



AGENDA ITEM #9

TO: Chairman Zimmerman and NVTC Commissioners
FROM: Rick Taube
DATE: June 25, 2009
SUBJECT: Legislative Items

The Legislative Committee of the Virginia Transit Association conducted a conference call on June 23rd. The purpose was to review the 2009 Legislative Agenda and begin to develop a revised agenda for 2010. Also, VTA will craft a unified message for candidates for state office that explains why it is important to support transit and alternative means of commuting (telework, vanpools, ridesharing, etc.).

Attached for your information are several items pertaining to federal legislation, including materials from APTA describing progress in federal surface transportation program reauthorization. Also, an article describes efforts by Representatives Connolly and Moran to earmark funds for extending Metrorail's Orange Line out I-66 to Centreville, the Blue Line to Prince William County and the Yellow Line to Ft. Belvoir and Woodbridge.

Also attached is a summary of the Federal Railroad Administration's Program Guidance for \$8 billion in stimulus funding for high speed intercity rail and other federal rail funding programs. DRPT has prepared an application to meet FRA's "pre-application" deadline of July 10, 2009 and final deadline of August 24, 2009. Several of the projects are located in Northern Virginia and will benefit VRE and its customers. These are listed on page 11 of the attached PowerPoint presentation of DRPT's Director Chip Badger.

Regarding the federal stimulus program (ARRA), Virginia may have an opportunity to apply for more funds if other states are unable to designate sufficient projects to meet the rigid completion deadlines. A conference committee has approved



a provision included in HR 2346 (the supplemental appropriations act for 2009) that will permit up to 10% of ARRA transit funds to be used to support operations.

Finally, as described in the attached APTA Legislative Alert, the House Transportation and Infrastructure Committee has released a \$500 billion authorization proposal including almost \$100 billion for transit and \$50 billion for high speed rail. While the T&I Committee is seeking immediate passage of an authorization bill, the Obama Administration is proposing immediate enactment of an 18-month extension to replenish the Highway Trust Fund, most likely from the General Fund.

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LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



June 18, 2009

U.S. House Transportation & Infrastructure Committee Releases \$500 billion Authorization Proposal - "A Blueprint for Investment and Reform" Includes \$99.8 billion for Transit and \$50 billion for High Speed Rail!

Administration Proposes alternate 18 Month SAFETEAU-LU Extension and Highway Trust Fund Fix-

Congress Approves Supplemental Appropriations Act - FY 2010 Appropriations Legislation Advancing-

Today, the bipartisan leaders of the U.S. House Committee on Transportation & Infrastructure, Chairman James Oberstar (D-MN), Ranking Member John Mica (R-FL), Highway and Transit Subcommittee Chairman Peter DeFazio (D-OR), and Ranking Member John Duncan (R-TN), released their proposal for the next surface transportation authorization bill, to replace SAFETEA-LU. The summary of the proposal, entitled "A Blueprint for Investment and Reform," describes in detail the committees' plans for the subsequent legislation, which will be introduced as the Surface Transportation Authorization Act of 2009 (STAA).

To view the Executive summary, click [here](#).

To view the detailed proposal, click [here](#).

APTA commends the committee for its thoughtful approach to address our nation's transportation needs and is extremely pleased that its proposal incorporates several proposals advanced in APTA's "Recommendations on Federal Public Transportation Law."

As proposed, STAA recommends a \$450 billion investment in surface transportation programs, including \$99.8 billion for public transportation programs administered by the Federal Transit Administration (FTA)— a more than 90 percent increase over SAFETEA-LU levels. The bill recommends an additional \$50 billion to support President Obama's vision for the creation of a High Speed Rail network in the United States.

However, as expected, the proposal does not address where increased revenues will come from to finance the program. This portion of the legislation must be developed by the House Committee on Ways & Means, which is expected to act at a later date.

ACTION ALERT

The Bi-partisan Surface Transportation Authorization Act of 2009, introduced by the leadership of the House Transportation and Infrastructure Committee provides a 90 percent increase in transit funding and makes many other improvements in surface transportation law recommended by APTA. APTA urges you to contact your Members of Congress and urge them to express strong support for the bill. With the Subcommittee on Highways and Transit is expected to mark up the bill on Wednesday, June 24, it is critical that you contact your Representatives immediately to express your support.

- Please contact your Members of Congress by phone or email immediately. Tell them that you strongly support this bill, which dramatically increases investment in public transportation and urge them to support it as well. Ask that they to express their support to Members of the Transportation and Infrastructure Committee this week.

The legislation proposes a significant consolidation of surface transportation programs and introduces performance standards as a key feature of the federal program. Additional goals of STAA include bringing transportation assets to a "state-of-good repair," improving project delivery, increasing safety, reducing traffic congestion, reducing green house gas emissions and improving air quality. The committee also proposes creating a National Infrastructure Bank to fund large-scale transportation projects, as well as the creation of two multi-modal programs that aim to reduce congestion in major metropolitan areas and fund projects of national significance.

Funding Proposals

According to the committee's blueprint, of the \$450 billion proposed for surface transportation programs, \$337.4 billion is proposed for the highway program, \$99.8 billion is proposed for public transportation, and \$12.6 billion is proposed for highway and motor carrier safety. It is important to note that STAA also proposes to fund two multi-modal programs (\$50 billion for a "Metropolitan Mobility and Access Program and \$25 billion for "Projects of National Significance") from the same \$450 billion pot. At this time, the proposal does not indicate from which programs STAA will draw funds to finance these two programs. Therefore, the actual level of funding dedicated to each mode will vary based on the amount of funds that will be drawn for the multi-modal accounts, and eventually how much goes back into the programs once the funds are distributed.

