



Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points

Draft Agenda

Rail Advisory Board Meeting

October 14, 2010

Board Room

DMV Headquarters, Richmond, VA

10:00 a.m.	Approval of Agenda Approval of Minutes
10:05 - 10:20	Public Comment and Communication
10:20 - 10:30	Director's Update Thelma Drake, Director, DRPT
10:30 - 10:35	Adoption of Tentative 2011 Meeting Schedule
10:35 - 10:45	Election of Officers
10:45 - 11:00	Alexandria Bridge Project - CSX Quintin Kendall, Resident VP, CSX
11:00 - 11:30	Rail Programs Update Kevin Page, Chief of Rail Transportation
11:30 - 12:00	Keolis Management Update Dale Zehner, CEO, VRE
12:00 - 12:45	Lunch
12:45 - 1:15	REF Projects Update - NS Bill Schafer, Strategic Planning, NS
1:15 - 1:45	Ridership and On Time Performance - VRE Dale Zehner, CEO, VRE
1:45 - 2:00	Information Items/Other Business of the Board Kevin Page, Chief of Rail Transportation

Adjournment

DRAFT

Minutes

**Rail Advisory Board Meeting
Board Room
DMV Headquarters Building
2300 West Broad Street
Richmond, VA**

April 1, 2010

Note – At the direction of the Board and the Director of DRPT, these summary minutes will reflect Actions, Presentation Items and Informational Requests to the Agency from the Board.

MEMBERS PRESENT:

Trenton Crewe Jr., Chairman
Sharon Bulova
James Keen
Bruno Maestri
Peter Shutz

Richard Beadles
Dwight Farmer
Gregory Marston
Steven Powell

Thelma Drake, Director, DRPT

Call to Order

The Rail Advisory Board Meeting was called to order at 10:10 a.m. by Chairman Crewe.

Adoption of Meeting Agenda

A motion to accept the agenda of the April 1, 2010, meeting was made by Mr. Keen and seconded by Ms. Bulova. The motion carried without opposition.

Adoption of Minutes

A motion to accept the February 25, 2009, meeting minutes was made by Ms. Bulova and seconded by Mr. Shutz. The motion carried without opposition.

Public Comment

There were no public comments received by e-mail nor did anyone sign up to speak.

Director's Update

Thelma Drake, Director of DRPT, gave the Board a general overview of current DRPT projects and an update on the General Assembly actions related to transportation.

Adoption of 2010 Rail Advisory Board Meeting Schedule

The Board discussed the current schedule of quarterly meetings and felt it was important to meet following the current schedule. After discussion the Board, on a motion by Mr. Keen, seconded by Ms. Bulova and carried without opposition, requested DRPT staff to research the option of having the July 8 meeting by video-conference. Nancy Auth of the Attorney General's office provided the Board and staff with the code conditions for tele/video-conferences, which state that a quorum of the Board would have to be at one location and all remote locations would need to be open to the public. Staff will research and notify the Board of their findings.

DRAFT

Rail Enhancement Fund, Recommended Program of Projects

Mr. Kevin Page, Chief of Rail Transportation for DRPT, reviewed for the Board the Fiscal Year 2011 Rail Enhancement Fund (REF) applications received and presented the staff recommendations.

DRPT staff presented the following projects for Board recommendation to the Commonwealth Transportation Board (CTB):

- Virginia Port Authority – Norfolk Portsmouth Belt Line Yard Reconstruction
- Virginia Port Authority – Craney Island Rail Connector, Phase II
- Norfolk Southern Railway – I-81 Corridor Initiatives
- CSX – National Gateway, Kilby Yard Improvements
- Capital Improvements for Norfolk Passenger Rail Service
- Passenger Rail Service – Amtrak Lynchburg and Richmond Train Demonstration Projects

DRPT staff did not recommend the following projects for Board recommendation to the CTB:

- Virginia Port Authority – Newport News Warehouse D Rail Addition and Modification
- