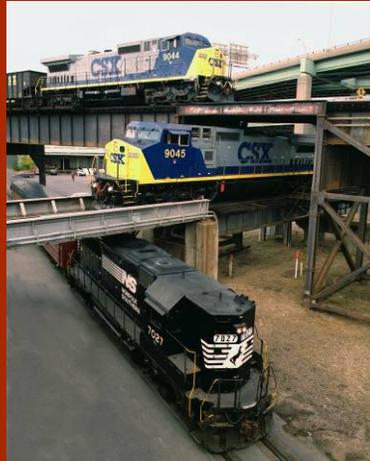




Virginia Department of Rail and Public Transportation



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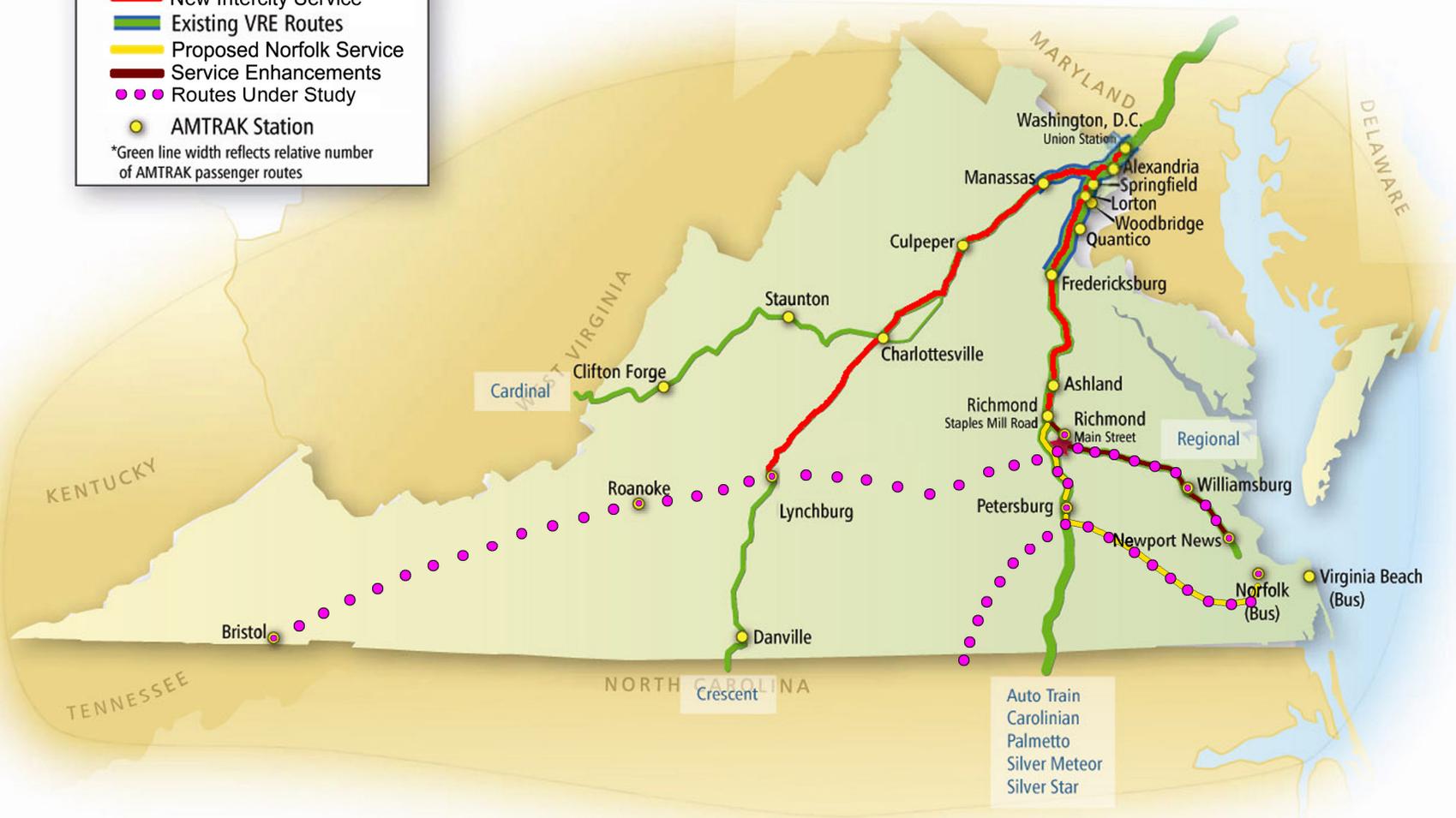
Rail Update

Kevin Page
Chief of Rail Transportation

May 18, 2011

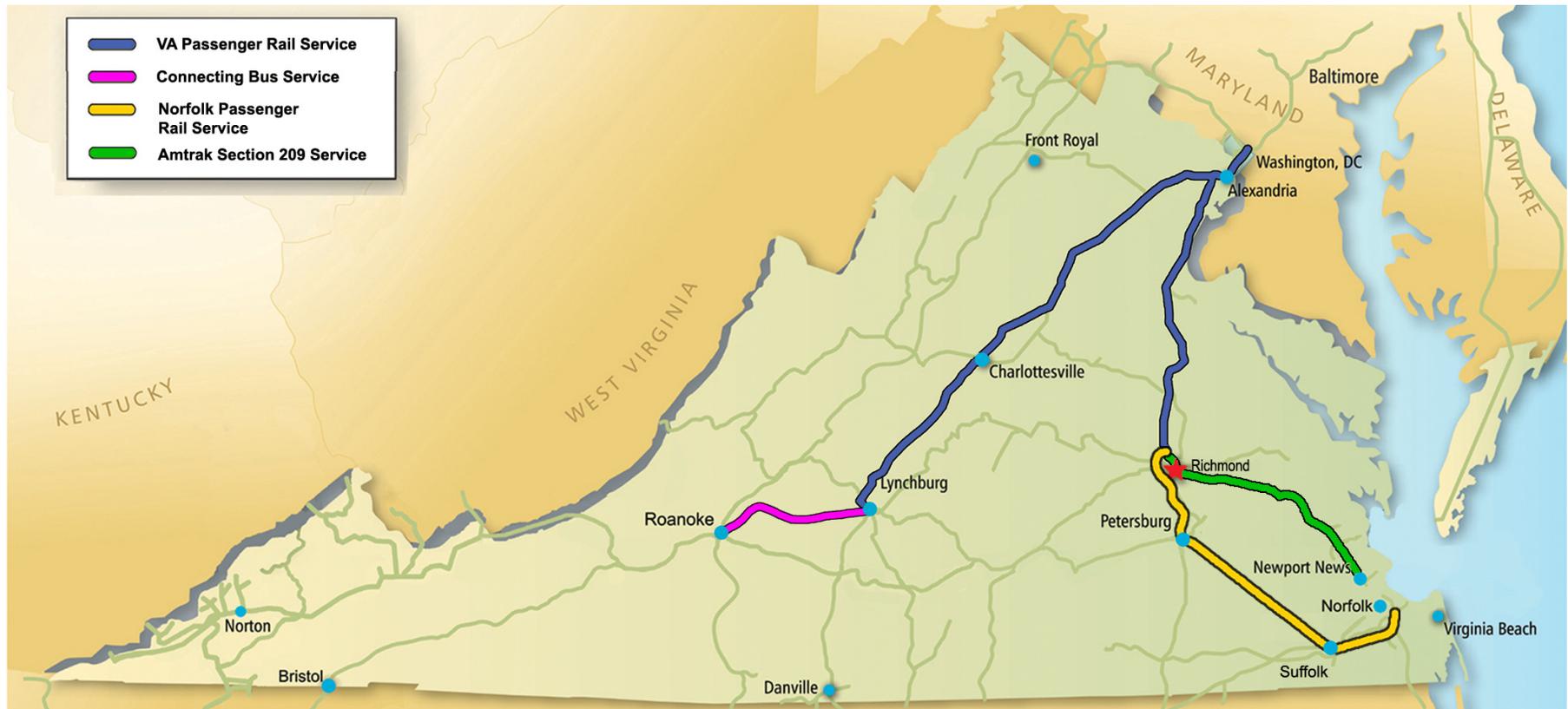
Passenger Rail Service In Virginia Present and Future