As for the highway and transit programs, details were not made available regarding the distribution of funds among the various programs. For highway programs, despite consolidation efforts, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) remain largely intact as states and local governments will continue to be able to flex these funds for transit projects at the local level. Changes, however, are proposed to increase sub-allocations to local governments from these accounts, giving local governments a larger stake in the project decision-making process, which could lead to more funds for transit projects.

For the transit program, STAA proposes to increase the ratio of federal funds that come from the Mass Transit Account of the Highway Trust Fund (HTF). Under SAFETEA-LU, approximately 17 percent of the federal transit program was funded from the General Fund, with the remainder coming from the HTF. Under STAA, the General Fund share would drop to 12.3 percent (\$12.2 billion). This is could be good news for transit, as a smaller portion of funding would be subjected to funding reductions within the annual appropriations process.

Transit Program Structure

The blueprint also indicates that STAA will propose a significant consolidation of transit programs, distributing

funds under six major program headings. This is consistent with the overall theme of simplifying the federal program to create efficiency to help speed project delivery and to introduce performance measures. Elements of all of the previous programs, including eligible activities, can be found under the new headings. The new programs are:

1) New Starts and Small Starts Program

STAA proposes a greatly simplified New Starts and Small Starts program that will speed project delivery by “eliminating a variety of programmatic steps and requiring program reforms.” In addition, the proposal aims to “equalize the treatment of proposed transit projects and elevate the importance of the benefits that will occur in the community once the project is built.” STAA will prohibit the use of the FTA’s current cost-effectiveness index” (CEI), and replace it with a ratings process that comparably weighs economic development, energy savings, increased mobility and congestion relief.

2) Fixed Guideway Modernization Program

STAA proposes to simplify the existing fixed-guideway modernization program by eliminating the complex 7-tiered fund distribution formula and replaces it with a single formula based on documented maintenance needs. Communities with a population of fewer than 200,000 will be eligible to participate in the program and recipients will be held accountable for complying with performance measures that emphasize maintaining a “state-of-good repair” for assets.

3) Urban and Rural Formula Programs

STAA largely maintains the current urbanized area and rural area formula programs, but institutes new performance measures that hold recipients accountable for meeting certain performance targets, such as improved conditions of transit systems, replacement of aged and rolling stock, increased ridership, etc. For small urban areas and rural areas, the funding formula will be modified to award increased funding to areas that provide more transit services.

4) Coordinated Access and Mobility Program (CAMP)

The new proposal would combine the Job Access and Reverse Commute, New Freedom Initiative and Elderly and Disabled Program, into a single initiative in a manner that closely mirrors APTA’s proposal for the programs. The new consolidated program would distribute funds via a formula that takes into account low-income, elderly and disabled populations. The CAMP program would distribute 60 percent of funds to designated recipients in large UZAs, 20 percent to small UZAs and 20 percent to rural areas, under a single application. Any of the activities under the three previous programs would be eligible for funding under the new program. The CAMP program would institute performance measures to ensure that the needs of each target population are being met, and then set minimum allocations for targeted activities if these measures are not complied with.

5) Intermodal and Energy Efficient Transit Facilities Program

STAA creates a new program that would combine elements of the Intermodal Facilities Program under SAFETEA-LU and the Transit Investments for Greenhouse Gas and Energy Reduction Grants (TIGGER) program created under American Recovery and Reinvestment Act (ARRA) earlier this year. Discretionary grants under this program will be made available to transit agencies to build intermodal facilities that connect two or more transportation modes, or facilities that reduce greenhouse gas emissions.

6) Transit in the Parks Program

STAA will propose to streamline and increase funding amounts for the Transit in the Parks program, which provides grants to increase transit and reduce congestion in and around national parks.

Planning Provisions

STAA proposes linking the transportation planning process with national goals to reduce greenhouse gas emissions. The U.S. Environmental Protection Agency (EPA) would establish national emission reduction

goals for surface transportation in consultation with the U.S. Department of Transportation. States and metropolitan regions would then be required to develop their own emission reduction targets that support the EPA-established national goal. Most importantly, state and metropolitan regions would also be required to incorporate strategies to meet their emission reduction targets within their transportation plans. Given the significant emission reductions from transit services, public transportation projects would be a key element of state and regional strategies to reduce emissions, but the extent to which state and local planning and funding decisions would be affected cannot be determined until further details of STAA's proposed climate requirements are known.

Other Programs

Although not mentioned in the blueprint document, committee staff has indicated that STAA will contain other programs or provisions of interest to APTA.

First, although the Bus and Bus Facilities program is eliminated in its current form, committee staff have indicated it will address the replacement of rolling stock through the Urban Area Formula Program, and that funding for at least some facilities will be made available through the Intermodal and Energy Efficient Transit Facilities Program. Second, committee staff has also indicated the final product could include some sort of discretionary bus program.

Furthermore, committee staff has indicated that STAA will include a section that addresses workforce development issues, containing elements of the H.R. 2497, the Transportation Job Corps Act of 2009, sponsored by Representative Jerrold Nadler (D-NY) and endorsed by APTA. H.R. 2497 authorizes several different grant programs and establishes a National Workforce Development Counsel, along with Regional Workforce Development boards, to address workforce development issues in the industry. The legislation is also expected to contain a title continuing research programs within the FTA.

