

# High Speed Rail in Virginia

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**Commonwealth Transportation Board**

**June 17, 2009**

# Vision for High Speed Rail in the US

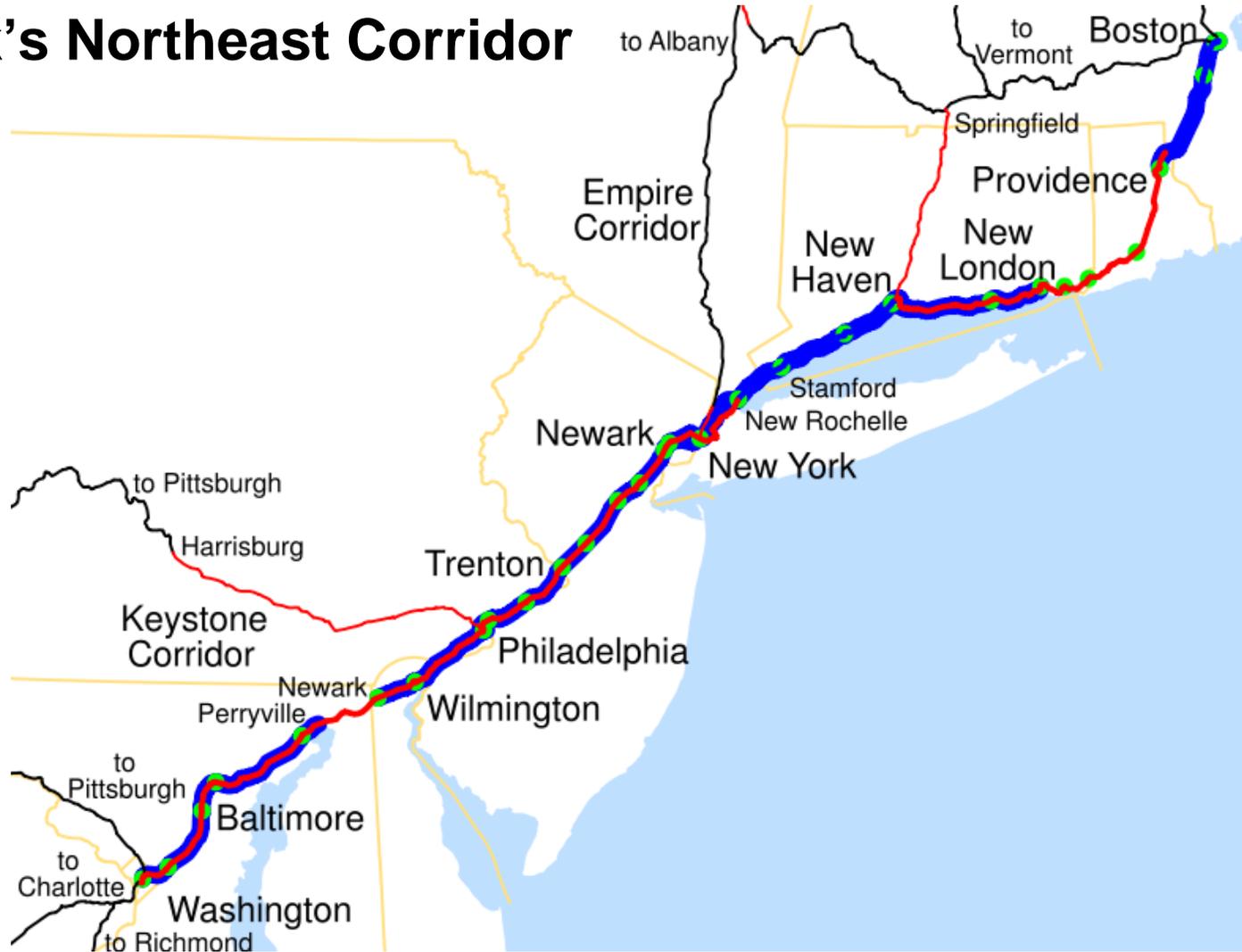


# High Speed Rail Today: Northeast Corridor



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## Amtrak's Northeast Corridor