- Existing AMTRAK Routes*
 - New Intercity Service
 - Existing VRE Routes
 - Proposed Norfolk Service
 - Service Enhancements
 - Routes Under Study
 - AMTRAK Station
- *Green line width reflects relative number of AMTRAK passenger routes



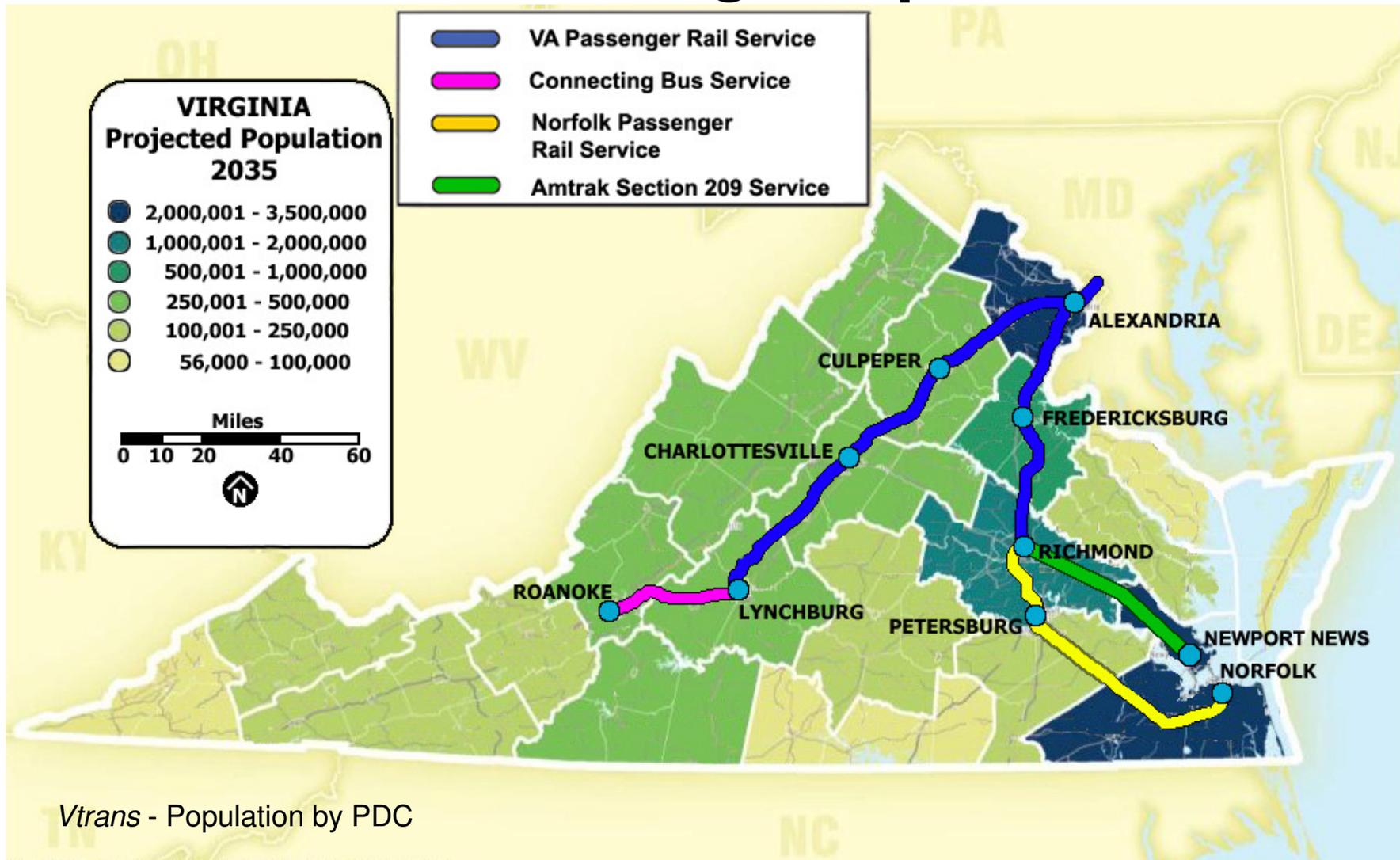
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Virginia Regional Amtrak Passenger Service



