

Statewide Rail Plan & Current Rail Initiatives

Status Update

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Overview

- ❑ Update to 2004 Statewide Rail Plan
- ❑ Comprised of three individual components
 - Passenger Rail Plan
 - Shortline Railroad Improvement Program
 - Class 1 Railroad Improvement Program
- ❑ Each component will contain a six-year short term action plan and a 25-year long term vision plan

Components

- ❑ Short Term Action Plan
 - Six year implementation strategy to enhance freight and passenger service in strategic rail corridors

- ❑ Long Term Vision Plan
 - 25 year comprehensive plan that builds on the Short Term Action Plan to provide a long term vision for passenger and freight rail in Virginia

Passenger Rail Plan

- ❑ Will address commuter, intercity, higher speed, and high speed passenger rail services

- ❑ Actions Underway
 - Amtrak has provided a Short Term Action Plan Report
 - Long-Term Action Plan is under development
 - DRPT is developing funding strategies and service design guidelines
 - Design and cost estimates will be based upon actual engineering for passenger rail improvements

Shortline RR Improvement Program

- ❑ Evaluate all shortlines and develop a service improvement plan
 - Freight lines improved to a sustainable FRA Class 2 track condition, up to Class 4 for passenger lines, and all bridges in a ‘state of good repair’
 - Bridge loadings and rail weights will be considered in the recommendations

- ❑ Identify potential economic development sites and business opportunities for shortline railroads

Class 1 Rail Improvement Program Freight and Passenger

- ❑ Partner with Norfolk Southern and CSX, to develop a Short Range Action Plan and Long Range Vision for freight and passenger rail
- ❑ Identify funding needs and potential growth areas
- ❑ Propose a policy framework based on:
 - Corridor development
 - Program growth and market share
 - Enhancements that provide both freight and passenger benefits

Statewide Rail Plan Schedule

- ❑ February 2008: began plan development
- ❑ Summer 2008: present draft document to CTB
- ❑ Summer 2008: publish statewide rail plan

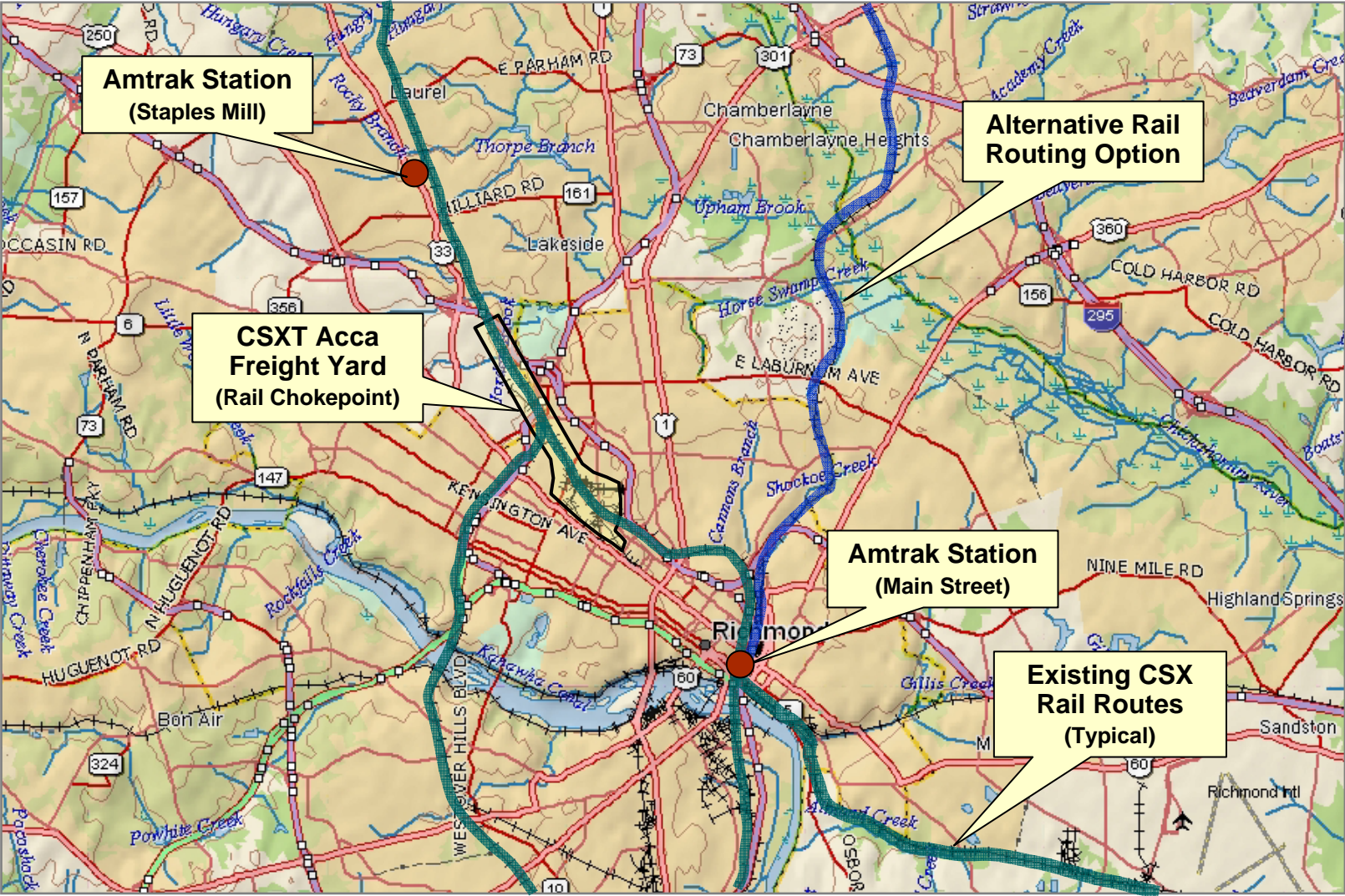
Richmond Area Improvement Passenger Rail Study