Finally, STAA will contain a provision to provide new operating assistance to transit systems by making a portion of formula funds available for operating purposes. Eligibility would be tied to incentives to ensure state and local operating funds are maintained and/or increased.

More detailed information will be provided for these programs as it becomes available.

High Speed Rail

STAA proposes making \$50 billion in General Fund revenues available to support the development of a high speed rail network in the United States. These funds will be available for planning activities and construction in federally designated high speed rail corridors, as well as for a research program on high speed rail technologies. High speed rail will also be eligible for funding through the National Infrastructure Bank.

Legislation Schedule/Outlook

The Transportation & Infrastructure Committee has indicated that it intends to formally introduce the STAA legislation within the next few days and has tentatively scheduled a mark-up for the bill in the Highways and Transit Subcommittee for Wednesday, June 24. Chairman Oberstar has indicated that he intends to consider the legislation in full committee in July. However, his ability to move the bill forward in the House will depend on the Ways & Means Committee's timing on the development of a financing title. Further complicating matters, the Obama Administration has proposed an 18-month extension of the current surface transportation authorization legislation (see below.)

Administration Proposes an Immediate Reauthorization Extension

As the Transportation & Infrastructure Committee works to move forward with its legislative proposal, yesterday, the White House made a major announcement regarding its own proposal for the transportation authorization bill. According to the Congressional Budget Office (CBO), the Highway Trust Fund will become insolvent prior to the end of Fiscal Year 2009. Latest reports, however, indicate insolvency could occur as early as August. To prevent the looming shortfall, Transportation Secretary Ray LaHood announced on Wednesday the Administration's proposal to enact an immediate 18-month highway reauthorization extension that would extend current programs and replenish the Highway Trust Fund. Repeating the Administration's opposition to a gas tax increase during a recession, it is expected the shortfall fix will again come from the General Fund.

The Administration has also gone a step further, proposing several substantive policy reforms to accompany the extension, such as including cost-benefit analysis when deciding which projects to fund, providing greater investment in metropolitan areas, and fostering the idea of livable communities.

In a meeting with House Transportation & Infrastructure Committee Chairman Jim Oberstar, Secretary LaHood outlined the Administration's proposal and urged Congress to act swiftly to prevent states from running the risk of losing access to these critical funds when Congress recesses in August.

Congressional reaction to the proposed extension was mixed, with the House and Senate offering vastly different reactions. House Transportation & Infrastructure Committee Chairman Oberstar has stated he is adamantly opposed to an extension in any form. Senate Environment & Public Works Chairman Barbara Boxer, however, expressed support for an extension, indicating it would provide more time to craft a comprehensive bill that provides "stable and reliable" sources of funding. Further details on the Administration's proposal are pending.

Proposal to Provide Transit Operating Assistance Approved by Congress

On Friday, June 12, House-Senate conferees filed the Conference Report to accompany H.R. 2346, the Supplemental Appropriations Act of 2009. Included in the Supplemental spending bill is a provision that would allow transit agencies to use up to 10 percent of their American Recovery and Reinvestment Act (ARRA) funds to cover operating costs of "equipment and facilities for use in public transportation." The provision would also allow agencies to amend previously submitted applications in order to redirect ARRA funds toward operating purposes. This provision was added in the Senate-passed version of the legislation by Senate Banking Committee Chairman Chris Dodd (D-CT), with strong support from Senate Transportation, Housing and Urban Development, and Related Agencies Appropriations Subcommittee Chairman Patty Murray (D-WA). It ultimately was retained in the conference agreement.

Earlier this week, the House passed the Conference Report by a vote of 226 to 202. Late this afternoon, the Senate completed consideration of the Conference report, passing it by a vote of 91-5. It now heads to the President, who is expected to sign the measure into law shortly.

House and Senate Appropriations Committees Reduce Transit Security Funding

Appropriations Committees in both the House and Senate have acted on the Fiscal Year 2010 Department of Homeland Security (DHS) and Related Agencies Appropriations bill. The House Appropriations Committee last week approved a bill that significantly reduces funding for transit security grants. As reported out of the committee, the bill provides \$250 million for Rail and Transit Security Grant Programs. This amount is \$150 million below the FY2009 appropriated level (excluding the ARRA funding of \$150 million for the program), and well below the \$900 million authorized by the 9/11 Commission Act. The committee report cites ARRA funds and their late grant guidance as the rationale for the FY2010 funding level. Most aspects of the committee report pertaining to public transportation security matters do appear supportive and generally positive.

The Senate initiated its consideration of the FY2010 DHS Appropriations bill on Wednesday of this week and

was scheduled to complete the bill in full committee today, Thursday, June 18. The Senate Homeland Security Appropriations Subcommittee bill provided \$356 million for Rail and Transit Security Grants, also below the FY2009 appropriation, but above the House Committee level.

Both the House and Senate are scheduled to consider the Homeland Security spending bill on their respective floors next week, ahead of the Independence Day recess.