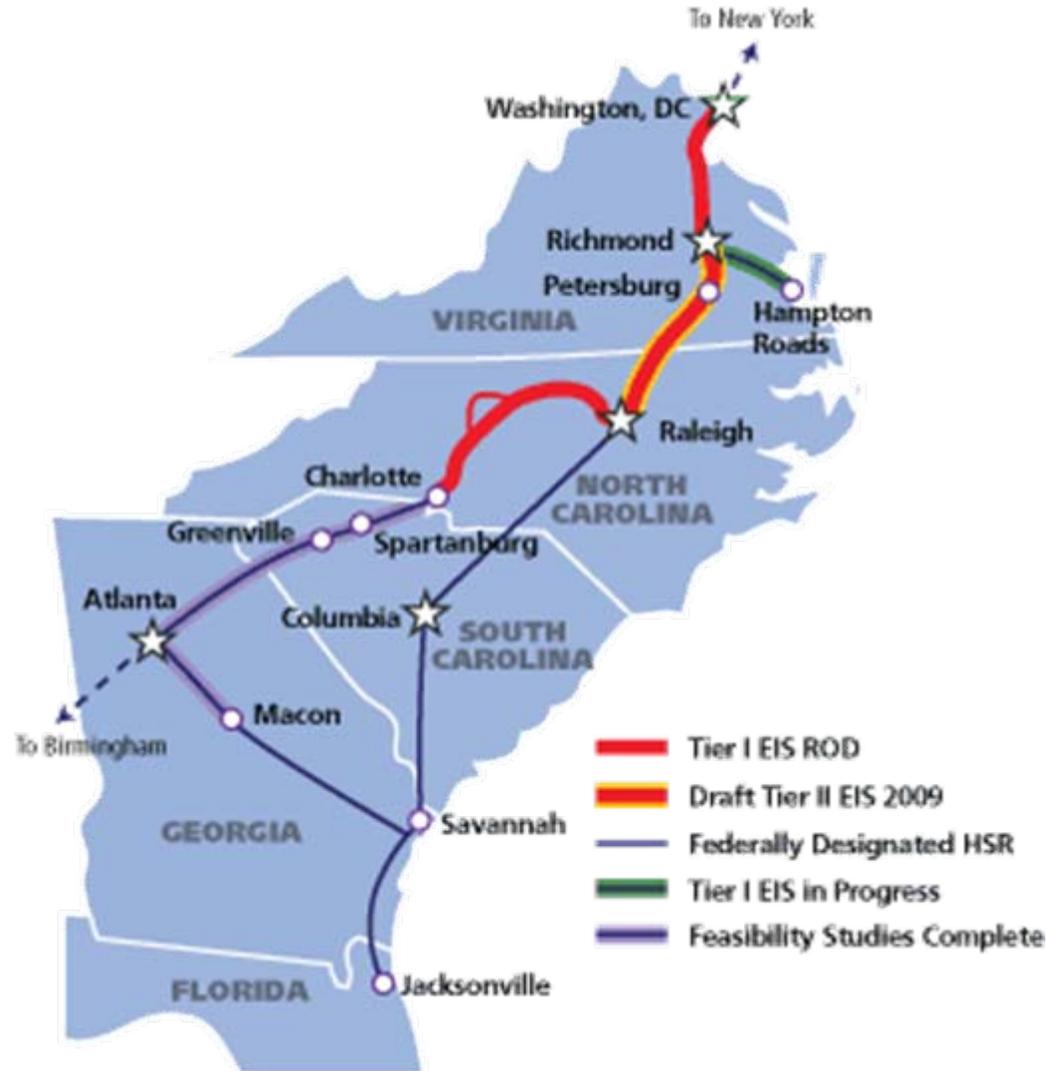


# New Passenger Rail Service in Virginia



- ❑ Both new services are extensions of Northeast Corridor service

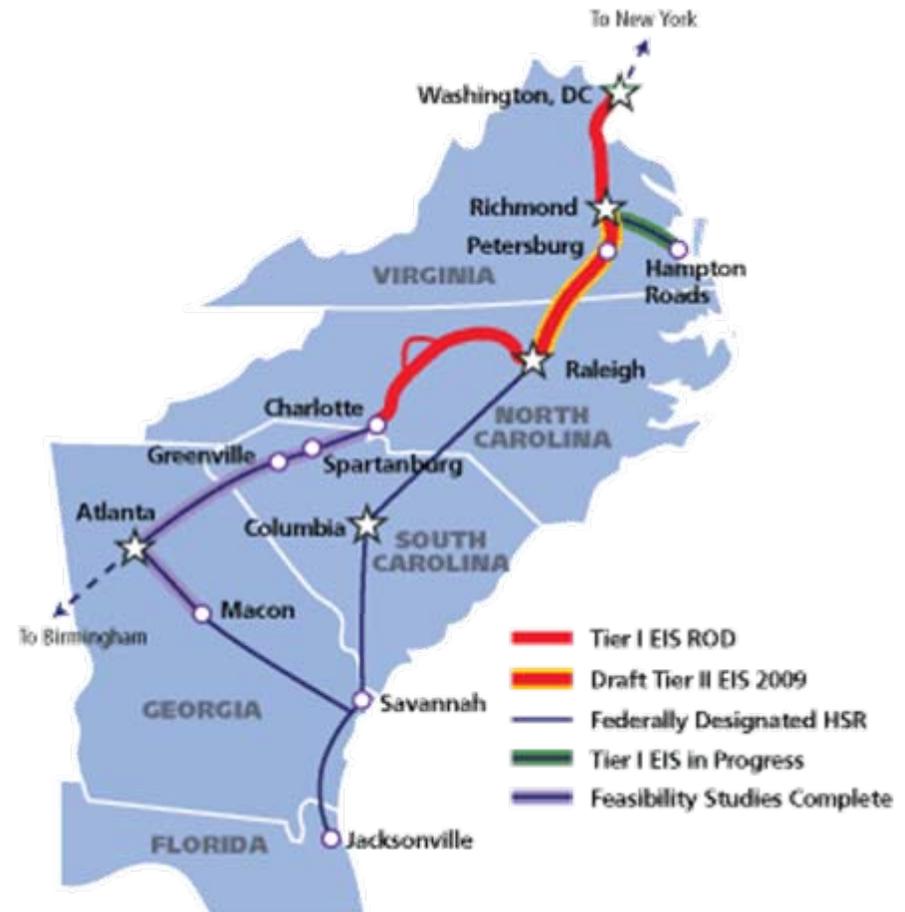
# Southeast High Speed Rail Corridor



# High Speed Rail Planning Initiatives

## Petersburg to Raleigh, NC Corridor

- ❑ Southeast High Speed Rail Tier II EIS underway
- ❑ Tier II EIS scheduled for completion in summer 2010, Record of Decision anticipated in 2011
- ❑ Once environmental work is complete, preliminary engineering will begin
- ❑ Current schedule calls for service to begin in 2018, subject to federal funding and approval
- ❑ This project does not include the Richmond/Hampton Roads region

