

High Speed Rail in Virginia Hampton Roads EIS Update

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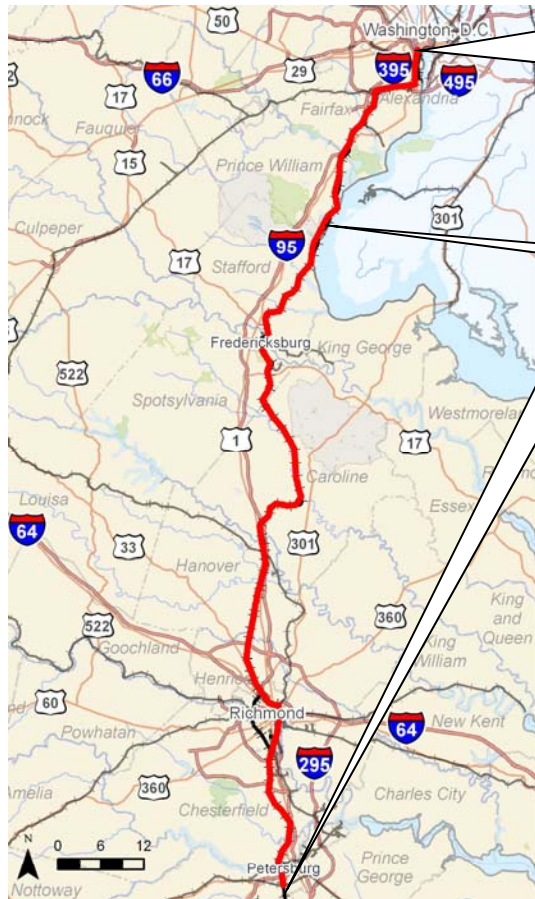
October 30, 2009

Federal High Speed Rail Strategic Plan ARRA Funding Guidance Key Dates



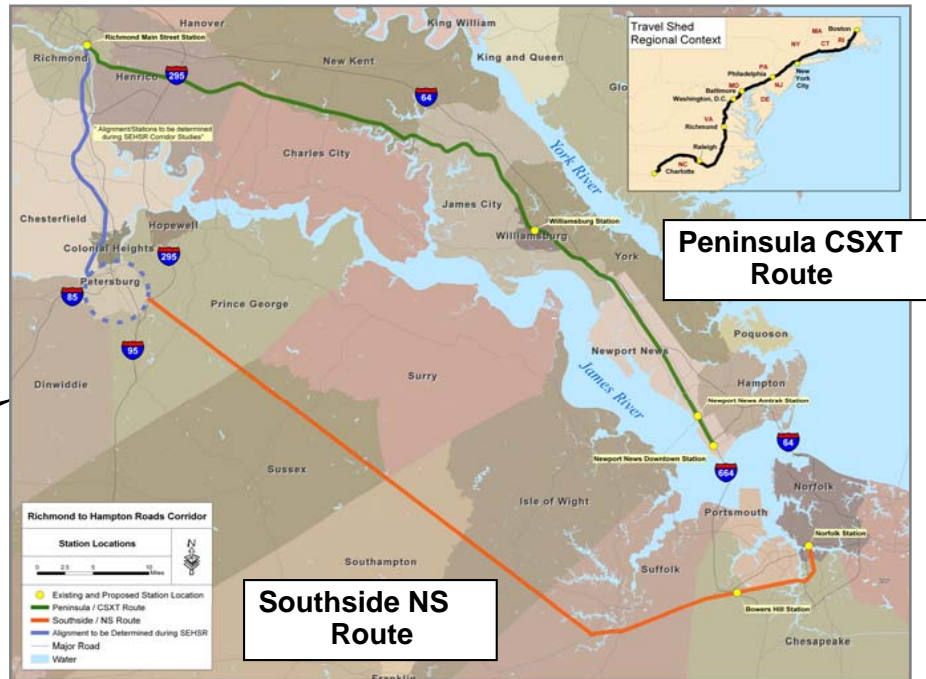
- ❑ **June 17:** Guidance was issued on high speed and intercity rail grant terms
- ❑ **July 10:** Pre-Applications were filed for all funding Track projects
- ❑ **August 24:** Applications were due for FRA stimulus funding for “ready to go” rail projects, Tracks 1, 3, and 4
- ❑ **October 2, 2009:** Applications were due for FRA stimulus funding for Track 2 High-Speed Rail/Intercity Passenger Rail Service Development Programs
- ❑ **March 2010:** Round 2 Track 2 applications due
- ❑ **Sept. 30, 2012:** Any unobligated high speed and intercity rail funds revert to US Treasury

Virginia's ARRA High Speed Rail Application Projects



Round 1 Track 2 – Washington DC to Petersburg \$1.8B
 3rd and 4th Main line sections – 19 projects = 112 miles, passing tracks, switches, signal improvements, station improvements, yard improvements

Round 1 Track 1a – Arkendale to Powell's Creek \$74.8M - 3rd Main line section – 11 miles