American Public Transportation Association

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Federal Railroad Administration
High-Speed Intercity Passenger Rail Program
Interim Program Guidance Overview
June 17, 2009

Summary of Guidance

- Pursuant to the American Recovery and Reinvestment Act of 2009 (ARRA), the Department is publishing its program guidance and call for applications for its high-speed rail grant program. This publication represents a major milestone in implementing President Obama's "Vision for High-Speed Rail in America" as outlined in the strategic plan published on April 16, also in compliance with ARRA deadlines.
- This notice details the application requirements and procedures to guide eligible applicants in seeking funding for high-speed and intercity passenger rail authorized by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and appropriated under ARRA and the Department of Transportation Appropriations Acts of 2009 and 2008.
- Consistent with the strategic plan, this guidance builds upon steps taken by Congress to lay the foundation for establishing a long-term program to plan and build a national network of interconnected passenger rail corridors. It also builds upon an unprecedented outreach to stakeholders during which nearly 1,200 individuals attended seven workshops held nationwide, or submitted written comments.
- The Federal Railroad Administration (FRA) is soliciting public comment on the interim guidance which may be filed at www.regulations.gov (Docket Number FRA-2009-0045). While this program is not part of a formal rulemaking, FRA will consider all comments received by July 10, 2009, and will publish any resulting clarifications or revisions to the guidance in the *Federal Register* and on FRA's website (www.fra.dot.gov).
- The guidance establishes multiple funding paths (or tracks) to suit and accommodate projects at various stages of development, while attempting to simplify the myriad statutory and administrative requirements to enable applicants to find the appropriate track of funding for their proposal.
- FRA is working on a highly accelerated timetable to implement the High-Speed Intercity Passenger Rail Program (HSIPR). In order to expedite review of applications and grant awards, the guidance sets forth several important deadlines:
 - Public comments and Pre-applications are due by **July 10, 2009** (FRA encourages earlier submission of pre-applications);
 - Applications for Funding Tracks 1, 3 and 4 are due **August 24, 2009**
 - Applications for Funding Track 2 are due by **October 2, 2009**

Pre-Applications and Application Process

- FRA is creating a new pre-application process that will permit applicants to receive constructive and timely feedback about the most appropriate program tracks for a particular proposal.
- Applications will be evaluated, scored and selected based upon a wide range of criteria and critical success factors. Preference will be given to projects and programs that:
 - Improve transportation mobility, options, service, convenience, safety and efficiency;
 - Promote economic recovery and development, particularly in economically-distressed regions and communities through job creation and revitalization of industrial manufacturing capacity;
 - Yield other public benefits and return on investment, including improved energy efficiency and independence, environmental quality, and livable communities;
 - Ensure project success through effective project management, financial planning, and sustainable regional cooperation and partnerships;
 - Achieve balance among and between different types of projects, geographic regions, technological innovations, and timeliness of project completion;
 - Effectively leverage local, state, private sector and railroad resources and investments;

Funding Tracks

In order to address the wide range of potential applicant goals and the varying stages of project development within statutory and program constraints, there are four funding “tracks” through which applications may be submitted.

Track 1 – Projects

This track is intended to satisfy the economic recovery goals of ARRA through construction of “ready-to-go” intercity passenger rail projects. Eligible projects include acquiring, constructing, improving, or inspecting equipment, track and structures, or a facility; expenses incidental to the acquisition or construction of them (including designing, engineering, location surveying, mapping, environmental studies, and acquiring rights-of-way); payment for capital cost of rail trackage rights; highway-rail grade crossing safety improvements; mitigating environmental impacts; communication and signalization improvements; acquiring, constructing, relocating, and rehabilitating replacement housing; and rehabilitating, remanufacturing, or overhauling rail rolling stock. Environmental and preliminary engineering activities for these projects are generally complete.

Track 2 – Service Development Programs

This track is intended to develop new high-speed and intercity passenger services, including substantial upgrades to existing services. Projects do not need to be ready-to-go and the Federal Government may commit to fund the entire program through a

Letter of Intent (LOI), and obligate funds through cooperative agreements that establish deadlines for completion of environmental, engineering, design and other work. Eligible projects are essentially the same as those listed in Track 1.

Track 3 – Service Planning Activities

Funded under the FY 2009 and FY 2008 DOT Appropriations Acts, this track is aimed at helping establish a pipeline of future projects and service development programs by aiding applicants advance planning activities for future implementation, requiring a 50 percent non-Federal match.

Track 4 – Appropriations-Funded Projects

This track provides an alternative for state applicants offering at least a 50 percent non-Federal share of financing through simplified grant agreement terms, and up to five years to complete projects. Eligible projects must be specifically included in a State applicant's Statewide Transportation Improvement Plan (STIP) and are similar to those under Tracks 1 and 2.

Eligibility

- Eligible applicants include: states (including the District of Columbia), groups of states, interstate compacts, and public agencies established by one or more states who may apply for capital improvements grant funding that benefits all types of intercity passenger rail, including high-speed service. Amtrak is eligible to apply as an entity or in partnership with one or more state through cooperative agreements.
- FRA will not allocate funding among the three PRIIA programs in advance of receiving applications, and the Secretary of Transportation may exercise discretion over the mix of funding among them. FRA anticipates making multiple awards under each of the four tracks, and potentially through a subsequent round of solicitations after 2009.

Evaluating Applications

- Proposed projects or programs will be evaluated through a rigorous analysis of benefits and costs, and based on an applicant's fulfillment of stated objectives. Among the factors to be considered in assigning a rating are:
 - improvements to intercity passenger service, as evidenced by increased ridership (measured in passenger-miles), increased on-time performance (measured in reductions in delays), reduced trip time, additional service frequency to meet anticipated or existing demand;
 - cross-modal benefits, including positive impacts on air or highway traffic congestion, capacity, or safety;
 - intermodal integration through provision of direct, efficient transfers among intercity transportation and local transit networks at train stations, including connections at airports, bus terminals, subway stations, ferry ports, and other connectors;

- promoting standardized equipment (or rolling stock), signaling, communications and power; and improving the overall state of repair and physical plant for intercity lines;
 - improved freight or commuter rail operations, in relation to cost-sharing and equitable financial participation in the project's financing by freight and commuter rail carriers commensurate with the benefit expected to their operations;
- Before final award selections are made, applications will be reviewed to ensure consistency and with respect to achieving overarching national transportation priorities.
- FRA will publicly announce selected projects and funding levels. For projects that are not selected, FRA will notify the applicant and provide suggestions and guidance on revising applications for any subsequent resubmission rounds.