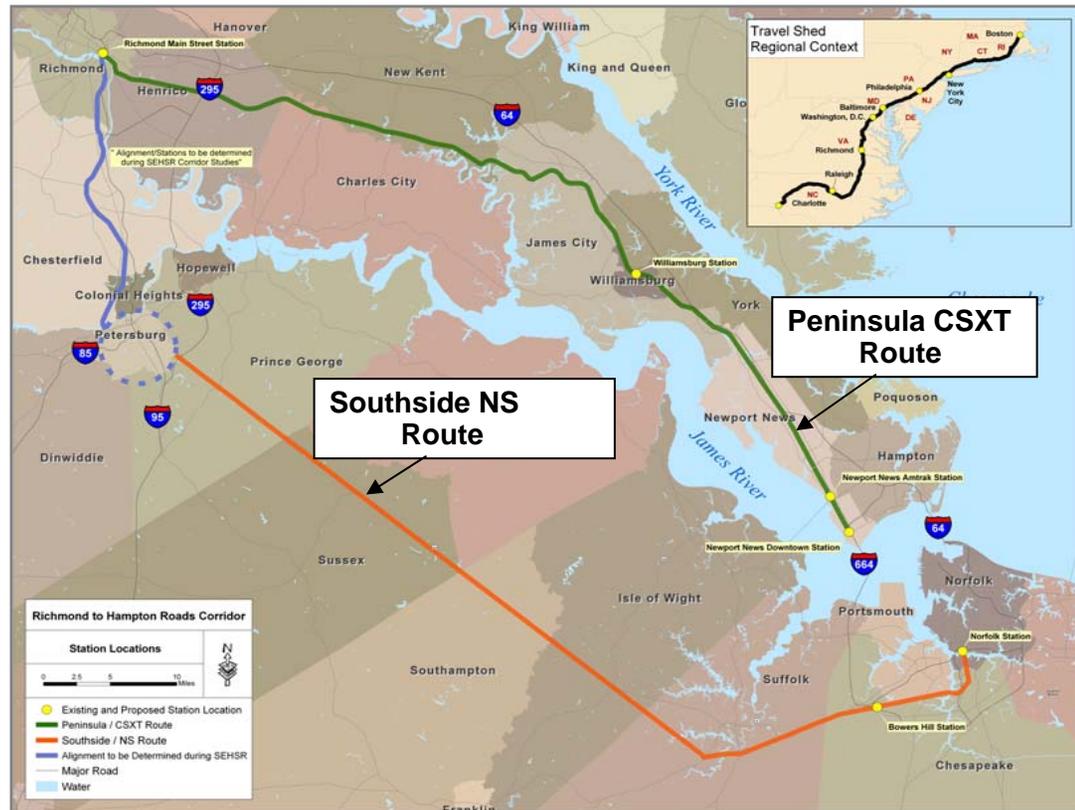


# High Speed Rail Initiatives

## Richmond to Hampton Roads Corridor

### Richmond/Hampton Roads Passenger Rail Project Tier I EIS – five alternatives

- **Status Quo**
- **No Action** – baseline for comparison, no major improvements beyond current regional transportation plans
- **Alternative 1** – three daily, conventional speed round trip trains on the Peninsula route, and six daily, high speed round trip trains on the Southside route
- **Alternative 2** – six daily, high speed round trip trains on the Peninsula route, and three daily, conventional speed round trip trains on the Southside route
- **Alternative 2b** – nine daily, high speed round trip trains on the Peninsula route only