Study Description

- ❑ CSX Acca Freight Yard is a major rail choke point
 - Improvements needed for freight and passenger operations
- ❑ Study to examine options to improve the flow of rail traffic through Acca Yard as well as alternative routing options southeast of Richmond and east of the current rail corridor



Study Area



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Newport News Amtrak Station Improvements

- Improvements to existing yard for trains to layover for new passenger rail service



Study Schedule

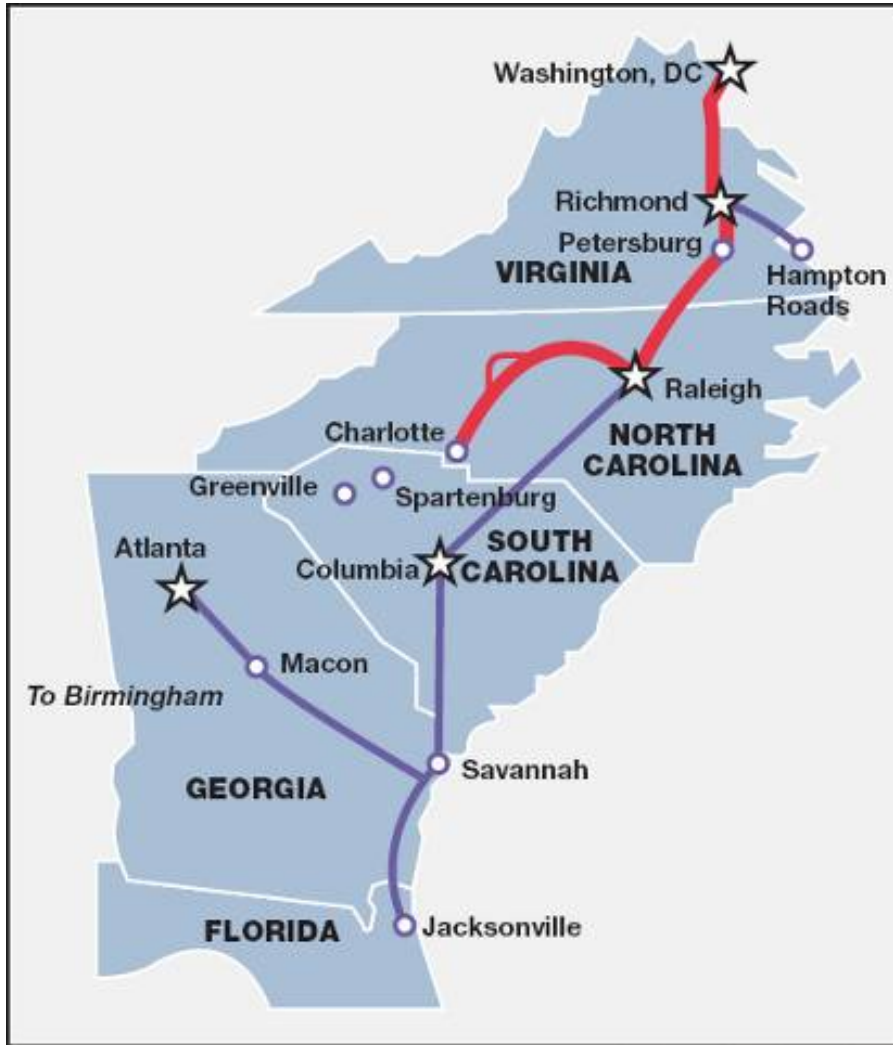
- ❑ February 2008:
 - Began study
 - Establish track geometry
 - 15 percent concept design of rail routes
- ❑ March 2008:
 - NEPA field investigations
 - Newport News re-scoping with CSX
 - CSX review of 15 percent concept design for rail routes
 - Survey and base mapping
 - 15 percent design of full double-track
 - Alternatives analysis of Richmond area improvements
- ❑ April 2008:
 - 15 percent design of Newport News improvements
- ❑ May 2008:
 - Hanover County Multi-modal Center
 - Richmond Main Street Station study
 - 30 percent design of rail routes
- ❑ June 2008:
 - CSX review of 30 percent design of rail routes
 - 30 percent plans and cost estimates finalized