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WASHINGTON BUSINESS JOURNAL

Friday, June 5, 2009 | Modified: Monday, June 8, 2009, 3:24pm EDT

Gerry Connolly, Jim Moran push rail extension in transportation bill

Washington Business Journal - by Sarah Krouse Staff Reporter

Two Northern Virginia congressmen want a bill to extend Metro attached to federal transportation legislation being drafted.

Reps. Gerry Connolly and Jim Moran, both Democrats, want Congress to earmark funds for a feasibility study and preliminary engineering for major extensions of the Orange, Blue and Yellow lines. They estimate the study would cost about \$20 million.

"The point of my bill is to jump-start the discussion about extending these lines," said Connolly, a former Fairfax County Board of Supervisors chairman. "By the time it's completed in 2013, the rail to Dulles will have taken 51 years from the first discussion to the first passenger. I don't want another 51 years before there are more extensions."

Under Connolly's plan, the Orange Line, which now ends in Vienna, would continue along Interstate 66 to Centreville. The Blue Line would extend from Franconia-Springfield along I-95 to Prince William County. And the Yellow Line, which ends at Huntington, would go to Fort Belvoir and Woodbridge. The Purple Line, still in the planning stages, would cross Montgomery County and move around the Beltway.

Connolly, who introduced his bill in March, is working with Moran to persuade other members of Congress to include their earmark in the transportation reauthorization bill, the massive federal transportation law reauthorized every five years.

Rep. James Oberstar, D-Minn., chairman of the House Transportation and Infrastructure Committee, is expected to unveil his blueprint for the bill June 9. The current transportation law expires Sept. 30.

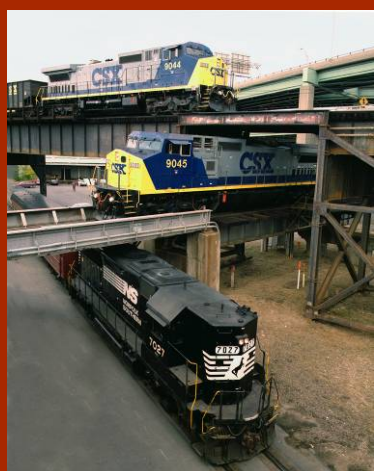
A major obstacle for Metro extensions is the drawn-out approval process for transit developments, Connolly said. "For transit projects, you have to spend a decade working with the federal government to get approval for environmental standards, feasibility studies and cost effectiveness."

He also noted a sharp drop in federal funding.

"The federal government paid for 80 percent of the original Metro system," Connolly said. "In Dulles, we'll be lucky if 16 percent of the money comes from the federal government. Rail is never going to get cheaper and it's carbon neutral, whereas building another road will only add to emissions, so why not encourage more mass transit?"

Extending Metro would also clear the roads for people not headed into D.C., said Shiva Pant, chief of staff for the Washington Metropolitan Area Transit Authority, which runs Metro.

"Even if you are transit rider in west Fairfax, you still drive or take a bus to the Fairfax station to get to a train," Pant said. "With the extension, you could get on a train farther west and remove some drivers from the road so that there is better capacity for folks not headed in and out of D.C."



