

# **SEHSR RAPS Tier II EIS**

## **Overview**

May 2014

# Meeting Objectives

- Provide Southeast High Speed Rail (SEHSR) background and current status
- Provide Richmond area to Potomac River Segment (RAPS) Environmental Impact Statement (EIS) overview
- Review project timeline and next steps

# Project Team

## Department of Rail and Public Transportation

*600 East Main Street, Suite 2102, Richmond, VA 23219*

Name	Role	Phone	Email
Jennifer Mitchell	Director	804.371.4866	<a href="mailto:jennifer.mitchell@drpt.virginia.gov">jennifer.mitchell@drpt.virginia.gov</a>
Kevin Page	COO	804.786.3936	<a href="mailto:kevin.page@drpt.virginia.gov">kevin.page@drpt.virginia.gov</a>
Amy Inman	Planning & Mobility Programs Administrator	804.225.3207	<a href="mailto:amy.inman@drpt.virginia.gov">amy.inman@drpt.virginia.gov</a>
Emily Stock	Project Manager	804.786.1052	<a href="mailto:emily.stock@drpt.virginia.gov">emily.stock@drpt.virginia.gov</a>
Michael Todd	Deputy Project Manager, Planning	804.786.3434	<a href="mailto:michael.todd@drpt.virginia.gov">michael.todd@drpt.virginia.gov</a>