Southeast High Speed Rail Project Update (Raleigh to Richmond)

“Higher” Speed Rail in Virginia

- ❑ Focus on “higher” speed rail
- ❑ High speed rail: 90-110 miles per hour
 - Requires major, costly improvements to operate at this speed
 - Would be difficult to achieve within a reasonable time frame, given the level of funding currently available
- ❑ Many quick, high-impact improvements possible within the existing rail system:
 - Most trains in Virginia operate at 45 miles per hour on average, while the speed limit is 70 miles per hour
 - Need to bring average operating speed closer to 70-79 miles per hour

Southeast High Speed Rail Corridor



- ❑ High-speed rail service to provide a competitive alternative to air and auto travel between Washington, D.C. and Charlotte, N.C.
- ❑ Improvements
 - High-speed train sets
 - Reduced travel time
 - Increased frequency
 - Service expansion

Project Overview

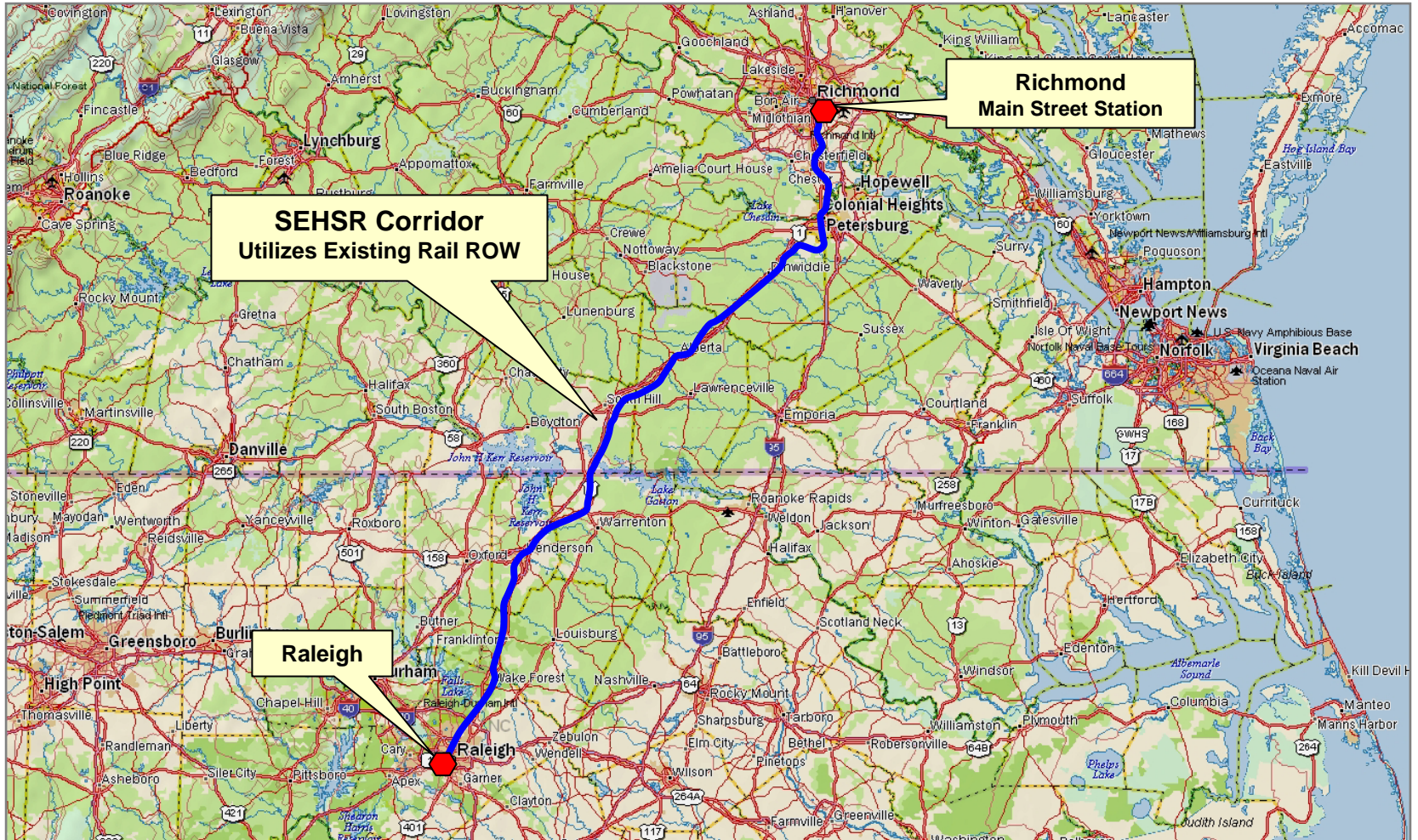
- ❑ Virginia and North Carolina are working together to complete the necessary environmental documentation for the project
- ❑ Current approach is incremental with limited state funds
- ❑ Ability to move forward to build the entire system is dependent on a federal funding program

Primary Outcomes from Tier I Environmental Impact Statement (EIS)

- ❑ Established project purpose and need
 - Provide competitive option
 - Ease growth of congestion
 - Improve safety and energy efficiency
 - Improve transportation while minimizing environmental impacts
- ❑ Conducted modal alternatives analysis
 - Incremental improvements of rail service from conventional to high speed
 - Fossil fuel engines
 - 110 mph max. speed (avg. 85 mph)
- ❑ Established preferred study corridor
 - Petersburg to Raleigh (138 miles)
- ❑ Preferred study corridor utilizes existing and abandoned rail right-of-way

Tier II EIS, Richmond to Raleigh

Richmond to Raleigh (168 miles)



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Tier II EIS, Richmond to Raleigh: Milestones

