comments were reviewed and preferences were tallied
- 8 section by section internal alignment recommendation meetings were held to discuss comments received
- Final alternative recommended was based on all relevant information



# Richmond to Raleigh Tier II EIS Draft Recommendation Report

- ❑ Draft Recommendation Report developed by DRPT and NCDOT to guide rail alternative alignment chosen
- ❑ Inputs Included:
  - Public Comments
  - Assessment of Community Impacts
  - Assessment of Environmental Impacts
  - Constructability
  - Costs
- ❑ Adopted Recommendation Report will be communicated to the Federal Railroad Administration (FRA)
- ❑ Federal funding is a critical component of project financial plan



## Recommended Preferred Alternatives by Section

Section	From	To	Recommended Preferred Alternative	Decision Rationale
<b>AA</b>	Main Street Station	Centralia	VA1	N/A - all alternatives common
<b>BB</b>	Centralia	North of Dunlop	VA1	N/A - all alternatives common
<b>CC</b>	North of Dunlop	Collier Yard	VA1	N/A - all alternatives common
<b>DD</b>	Collier Yard	North of Burgess	VA3	least visually intrusive to battlefield; fewer stream impacts than VA2 (same as VA1); least cost; least relocations; slightly greater wetland impacts, but can be mitigated
<b>A</b>	North of Burgess	North of Dinwiddie	VA2	least amount of wetland/stream impacts; higher speed; better operability; similar historic impacts
<b>B</b>	North of Dinwiddie	South of Dinwiddie	VA1	higher speed; better operability; fewer noise & vibration impacts; similar stream/wetland impacts with road design revisions
<b>C</b>	South of Dinwiddie	South of Nottaway River	VA1	N/A - all alternatives common
<b>D</b>	South of Nottaway River	North of Alberta	VA4	minimizes impacts to wetlands; avoids an endangered plant species and is a Section 4(f) avoidance alternative.
<b>E</b>	North of Alberta	South of Alberta	VA1	fewer wetland/stream impacts; fewer residential relocations; fewer vibration impacts; less cost
<b>F</b>	South of Alberta	South of Tower Rd.	VA1	N/A - all alternatives common
<b>G</b>	South of Tower Rd.	Meherrin River	VA3	minimizes impacts to historic resources; all four alternatives had Section 4(f) impacts to at least one of the three historic resources (Tourist Guest House, Oak Shades, and Orgain House).
<b>H</b>	Meherrin River	North of Wray Rd.	VA1	fewer stream impacts; fewer noise & vibration impacts; less long term maintenance associated with reduced rail curvature
<b>I</b>	North of Wray Rd.	South of La Crosse	VA1	cost; fewer farmland and forested impacts; greater residential impacts on VA1/VA3
<b>J</b>	South of La Crosse	North of Bracey	VA2	4(f) avoidance alternative; minimizes stream, farmland, and forested impacts
<b>K</b>	North of Bracey	Roanoke River	VA1	4(f) avoidance alternative; minimizes stream/wetland, and farmland impacts
<b>L</b>	Roanoke River	North of Norlina	VA1/NC1	4(f) avoidance alternative; fewer residential relocations, fewer noise and vibration impacts; greater public support; stream and wetland impacts are less on the VA2-NC2 alternative but it is not practicable (USACE Norfolk District agrees)

# SEHSR Tier II EIS

## Next Steps

### ❑ The Final EIS (2012)

- Solicit public comment and policy board input
- CTB and NCDOT Adopt Recommendation Report as adjusted for public comment
- Update highway design based on final rail alternative selection
- Draft Final EIS Report
- File Final EIS with FRA and EPA and release to public

### ❑ Record of Decision

- Issued by FRA on the alternative eligible for federal funds



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## 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

# Recommendation Report Public Input and CTB Action

- ❑ Draft Recommendation Report 30-Day Public Comment Period
- ❑ March 21, 2012 - CTB Action Item to Adopt the Recommendation Report

# Thank You!



Virginia Department of Rail and Public Transportation

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## SOUTHEAST HIGH SPEED RAIL

Richmond, VA to Raleigh, NC - Tier II Environmental Impact Statement

[www.sehsr.org](http://www.sehsr.org)

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