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Virginia's Intercity Passenger Rail Initiatives Will Serve 2035 High Population Centers



Vtrans - Population by PDC

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State-Funded Amtrak Service Lynchburg and Richmond Service

- ❑ Lynchburg service completed its first year as the strongest performing Amtrak state-supported train in the system – second year remains strong
- ❑ Richmond ridership continues to perform above its ridership goal
- ❑ Funding for the three-year demonstration project through FY2012 is provided for in the SYIP
- ❑ Both the Richmond and Lynchburg service is under one combined contract with Amtrak.
- ❑ Beginning 2013, all regional train service must be paid for by the states – Virginia will absorb four more regional trains it does not pay for today
- ❑ 2011 - Intercity Passenger Rail Operating and Capital Fund was created by the General Assembly with no dedicated funding source, but allows the General Assembly to make appropriations into the fund and allows the CTB to allocate funding through Commonwealth Transportation funds

State-Funded Amtrak Service Norfolk Service Extension

- ❑ December 15, 2010 – DRPT and NS executed agreement to start improvements necessary for three train slots between Petersburg and Norfolk. CSX agreement at Collier Yard Connection under negotiation.
- ❑ Improvement design, right of way acquisition, and coordination of partners is underway with construction occurring this summer
- ❑ Norfolk will build the train station.
- ❑ DRPT web site project updates available at:
<http://www.drpt.virginia.gov/activities/norfolk.aspx>

State-Funded Amtrak Service Roanoke Connecting Bus Extension

- ❑ The 2011 Appropriation Act provided the City of Roanoke \$150,000 for the initiation of a one-year demonstration connecting bus service between Roanoke and the Lynchburg state-funded intercity passenger rail service
- ❑ Connecting bus service will provide a link between Roanoke and Lynchburg that will establish a bridged passenger rail connection from the Roanoke Region to the Lynchburg corridor service to Boston
- ❑ DRPT continues to work with NS on joint benefit improvements to its lines in Roanoke as an initial step towards achieving capacity to handle passenger train operations between Lynchburg and Roanoke

Federal HSR Planning Process- Richmond Area to Washington, D.C.

- ❑ Tier I Environmental Impact Statement (EIS) completed in 2002
- ❑ \$1.8B federal ARRA stimulus application to advance 19 projects necessary to introduce high speed rail in the corridor - not approved
- ❑ \$75M in federal ARRA stimulus funds awarded under a separate application to alleviate choke point
- ❑ \$45.5M in federal FY2010 high speed rail funds awarded to advance environmental study and infrastructure improvements for entire corridor
 - \$44.3M Richmond Area to Washington, D.C. Preliminary Engineering and Tier II EIS
 - \$1.2M Appomattox River Bridge design

Federal HSR Planning Process- Arkendale to Powell's Creek

- ❑ January 28, 2010 – FRA issued intent to Award \$75M ARRA Stimulus grant
- ❑ February 4, 2011 – FRA issued Environmental Assessment Finding of No Significant Impact (FONSI) that clears path for next step - environmental permitting
- ❑ February 11, 2011 – First grant meeting with FRA, CSX, and DRPT to discuss railroad agreement
- ❑ Project team continues to work on the environmental permit application, final approval of track design, and FRA/Railroad agreement