Round 2 Track 2 – Richmond to Hampton Roads \$330M – \$844M

Southside NS Route

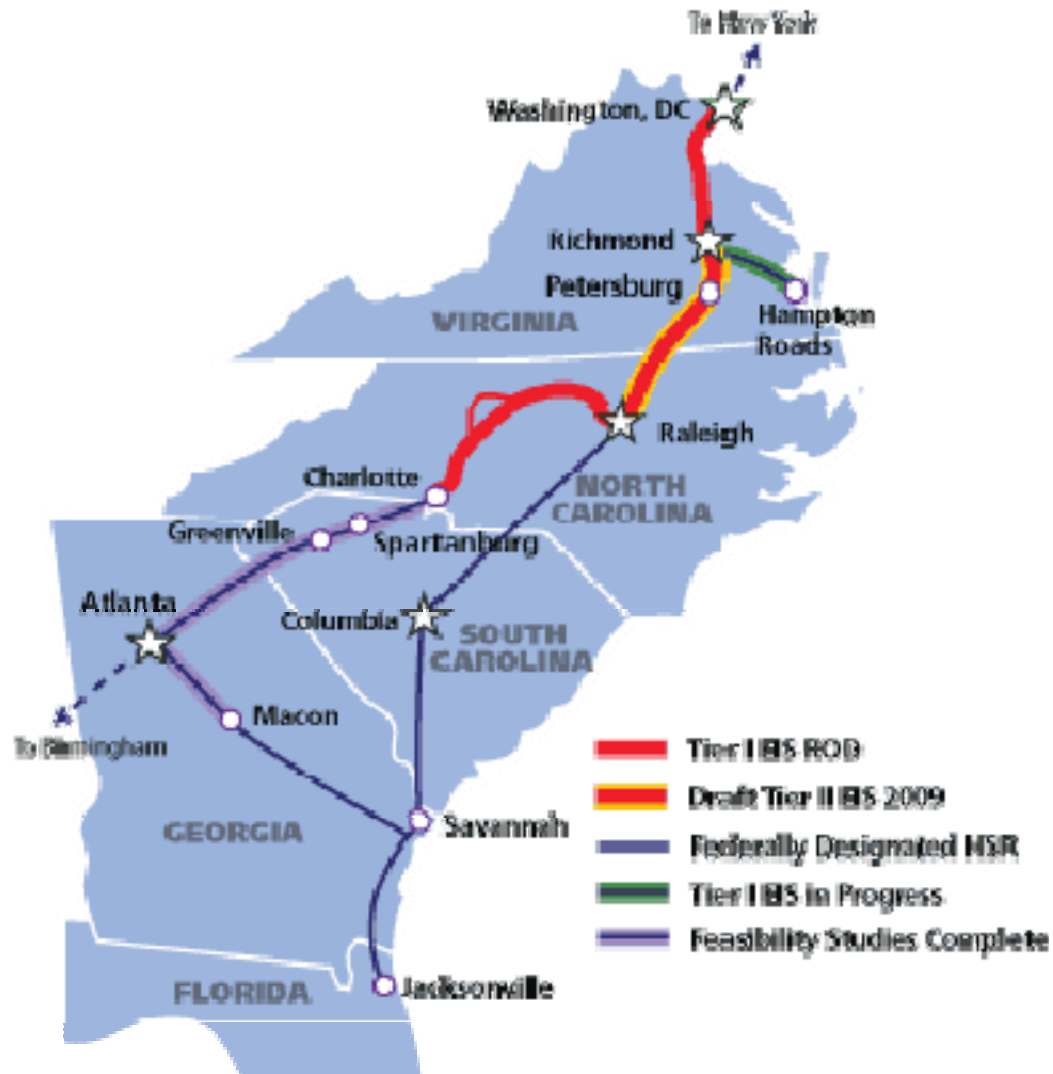
Peninsula CSXT Route

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Key Points Regarding Virginia Passenger Rail Service

- ❑ Virginia is competing nationally for federal 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
 - VA High Speed Rail Corridor program provides a vital link between the Northeast Corridor and the Southeast High Speed Rail Corridor to connect the entire East Coast rail system
- ❑ Close working relationship with CSX, VRE, Amtrak and FRA to develop key projects in the I-95 corridor and with NS in other corridors
- ❑ Virginia will need a dedicated source of funding for passenger rail operations to remain competitive for federal funding

