



High Speed Rail Update

Thelma Drake
Director

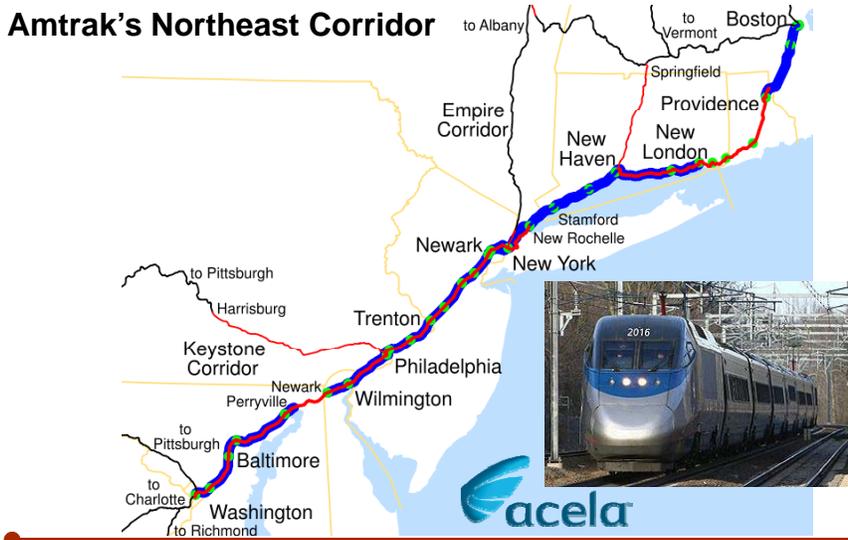
Vision for High Speed Rail in the US

VISION for HIGH-SPEED RAIL in AMERICA



High Speed Rail Today: Northeast Corridor

Amtrak's Northeast Corridor



High Speed Rail Update

February 2010

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, corridor development program

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



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ARRA Application Process Requests Exceed \$8B

- ❑ \$8 billion in ARRA funds is a small portion of the needs identified for passenger rail in the USA
- ❑ \$102 billion in pre-applications, \$57 billion in final applications
- ❑ August 24 - 214 applications, approximately \$7 billion
 - Track 1a (117 apps) - \$4.38B
 - Track 1b (67 apps) - \$2.55B
 - Track 3 (27 apps) - \$37M
 - Track 4 (3 apps) - \$18M
- ❑ October 2 - Track 2 - 45 applications from 24 states totaling approximately \$50 billion



January 28 Award Announcement

- ❑ 13 high speed rail corridors in 31 states:
 - Florida
 - California
 - Chicago-St. Louis-Kansas City
 - Madison-Milwaukee-Chicago
 - Charlotte-Raleigh-Richmond-Washington, DC
 - Eugene-Portland-Seattle
 - Detroit-Chicago
 - Ohio
 - Northeast
- ❑ Regional totals:
 - West: \$2.942 billion
 - Midwest: \$2.5996 billion
 - Southeast: \$1.87 billion (including Virginia)
 - Northeast: \$485 million
 - Other: \$26.65 million



Virginia Award

- ❑ \$75 million for Washington, DC-Richmond Corridor project
 - Virginia's top shovel ready project
 - 11.4 miles of third track between Prince William County and Stafford
 - Alleviates a major bottleneck in this corridor
 - Increases capacity to support the addition of new service
 - Increases operating speeds and reliability of service
- ❑ Creates 281 jobs during each year of construction
- ❑ Reduces auto trips by nearly 146,000 per year
- ❑ DRPT is preparing for the next round of federal funding applications



Additional Federal Funding

- ❑ \$2.5 billion in federal funds is available through the FRA
- ❑ The President's Budget includes an additional \$1 billion each year for five years
- ❑ The next federal transportation funding bill is under development



Next Steps

- ❑ DRPT is awaiting federal guidance on application procedures for the \$2.5 billion in remaining funds, and preparing for new federal funding sources that could be available in the near future
- ❑ Our top priorities continue to be:
 - Washington, DC to Petersburg corridor
 - Richmond to Hampton Roads corridor
- ❑ Washington, DC to Petersburg corridor is ready to advance
- ❑ Richmond to Hampton Roads corridor alternative to be selected by the Commonwealth Transportation Board on February 17
 - Five options under consideration
 - Public hearings completed during week of January 25
 - Overwhelming public support for Alternative 1, which would provide high speed rail service along the Southside route to Norfolk and conventional passenger rail service along the Peninsula to Newport News
- ❑ The support of our General Assembly members and the Congressional delegation will be critical to ensure that Virginia continues to receive federal funding for high speed rail



Virginia Rail Challenges and Opportunities

- ❑ Virginia has no source of funds for intercity passenger rail operations, and no source of funds to match potential federal rail operating funds.
- ❑ Virginia has \$23 million in annual rail capital funds through the Rail Enhancement Fund, but the needs for infrastructure improvements far outpace the available funding.
- ❑ Any federal or state rail capital funds are likely to require a local match, which can be challenging for passenger rail improvements.
- ❑ Virginia is the next logical extension of high speed rail on the East Coast. We connect the Northeast and Southeast High Speed Rail Corridors.
- ❑ Virginia has demonstrated a commitment to intercity passenger rail service with the state investment in new trains in the Lynchburg and Richmond corridors.
- ❑ Virginia has established framework agreements with the host railroads and Amtrak to expand rail service, and we have proven our ability to start new service quickly.
- ❑ As the federal rail program gets underway, Virginia is in a very competitive position to advance high speed rail in key corridors.



Conclusion

- ❑ While Virginia did not receive funding awards for all of our applications, this is the beginning of a sustainable federal rail program.
- ❑ Additional federal funding is available, and new sources may emerge in the next few months.
- ❑ Virginia continues to advance rail improvements in key corridors, and will apply for all sources of federal funds as they become available.
- ❑ Virginia has demonstrated its ability to execute agreements with host railroads and Amtrak to start new service quickly.
- ❑ Ongoing support from our elected officials at the federal, state and local level will be critical to ensuring that Virginia receives federal funds in the future.

February 2010



www.drpt.virginia.gov
drptpr@drpt.virginia.gov
804-786-4440

February 2010