Jacob Craig	Deputy Project Manager, Engineering	804.225.3943	<a href="mailto:jacob.craig@drpt.virginia.gov">jacob.craig@drpt.virginia.gov</a>

# Background

**Southeast High Speed Rail (SEHSR)** is part of a plan by USDOT and the states to develop a nationwide high speed rail network as one component of a nationwide intermodal transportation network. The purpose of the project is to offer a competitive transportation mode that will divert travelers from air and auto travel within the SEHSR corridor.

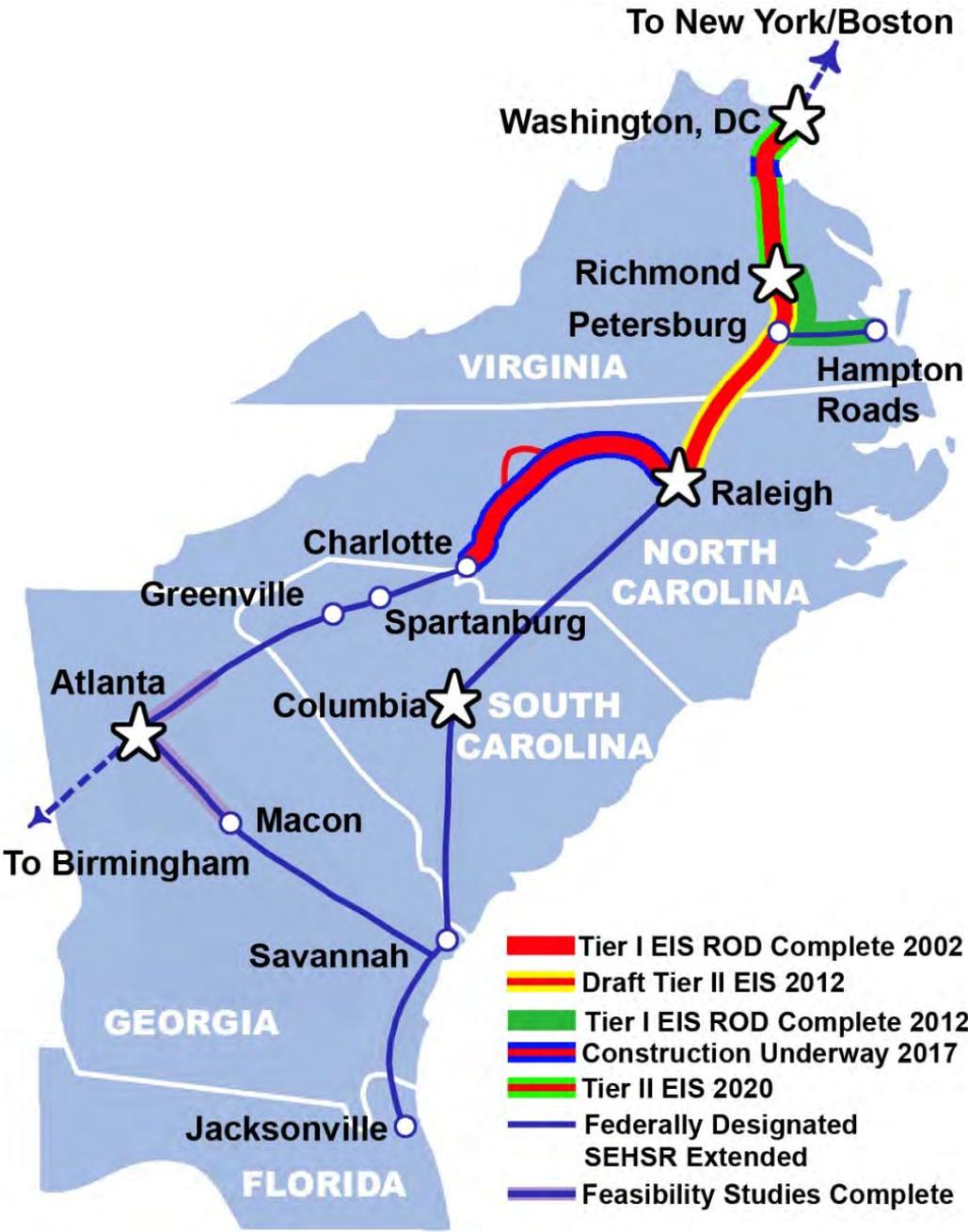
- **1991** - National high speed rail corridors included in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).
- **1992** - USDOT designated SEHSR from Washington, D.C. to Charlotte, NC as one of 5 original national high speed rail corridors. The designation allowed for federal funds to be spent on improvements.
- **1999** - NOI to prepare Tier I Environmental Impact Statement (EIS) for SEHSR between Washington, D.C. and Charlotte, NC.
- **2001** - Tier I Draft EIS (DEIS) distributed; comment period included 18 public hearings.
- **2002** - Final EIS (FEIS) published in Federal Register.
- **2002** - Tier I Record of Decision (ROD) published.\*\*

