

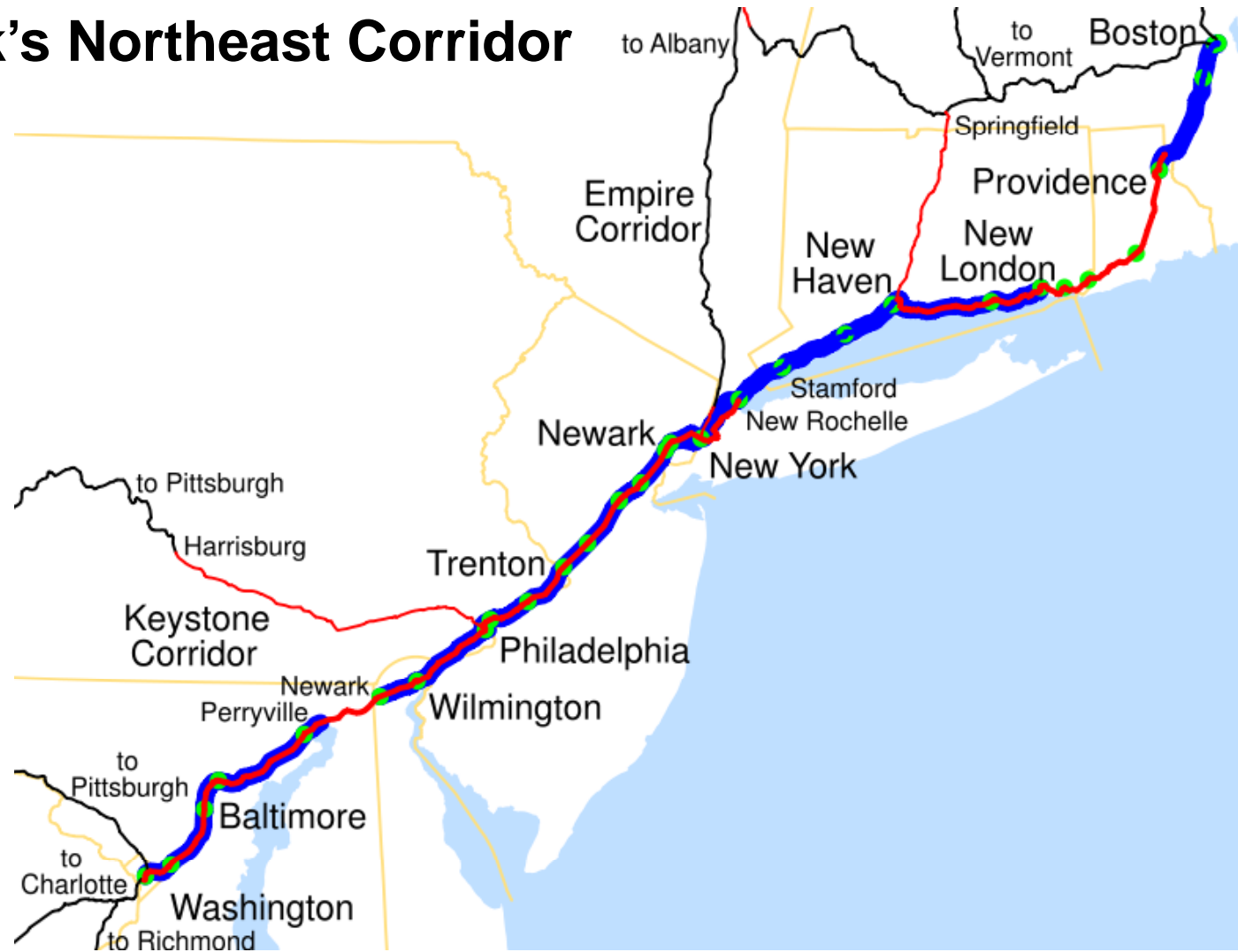
Vision for High Speed Rail in the US



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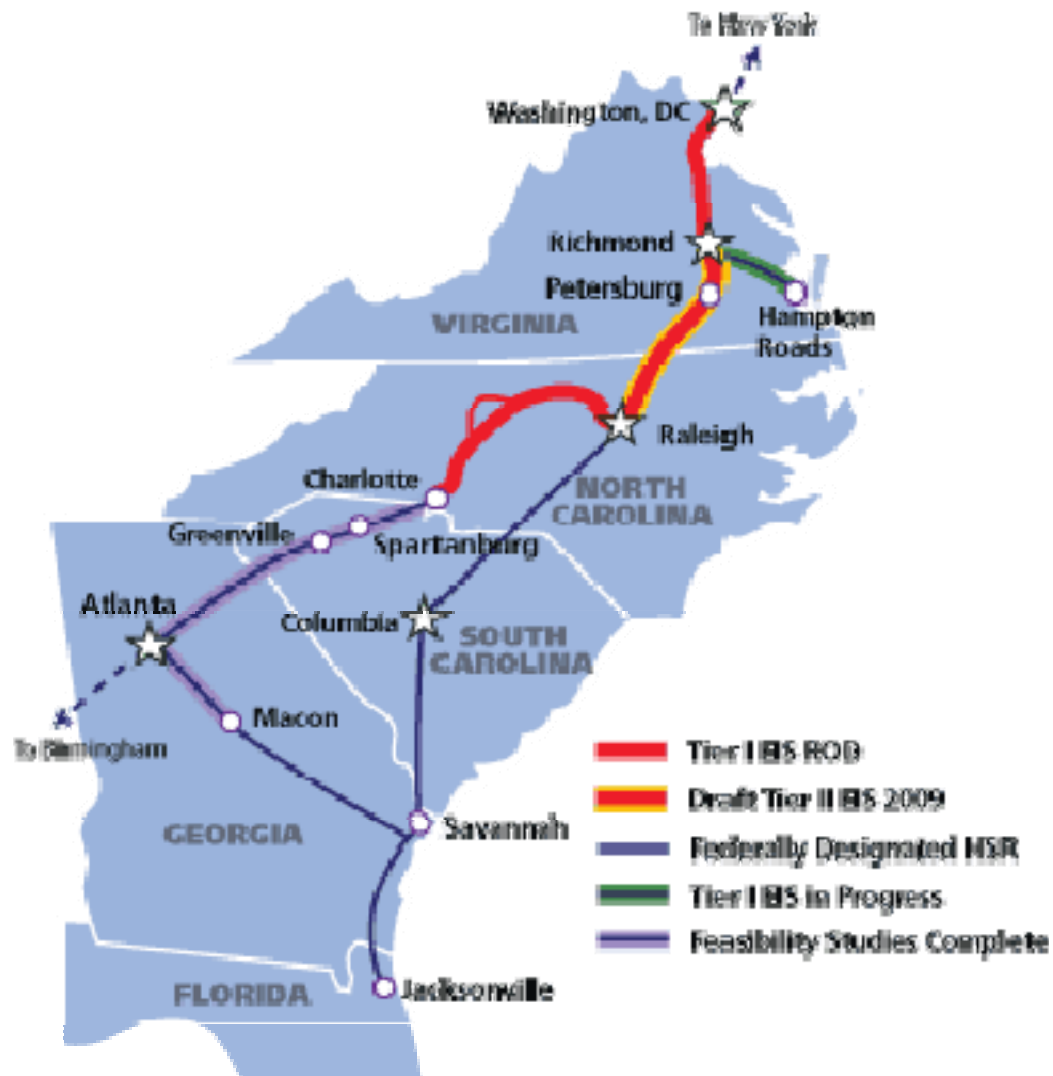
High Speed Rail Today: Northeast Corridor

Amtrak's Northeast Corridor