Southeast High Speed Rail Corridor



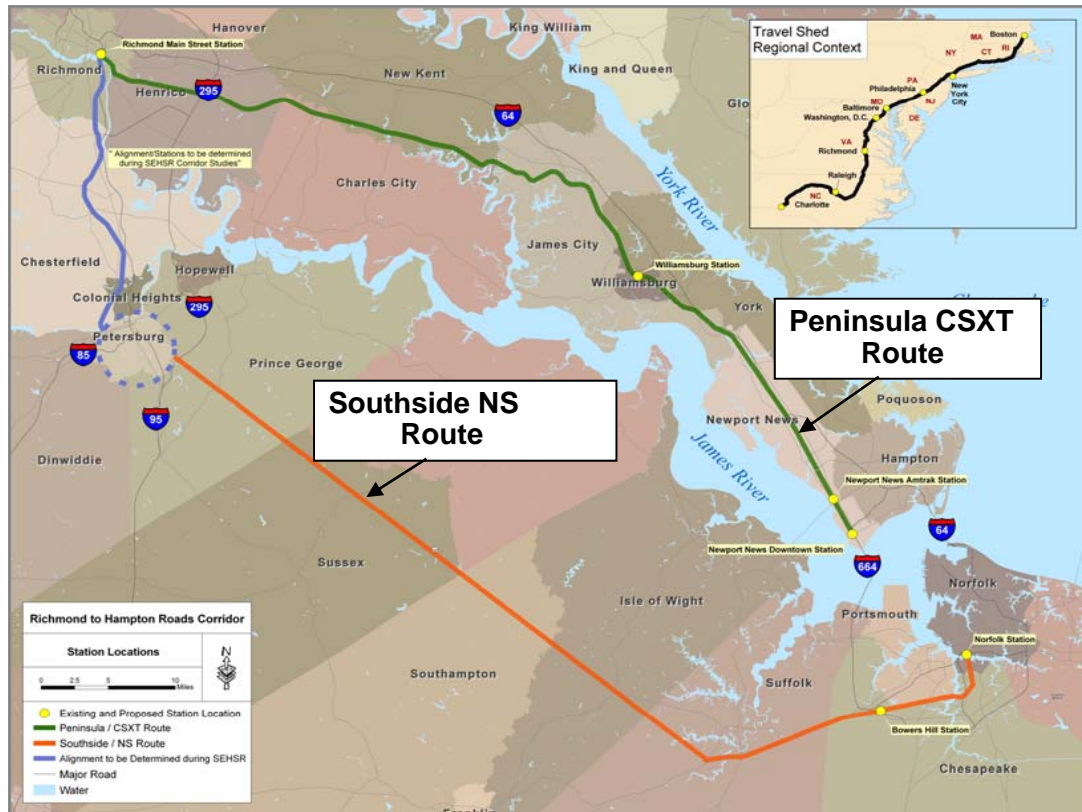
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High Speed Rail Initiatives

Richmond to Hampton Roads Corridor

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

- **Status Quo** – no major improvements are made – two daily round trip trains Newport News to Richmond as today
- **No Action** – baseline for comparison, no major improvements beyond current regional transportation plans – three daily round trip trains Newport News to Richmond
- **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 2a** – 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



October 30, 2009

Completed Technical Reports

- Scoping
- Purpose and Need Statement
- Alternatives Development
- Engineering Feasibility
- Travel Demand

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Overview of Next Steps

- ❑ FRA approves release of the Tier I Draft EIS
- ❑ DRPT initiates public comment period and holds hearings
- ❑ DRPT revises the Draft EIS and submits to CTB
- ❑ CTB makes decision regarding Preferred Alternative based on analysis and public comment
- ❑ DRPT applies for Round 2 Track 2 ARRA funds for the Preferred Alternative
- ❑ DRPT prepares and submits Final EIS to FRA
- ❑ FRA issues Record of Decision on alternative that is eligible for federal funding

Project Funding Approach

- ❑ Once the CTB identifies the Preferred Alternative, an ARRA Round 2 Track 2 application can be filed for federal funding (application period ~ March 2010)
- ❑ Funding must be identified to advance into next phase of project development after the Tier I EIS, and ultimately, to operate service

Project Timeline (1)

- ❑ **Project timeline is subject to federal approval**

- ❑ **Draft EIS Distribution and Federal Register Notice**
 - DRPT makes final edits and prepares the document for printing
 - Document uploaded to project website within the first week
 - Copies printed and distributed to the required notification list
 - DRPT notifies FRA that the document has been distributed
 - FRA notifies EPA that all copies have been distributed concurrent with sending hard copies to EPA
 - EPA publishes Notice of Availability in Federal Register
 - DRPT issues announcement regarding public hearing and comment period schedule

Project Timeline (2)

❑ Public Comment Process

- Public hearings may not be held until at least 30 days after the Federal Register notice is published
- Hold public hearings in the region
- 15 days after public hearings are complete, public comment period ends

❑ Selection of Preferred Alternative

- Public comments are evaluated
- CTB presentation of public comment results at a board workshop
- CTB chooses preferred alternative at next CTB action meeting (target: early 2010)

Project Timeline (3)

□ The Final EIS

- Prepare response to comments received during public comment period
- Depending on comments received, some additional coordination may be required with federal, state or local agencies
- Revise Tier I Draft EIS to reflect the CTB's selection of a Preferred Alternative and prepare the Final EIS document
- Obtain FRA approval to release the Final EIS to the public
- Upon final approval by the Administration, the Administration will sign and date the cover page for release
- The document will be filed with the EPA
- FRA issues a Record of Decision on the alternative eligible for federal funds



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