Federal HSR Planning Process- \$45.5M FFY2010 Projects

- ❑ October 28, 2010 - \$45.5M in federal FY2010 high speed rail funds awarded to advance environmental study and infrastructure improvements for entire corridor
 - \$44.3M Richmond Area to Washington, D.C. Preliminary Engineering and Tier II EIS
 - \$1.2M Appomattox River Bridge design
- ❑ April 28, 2011 - FRA and DRPT held kickoff meeting to discuss project scopes of work
 - Full corridor Tier II EIS continues to be the path forward with the Richmond Area to Washington, D.C. environmental planning
 - Alignment of Appomattox River bridge discussed with FRA and may require additional alternative analysis

Federal HSR Planning Process- Richmond to Hampton Roads FEIS

- ❑ December 8, 2010 – DRPT transmitted the Final Environmental Impact Statement (FEIS) to the Federal Railroad Administration for review and Record of Decision for Alternative 1
- ❑ April 28, 2011 – FRA and DRPT met and discussed FRA’s administrative comments on the FEIS and await the FRA Chief Counsel’s comments
- ❑ DRPT continues to work through the FRA administrative comments of the FEIS while awaiting FRA Chief Counsel’s comments

Federal HSR Planning Process- Richmond to Raleigh Tier II EIS

- ❑ DRPT and NCDOT continue to advance work on the Richmond to Raleigh Tier II EIS
 - NCDOT applied for \$4.1M in federal funding on April 4, 2011 and received an award of those funds on May 9, 2011
- ❑ April 28, 2011 – FRA and DRPT met and discussed FRA's review of the Tier II EIS document
- ❑ DRPT has accommodated the third track alignment for high speed rail operations as a part of the Collier Connection alignment for the Norfolk train service extension
- ❑ Before SEHSR service is to begin, significant track capacity improvements must be made between Raleigh and Washington, D.C.

Virginia North Carolina High Speed Rail Compact

- The VA/NC High Speed Rail Compact has conducted two meetings
- A Virginia member workshop is being contemplated for this summer to discuss:
 - Definition of the Corridor
 - Affordability of the Southeast High Speed Rail Corridor development and phasing of projects
 - 20% match requirement
 - Sequencing of individual projects
 - Risk and payback of high speed rail service
 - Protection of the capacity that Virginia has paid for its own intercity passenger and commuter rail development
 - Partnering of other Southeast Corridor states for the rail improvements necessary to run trains from the south through Virginia to the northeast

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Rail Enhancement Fund Project Highlights

- ❑ NS has completed the Manassas to Front Royal improvements; Alexandria to Manassas' first year's projects; and has begun work on the Berryville, Elkton, and Roanoke terminal improvements
- ❑ CSX is working to advance the National Gateway project improvements, including the Virginia Avenue Tunnel, I-95 rail corridor height clearances, and accelerating the Kilby Yard project
- ❑ VRE continues to advance design of the Manassas to Gainesville/Haymarket service extension
- ❑ VPA is advancing the design of the Craney Island Rail Connector and the construction of the NIT Marshalling Yard
- ❑ The Virginia Supreme Court will hear oral arguments this summer on the Roanoke Intermodal Terminal project

Six Year Improvement Program Rail Program of Projects Highlights

- ❑ NS and CSX will continue to construct the improvements for the Norfolk intercity passenger rail service
- ❑ CSX will continue to advance the National Gateway project improvements, including the Virginia Avenue Tunnel, I-95 rail corridor height clearances, and accelerating the Kilby Yard project
- ❑ VRE will build a third track from Hamilton to Crossroads to extend VRE service to Spotsylvania – a project that could not have occurred this soon without Governor McDonnell’s proposal to accelerate bond revenues
- ❑ Shortline railroads will continue their upgrade/rehabilitation programs
- ❑ Intercity Passenger Rail Operating and Capital program identifies intercity operating need throughout the SYIP