High Speed Rail in Virginia

**Chip Badger
DRPT Director**

Commonwealth Transportation Board

June 17, 2009

Vision for High Speed Rail in the US

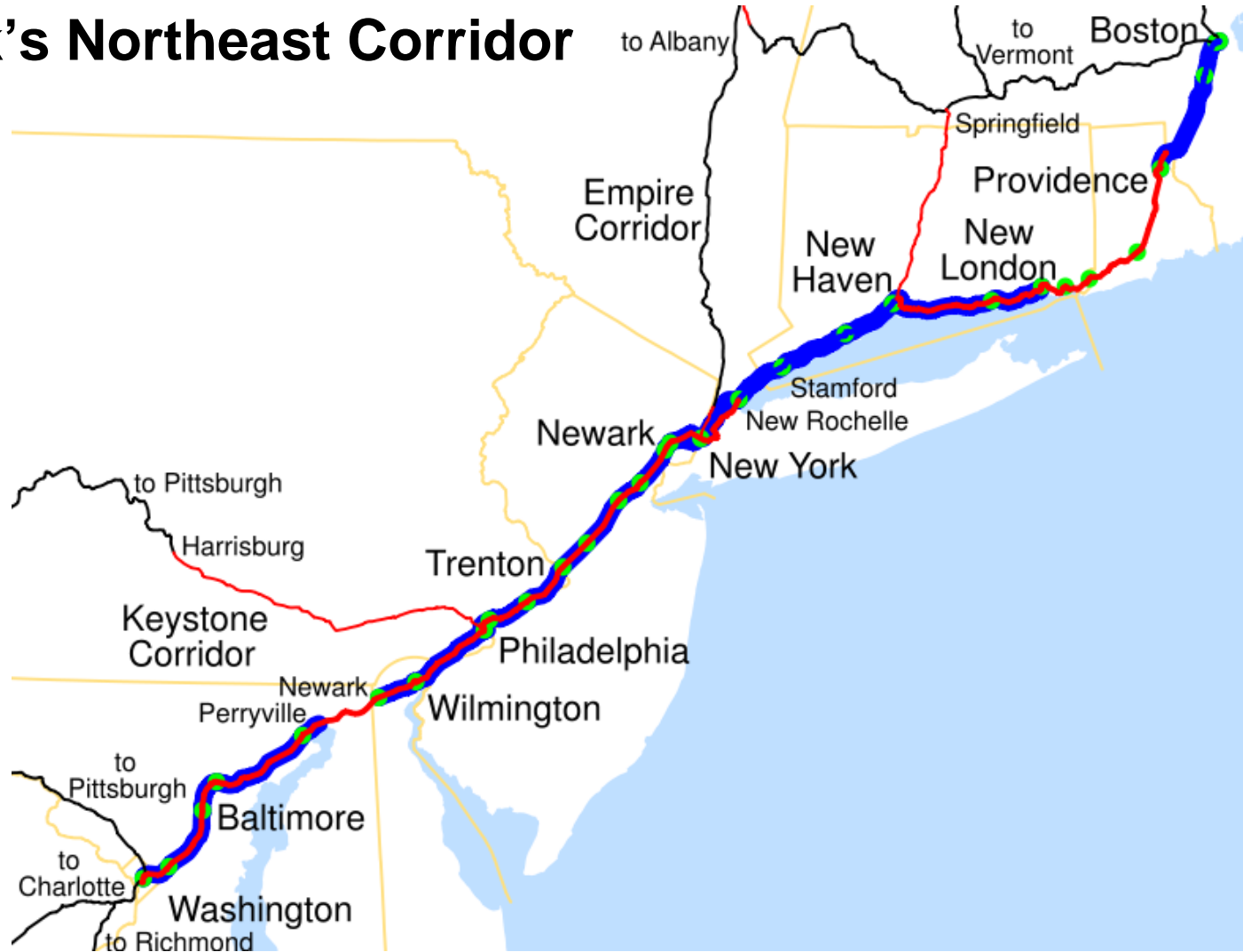


High Speed Rail Today: Northeast Corridor



High Speed Rail Today: Northeast Corridor

Amtrak's Northeast Corridor

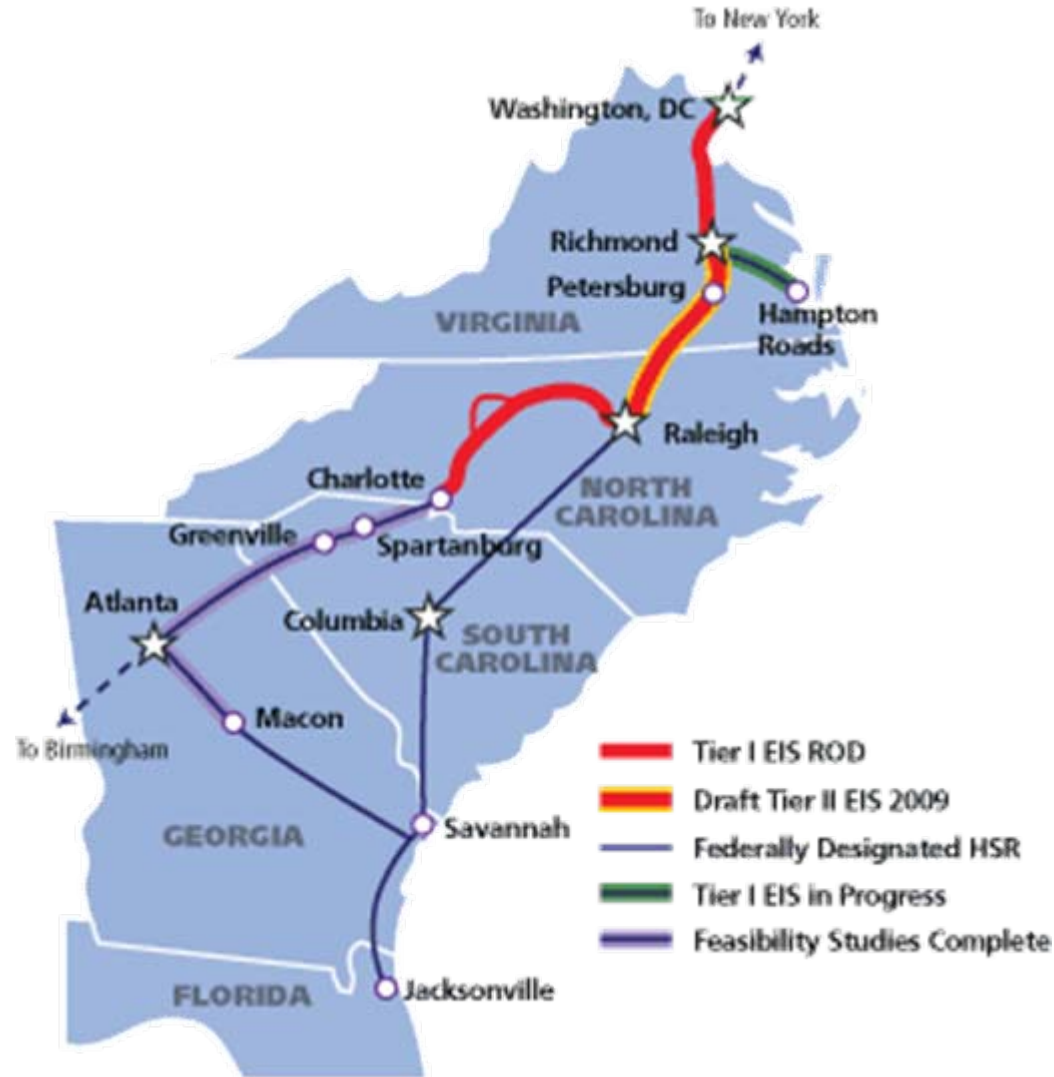


New Passenger Rail Service in Virginia



- Both new services are extensions of Northeast Corridor service