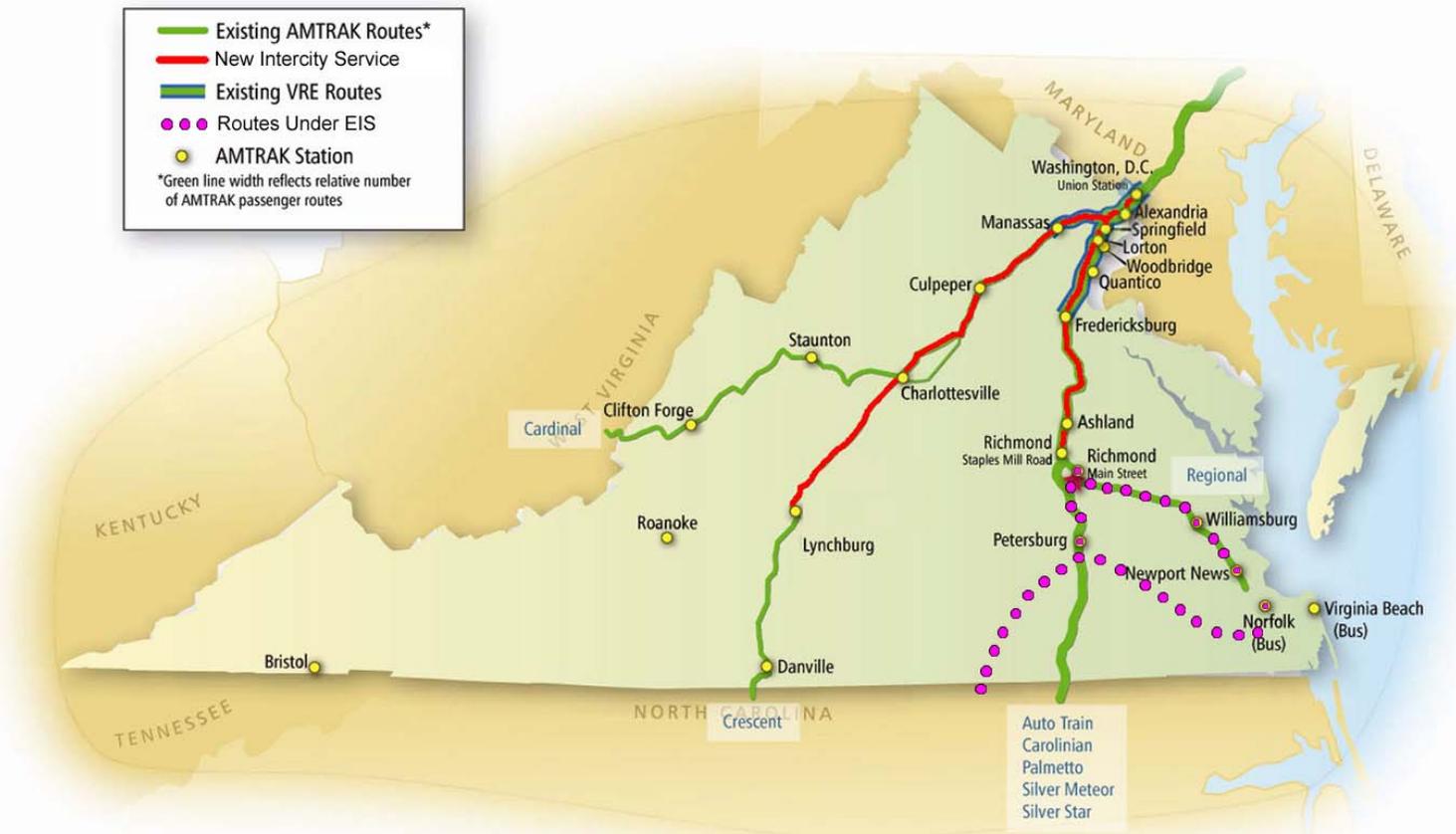
# High Speed Rail Initiatives

## Richmond to Hampton Roads Corridor

### Project Status

- ❑ Tier I Draft EIS completion in summer 2009, public comment opportunities available
- ❑ CTB will make decision regarding preferred alternative based on analysis and public comment report
- ❑ Tier I Final EIS submitted to FRA for review once preferred alternative is selected by CTB
- ❑ Schedule is subject to federal approvals; however, the FRA Record of Decision on the route that will be eligible to receive federal funding is anticipated in early 2010
- ❑ Funding must be identified to advance into next phase of environmental study after the Tier I EIS, and ultimately, to operate service

# Intercity Passenger Rail Projects



- ❑ \$1.5 Billion Richmond/Petersburg to DC High Speed Rail (90 mph)
- ❑ \$300 - \$800 Million Richmond to Hampton Roads High Speed Rail
- ❑ \$303 Million Commuter Rail Improvements
- ❑ \$170 Million I-81/Rt 29 Corridor Passenger Rail
- ❑ \$797 Million Southeast High Speed Rail Petersburg to N.C. Line

# Top Priority High Speed Rail Projects

## Washington, D.C. to Richmond/Petersburg Corridor



**Washington, D.C. to Alexandria (AF) ~ \$106M**  
 4<sup>th</sup> Main line section through Alexandria – 6 miles  
 Alexandria Station ADA Improvements  
 2<sup>nd</sup> Platforms at VRE Crystal City Station

**Alexandria (AF) to Fredericksburg (FB) ~ \$383M**  
 3<sup>rd</sup> Main line sections Dalghren to Franconia – 38 miles  
 2<sup>nd</sup> Platforms/extensions at VRE Lorton, Rippon, Brook, Leeland, Woodbridge, and Franconia

**Fredericksburg (FB) to Richmond (GN) ~ \$185M**  
 3<sup>rd</sup> Main line sections Fredericksburg to Richmond – 32 miles  
 4<sup>th</sup> Main line section Fredericksburg to Mine Road – 5 miles

**Richmond (GN) to Main Street Sta. Area ~ \$491M**  
 Acca Yard improvements in 2 Phases – 6 miles  
 South Acca to Main Street Sta/Area/Fulton/Platforms – 13 miles