\*\* Tier 1 ROD instituted an **incremental development approach** for the corridor that minimizes impacts by using existing rail infrastructure, corridor and railroad right-of-way, and reduces expected initial capital investment.

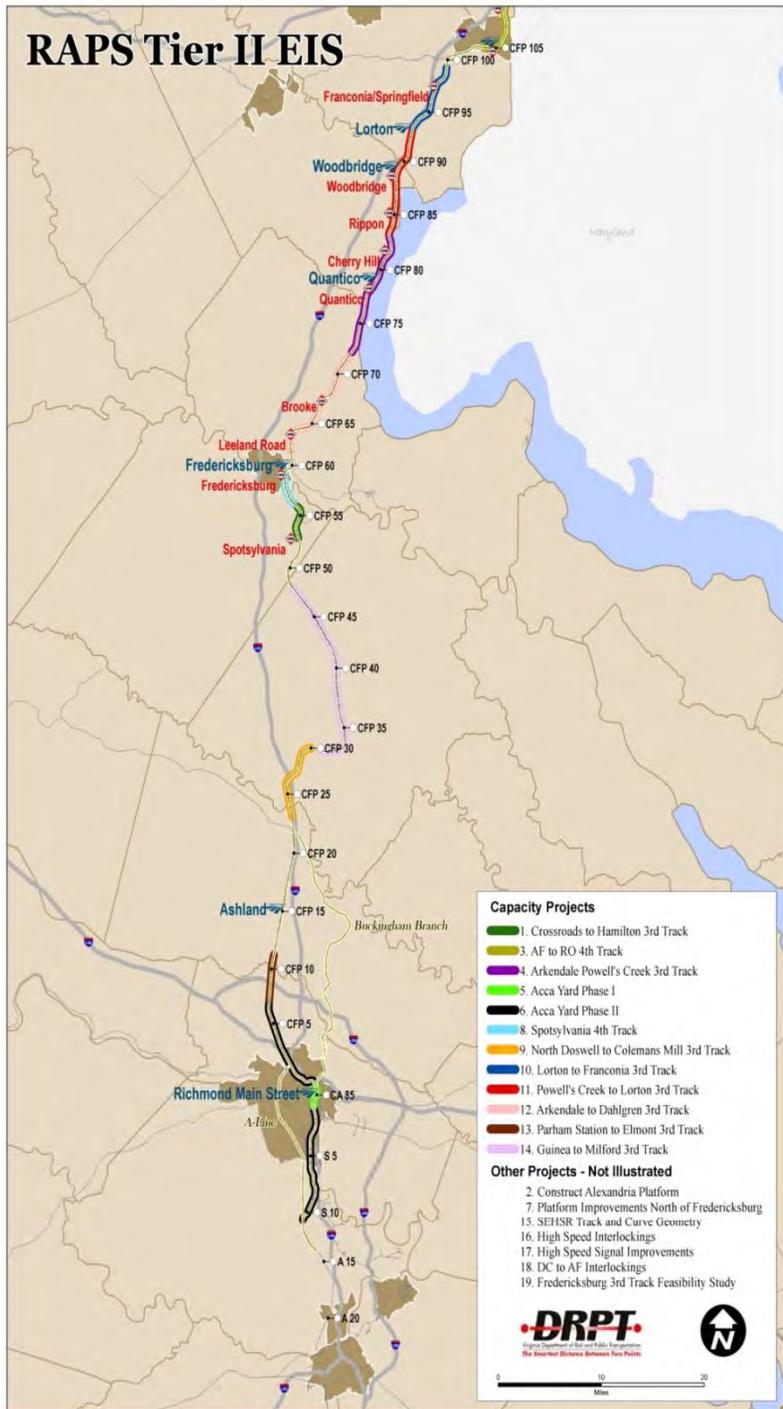
# SEHSR Status

## Richmond to...

- Raleigh
  - Tier II expected early 2015
- Hampton Roads
  - Tier I completed 2012
- Potomac River
  - Tier II Kick-Off 2014



## RAPS Tier II EIS



# RAPS Overview

- 115 mile segment (approximately).
- Extends from Centralia northward along CSX Transportation's Richmond, Fredericksburg and Potomac Subdivision (RF&P) through Arlington.
- Projects identified to increase operating speed to 90 mph:
  - Construct additional main line
  - Station improvements
  - Signal improvements
  - Curve geometry
  - Acca Yard/Bellwood Subdivision
- Also includes the following potential improvement areas:
  - CSX Peninsula Subdivision
  - Buckingham Branch Railroad
  - A combination of the CSX "A-line" and "S-line" to cross the James River and bypass Acca Yard

# NEPA Tiered Approach

- **Tier I Program-Level Document**

Performed when a large physical area is being addressed for a proposed project, or when a new program is being introduced that may have far reaching affects. Looks at general environmental conditions and general levels of impact. This is because site-specific details have not yet been identified or designed.

- **Tier II Project-Level Document**

Performed when a specific project is investigated in detail. Impacts are quantified and analyzed and potential mitigation measures are identified. Documentation and decisions lead to Record of Decision (ROD), permitting, final design, right of way acquisition, and construction.

# NEPA Process for Environmental Impact Statement (EIS)

## Continuous Activities

**Scoping** *Identify scope of issues to address+potential significant issues*

**Public Involvement** *“Early and Continuous”*

**Interagency Coordination** *Cooperating vs. Participating*

## EIS Tasks

**Purpose and Need** *Problem Addressed → Desired Outcome*

**Alternatives** *Range of Alternatives → Screening → Locally Preferred*

**Impacts** *Social, Natural, Physical*

**Mitigation** *Avoid, Minimize, Repair, Preserve, Compensate*

**Documentation** *DEIS → FEIS → ROD*

# NEPA Interagency Coordination

Lead Agency *Makes final decisions on key milestones*

- Hosts project meetings
- Conducts analysis/field reviews
- Compiles and provides documentation