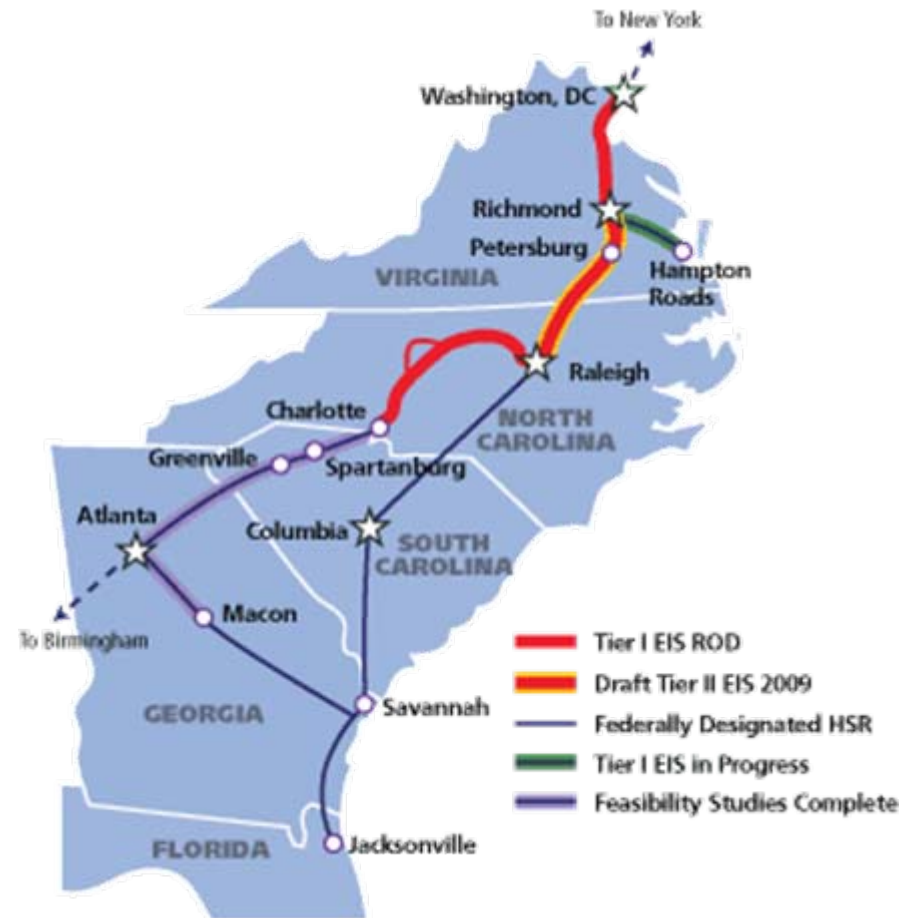
Southeast High Speed Rail Corridor



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

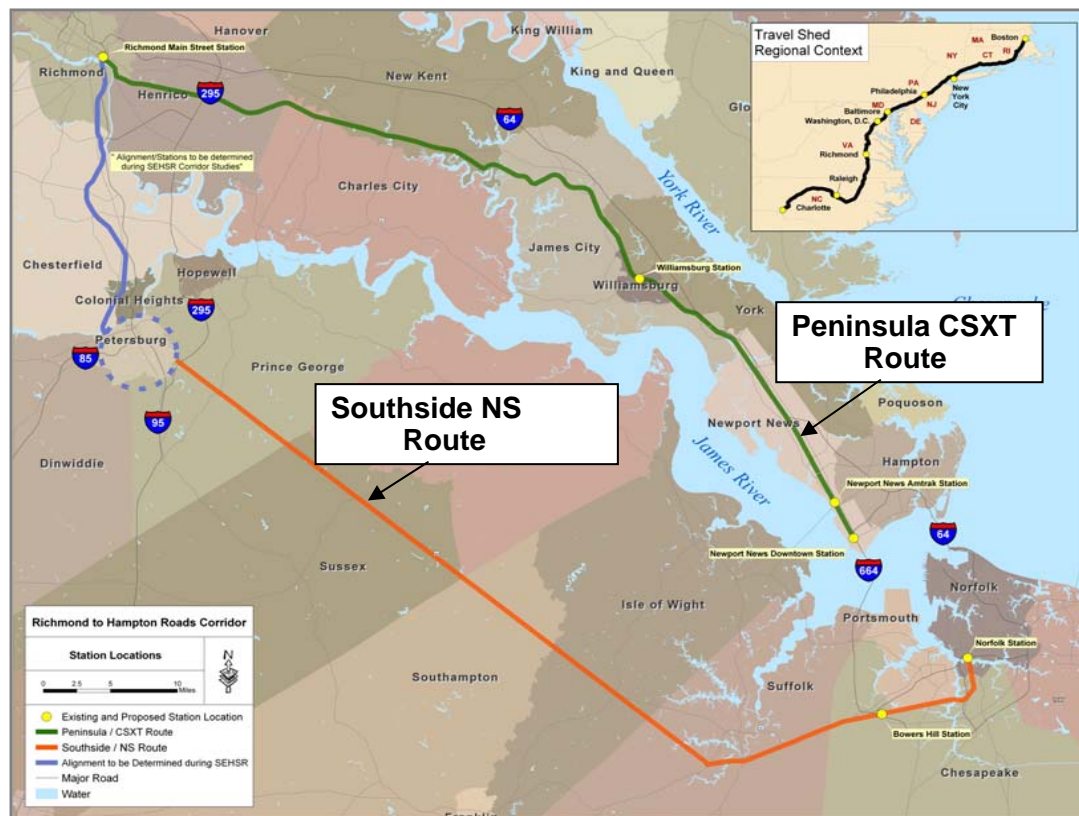


High Speed Rail Initiatives

Richmond to Hampton Roads Corridor

Richmond/Hampton Roads Passenger Rail Project Tier I EIS – five 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 Peninsula route, 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