**Main Street Station to Petersburg/Collier ~ \$152M**  
 Main Street to Centralia Track and Signal @ 79MPH – 11 miles

**Washington, D.C. to Richmond Corridor Long ~ \$195M**  
 Track curve geometry, crossover, and signal system upgrade

June 17, 2009

# American Recovery and Reinvestment Act

February 2009



- ❑ \$1.3 Billion for Amtrak capital grants
- ❑ \$8 Billion for High Speed Rail
- ❑ Funds available until September 30, 2012

# President's FY10 Budget

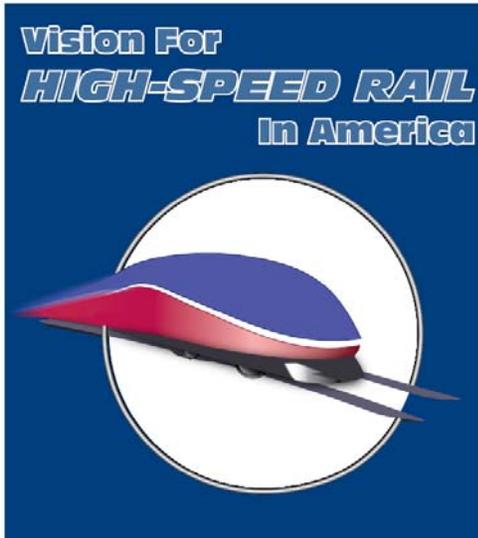
February 2009



- ❑ \$73.3 Billion for transportation
- ❑ \$2.7 Billion Federal Railroad Administration (FRA) budget
- ❑ \$1 Billion per year for five years for high speed rail initiatives
- ❑ Identified development of high speed rail as a key priority

# Federal High Speed Rail Strategic Plan

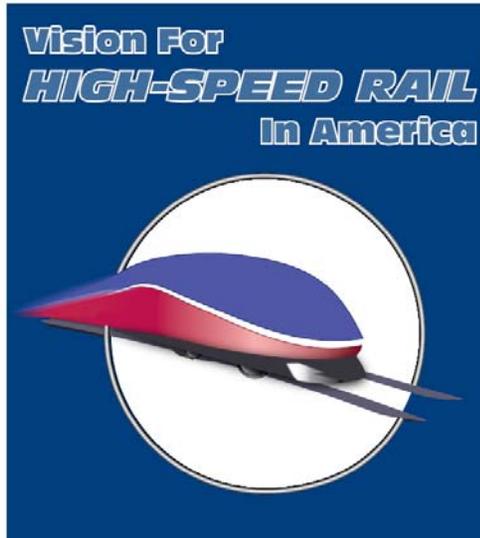
April 2009



## □ Proposed Funding Approach

- Projects: provide grants to complete individual ready to go projects
- Corridor programs: enter into cooperative agreements to develop entire phases or geographic sections
- Planning: enter into cooperative agreements for planning activities using non-ARRA appropriation

# Federal High Speed Rail Strategic Plan: ARRA Funding Key Dates



- ❑ **June 17:** Guidance to be issued on high speed and intercity rail grant terms
- ❑ **Early August:** Applications due for FRA stimulus funding for “ready to go” rail projects, project selection – 45 days
- ❑ **End of September:** Applications due for FRA stimulus funding for rail corridor development projects, project selection – December
- ❑ **Sept. 30, 2012:** Any unobligated high speed and intercity rail funds revert to US Treasury

# Key Points Regarding Virginia Rail Passenger Service

- ❑ \$8 Billion in ARRA and \$5 Billion in FRA Appropriations is a small portion of the needs identified for passenger rail in the USA
- ❑ Virginia will be competing nationally for these funds but has some advantages:
  - Framework agreements in place with railroads
  - Agreement with Amtrak for state sponsored passenger rail service
  - State funding program for rail capital projects
  - Very little additional right of way needed for most projects – less potential environmental impacts
- ❑ Close working relationship with CSX, VRE, Amtrak and FRA to develop key projects in the I-95 corridor
- ❑ Virginia will need a dedicated source of funding for passenger rail operations to remain competitive for federal funding



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