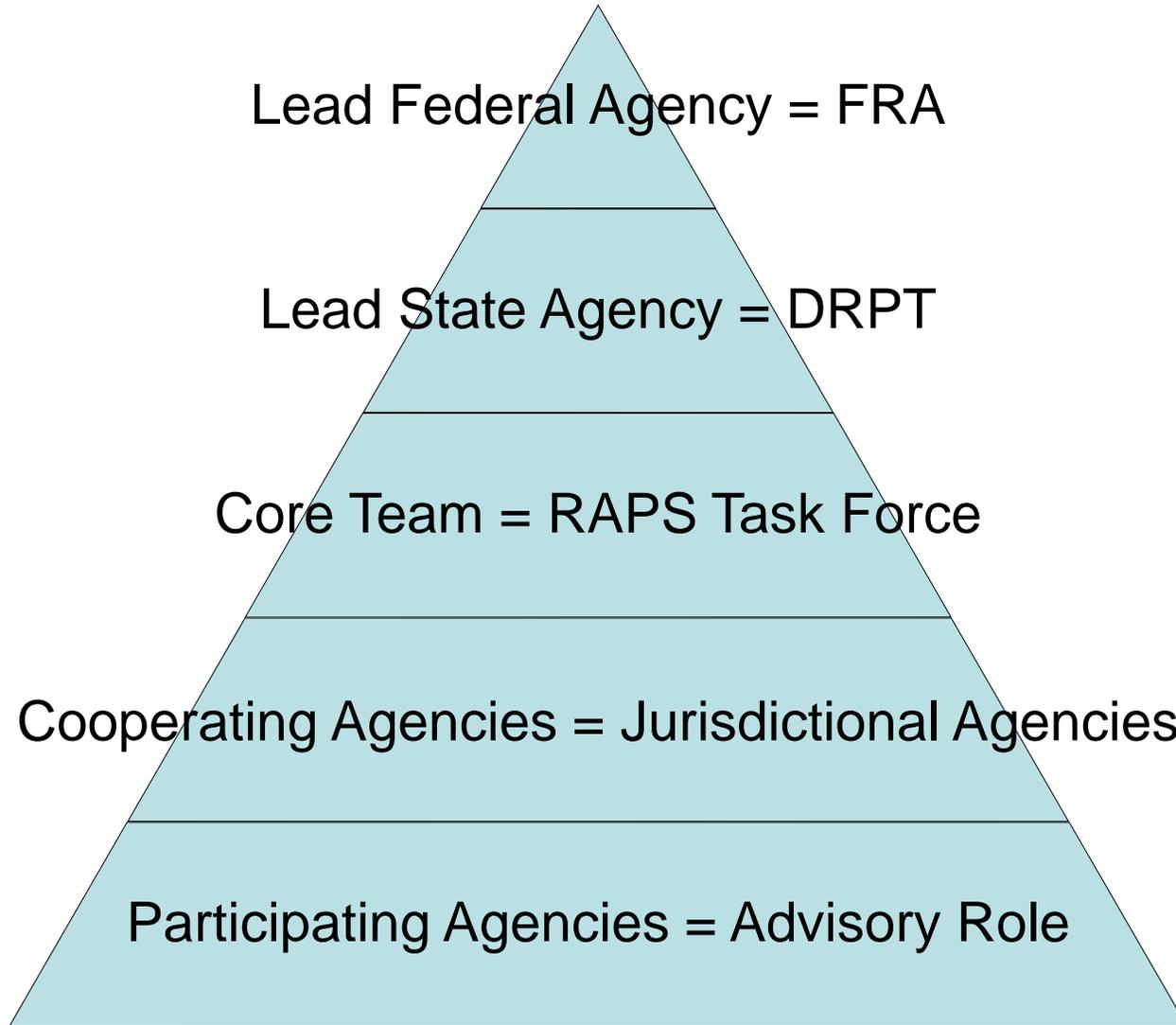
Cooperating Agencies *Agencies with “jurisdiction by law”*

- Participate in scoping
- Provide staff support
- Assist with analyses/field reviews/public meetings
- Review documentation