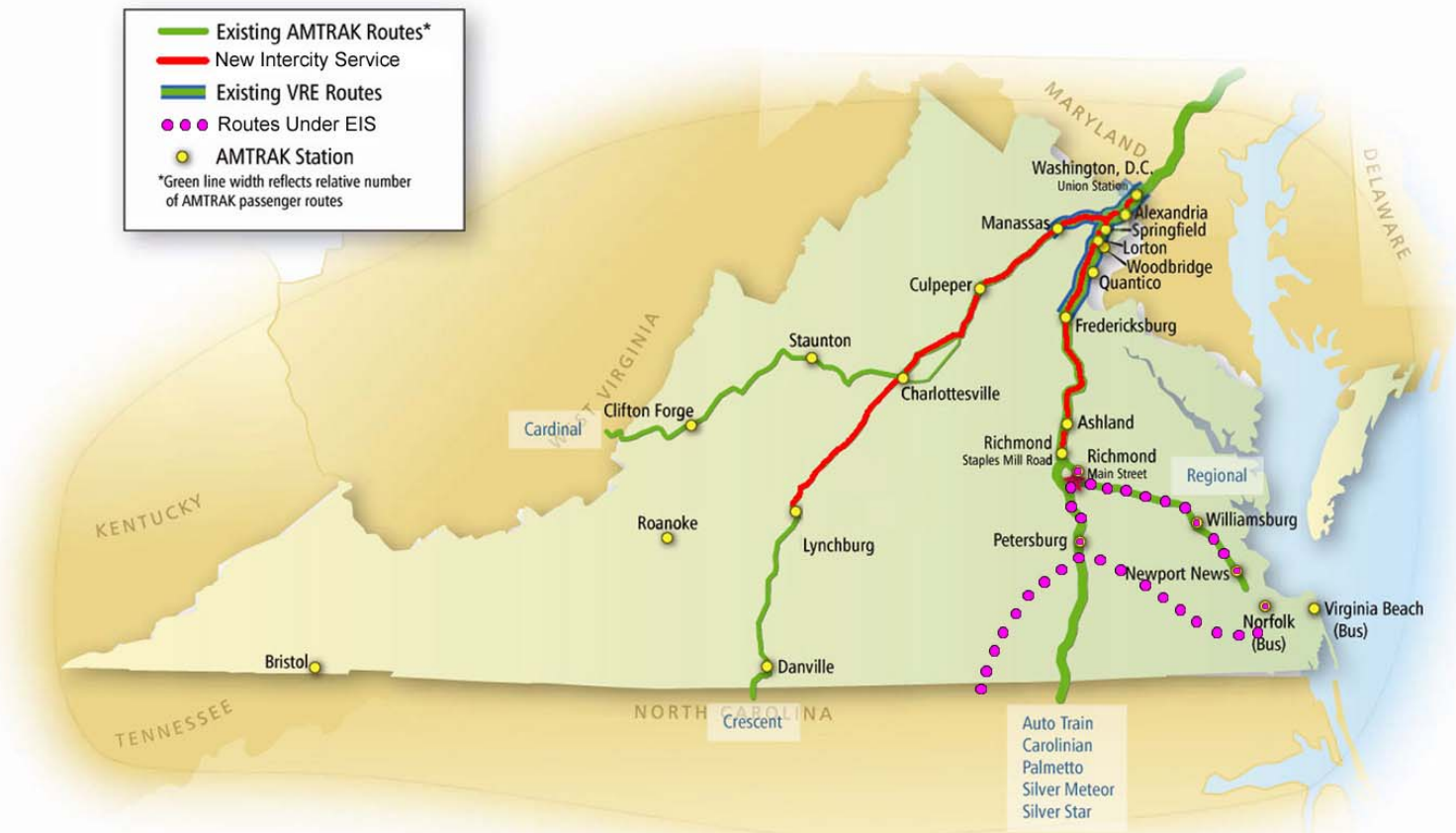
High Speed Rail Initiatives

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

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

June 17, 2009

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

President's FY10 Budget

February 2009



- ❑ \$73.3 Billion for transportation
- ❑ \$2.7 Billion Federal Railroad Administration (FRA) budget
- ❑ \$1 Billion per year for five years for high speed rail initiatives
- ❑ Identified development of high speed rail as a key priority

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

Federal High Speed Rail Strategic Plan: ARRA Funding Key Dates



- ❑ **June 17:** Guidance to be issued on high speed and intercity rail grant terms
- ❑ **Early August:** Applications due for FRA stimulus funding for “ready to go” rail projects, project selection – 45 days
- ❑ **End of September:** Applications due for FRA stimulus funding for rail corridor development projects, project selection – December
- ❑ **Sept. 30, 2012:** Any unobligated high speed and intercity rail funds revert to US Treasury

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



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