Appropriation Act Special Project Summary

- ❑ Item 448.E.2. provides \$150,000 REF Funds for the Roanoke to Lynchburg connecting bus to Amtrak's service
- ❑ Item 448.F. provides \$325,000 in FY2012 RIA funds for rail access in Caroline County to serve the U.S. Army special passenger troop train shuttle operation between Fort Lee and Fort A.P. Hill.
- ❑ Item 448.G.1.- G.4. provides up to \$450,000 in FY2011 and up to \$450,000 in FY2012 RIA funds and Directs DRPT and CSX to develop improvements to reduce the storage time of hazardous materials in CSX's Fredericksburg yard by possibly increasing capacity at existing storage facilities terminating near Fredericksburg, increasing the physical distance between commodity storage areas and residential communities, and transferring intermediate storage of commodities to locations closer to terminus of the shipment.
 - Projects must be initiated by July 1, 2011
 - Reports on progress and training must be made by September 1, 2011 and by December 31, 2011

Additional Federal High Speed Funding Virginia Did Not Apply

- ❑ March 11, 2011, FRA announced \$2.4B was again available for high speed rail project funding mostly due to Florida's return of funding. Applications were due April 4, 2011.
- ❑ DRPT assessed the requirements and was not able to apply:
 - Virginia had no matching funds for the \$800M 80/20 funding
 - \$1.6B 100% ARRA funding available must be spent by 2017
 - The schedule to complete the Richmond Area to Washington, D.C. project was 2021 – VA could not take the risk of payback
 - Environmental Tier II EIS FFY2010 grant awarded October 28, 2010 had not advanced
 - \$75M Arkendale to Powell's Creek ARRA grant awarded January 28, 2010 had not advanced

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FRA High Speed Intercity Passenger Rail Funding Map



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FRA High Speed Intercity Passenger Rail Funding List

State(s)	Funding (\$M)	State(s)	Funding (\$M)
CA	\$ 4,239	VA	\$ 120
MO, IL	\$ 1,379	PA	\$ 66
NEC	\$ 954	MN, WI, IL	\$ 63
WA, OR	\$ 813	MA, ME	\$ 59
MI, IN, IL	\$ 602	IA, KS, TX	\$ 25
NC	\$ 572	OK, TX	\$ 20
CT, MA, VT	\$ 317	NE / SE Planning	\$ 19
IL, IN, IA, MI, MO	\$ 268	Midwest / South Planning	\$ 16
NY	\$ 246	CA/NW Planning	\$ 11
IA, IL	\$ 230	DC	\$ 4
		Total	\$ 10,023

FRA High Speed Intercity Passenger Rail Program Development and Implementation

- ❑ There appears to be lack of consistency in FRA's requirements for states.
 - North Carolina submitted a 90MPH project, agreement indicates a 79MPH corridor project with a study to achieve 90MPH
 - Virginia submitted a 70 MPH project, DRPT has been required to design the project for 90MPH and build the roadbed to 90MPH. An additional crossover at Arkendale has also been required by FRA
 - Environmental clearance approaches have been inconsistent
 - NCDOT is performing EA's
 - DRPT is being told to do an EIS
 - DRPT is continuing dialogue with FRA

Intercity Passenger Rail Service Discussion Points for CTB to Consider

- ❑ What is the policy for passenger rail development in Virginia?
- ❑ Affordability of conventional incremental service development VS high speed rail development
 - State Program
 - Good working relationship with both NS and CSX with Framework Agreements in place
 - Incremental State service can be implemented within two to three years
 - Track capacity is achieved through agreements, service is operated by Amtrak under Amtrak's access and performance agreements already in place
 - Federal Program
 - 20% capital match to FRA grants, 20 year Maintenance of Project Commitment, 20 year commitment to fund additional service operations, Corridor 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), and failure to provide additional service payback (additional trains committed)
- ❑ What is the 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 and who will pay for the improvements? (assuming Raleigh-Charlotte is fully funded)
 - Washington, D.C. to Richmond Area
 - Richmond Area to Petersburg and Raleigh
 - Petersburg to Norfolk

Thank You!

Questions?