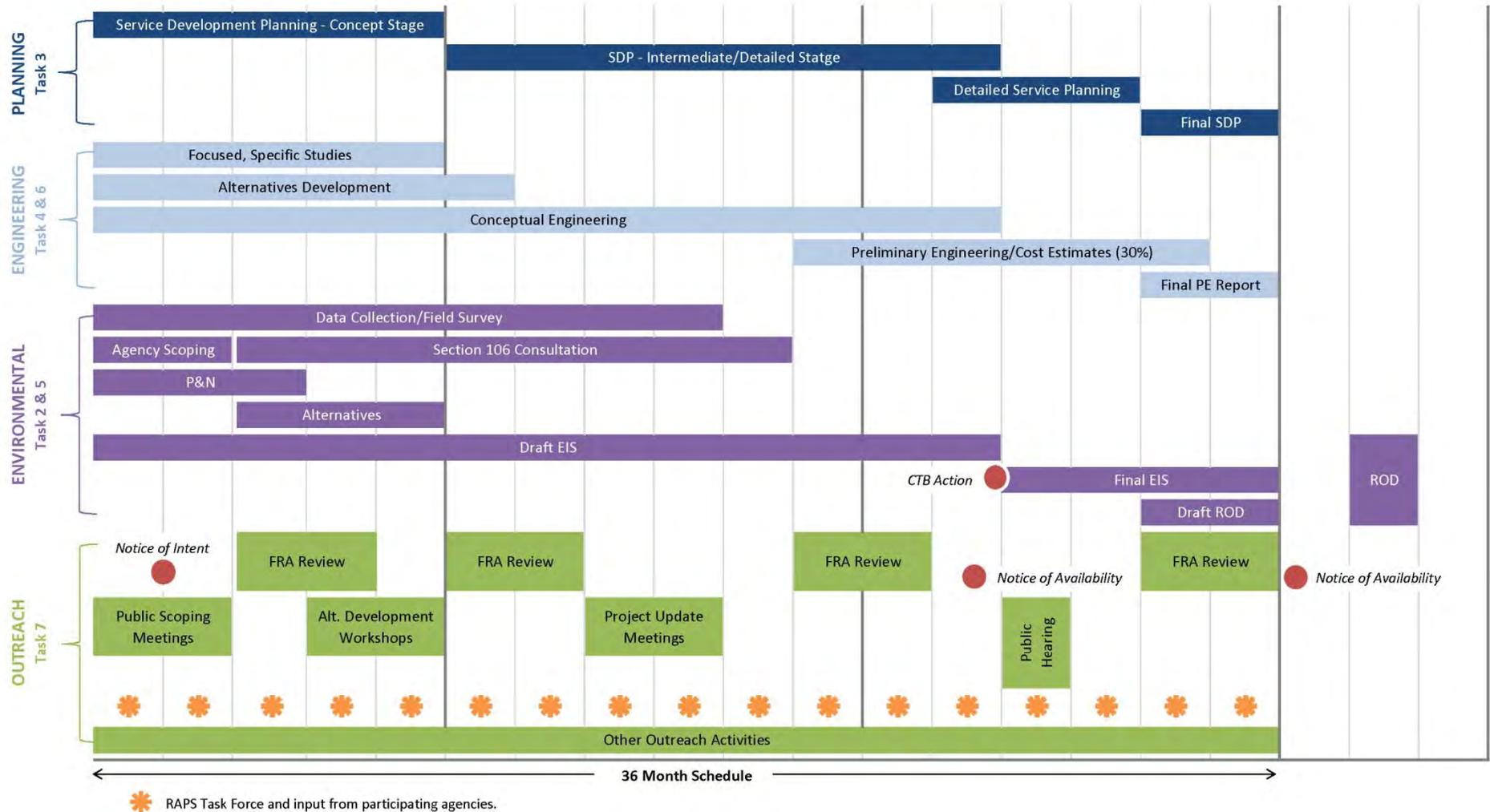
Participating Agencies *“May have an interest”*

- Broader group than cooperating
- To serve an advisory role
- Include on all project announcements

# RAPS Interagency Coordination



# RAPS Tier II EIS Draft Timeline



# Next Steps

- Finalize procurement of consultant team for EIS/Preliminary Engineering
- Develop a Public Involvement Plan, to include locality outreach
- Conduct NEPA Agency Scoping
- In the meantime, please contact us with any follow-up information or questions

**Thank You!**