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Southeast High Speed Rail Corridor



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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



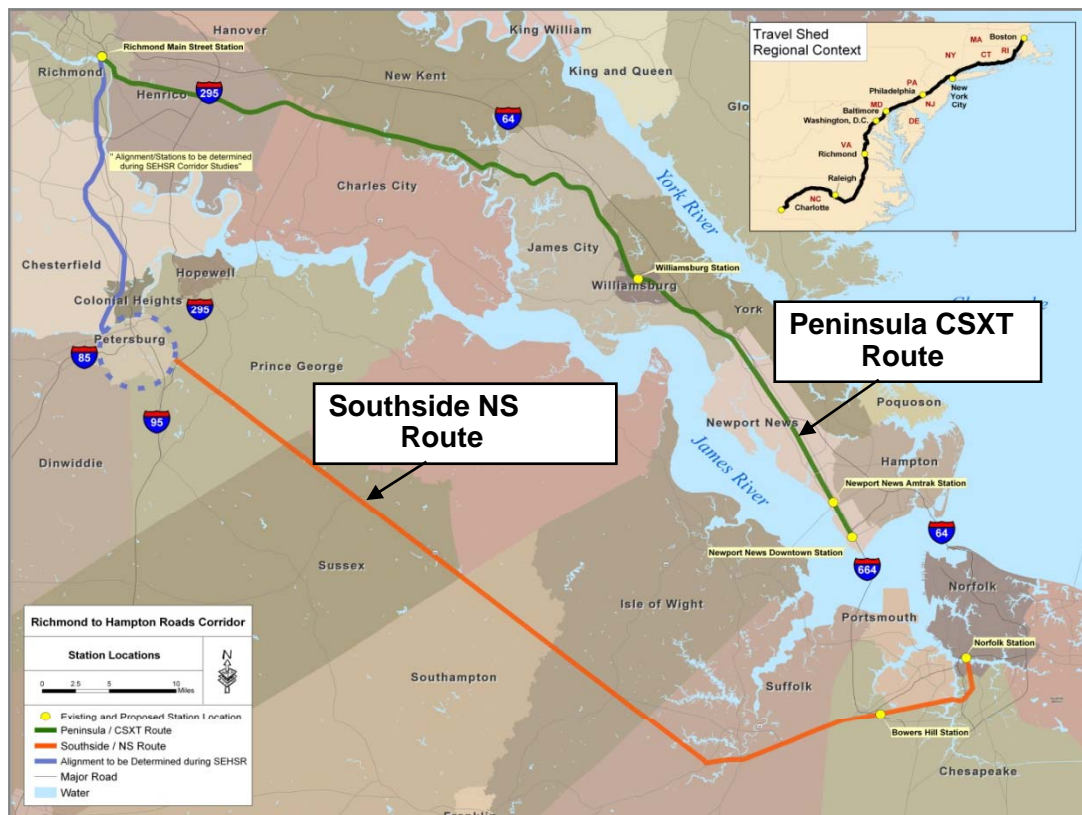
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High Speed Rail Initiatives