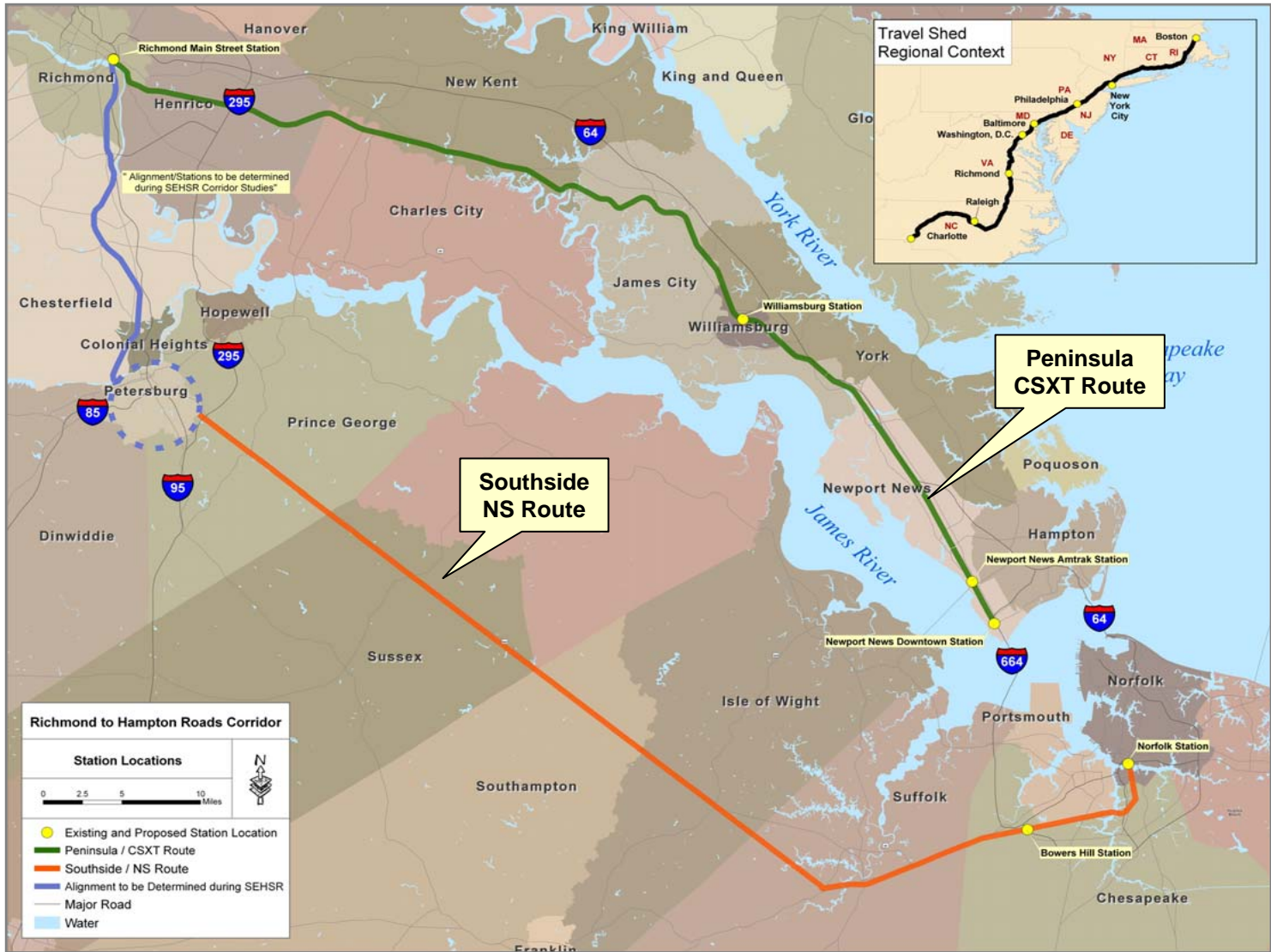
- ❑ May 2003: Notice to proceed
- ❑ June 2003: Agency scoping
- ❑ July/August 2003: Public workshops
- ❑ 2004 to present: Environmental field work, preliminary engineering, and public involvement

Southeast High Speed Rail: Next Steps

- ❑ Contingent on funding and federal approval:
 - 2009: Complete Draft Tier II EIS
 - 2009: Hold Tier II Public Hearings
 - 2010: Complete Final Tier II EIS
 - 2010: Federal Railroad Administration Approval
 - 2010: Design, Right of Way, Construction

Richmond/Hampton Roads Passenger Rail Study

Study Corridors



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Tier I EIS Service Alternatives

- ❑ No Build
 - Existing two routes/day on Peninsula Route at 79 miles per hour
- ❑ Alternative 1
 - Three routes/day on Peninsula Route at 79 miles per hour
 - Six routes/day on Southside Route at 90-110 miles per hour
- ❑ Alternative 2A
 - Six routes/day on Peninsula Route at 90-110 miles per hour
 - Three routes/day on Southside Route at 79 miles per hour
- ❑ Alternative 2B
 - Nine routes/day on Peninsula Route at 90-110 miles per hour

Study Schedule

- ❑ 2004: Federal Railroad Administration Notice of Intent for Draft EIS
- ❑ 2006: Initial Draft EIS submitted to Federal Railroad Administration
- ❑ Winter 2007: Changes in core assumptions and corridor rail activities:
 - DRPT executes supplemental agreement to revise, update and complete Draft EIS
- ❑ Spring 2008: Draft EIS completion
- ❑ Additional funding must be identified to advance this project into the next phase of environmental study
- ❑ No source of funding has been identified to operate service



Virginia Department of Rail and Public Transportation

The Smartest Distance Between Two Points