Richmond to Hampton Roads Corridor

Richmond/Hampton Roads Passenger Rail Project Tier I EIS – 5 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 Peninsularoute, 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



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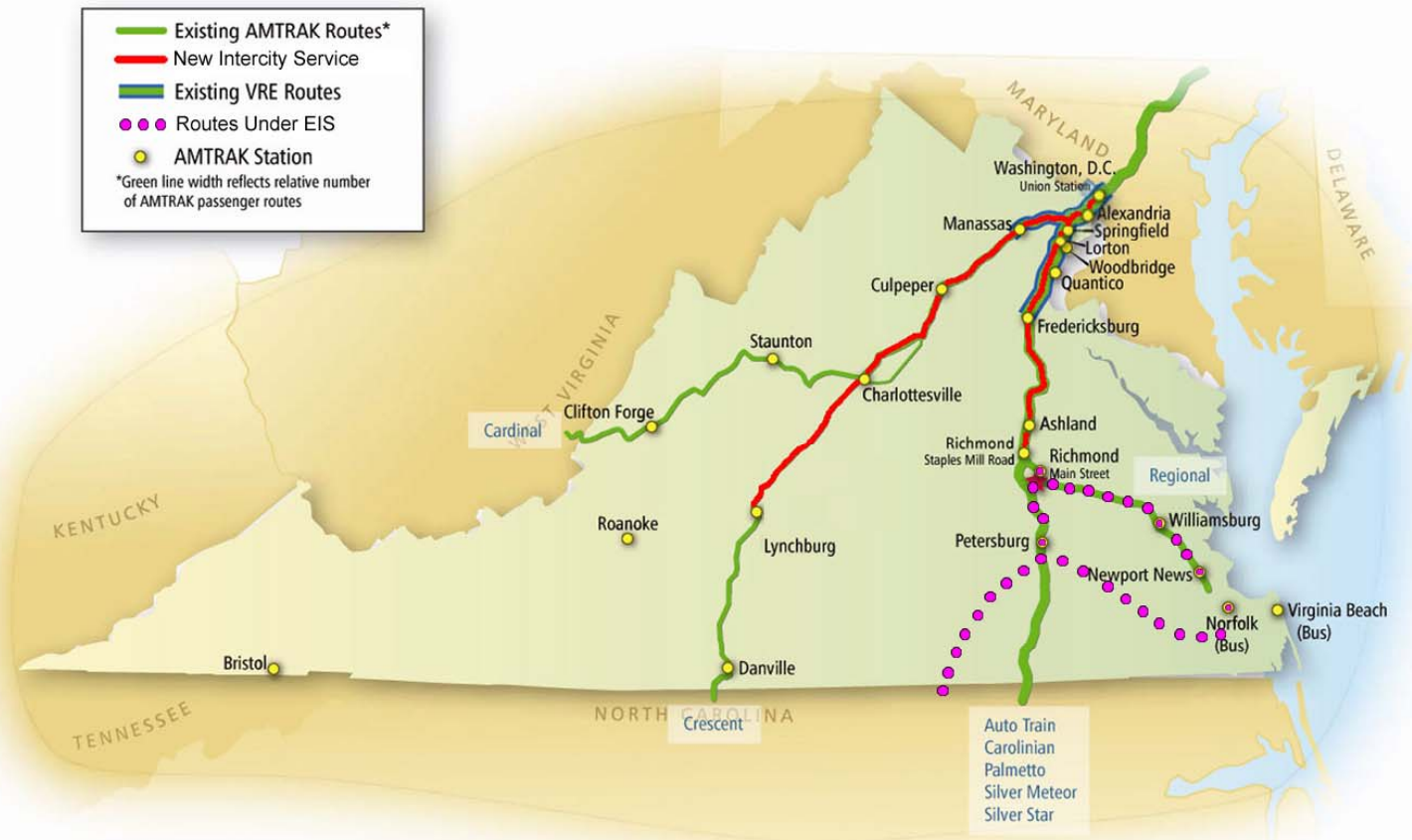
High Speed Rail Initiatives

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

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Top Priority High Speed Rail Projects

Washington, D.C. to Richmond/Petersburg Corridor



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

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

Fredericksburg (FB) to Richmond (GN) ~ \$185M
 3rd Main line sections Fredericksburg to Richmond – 32 miles
 4th 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

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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

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

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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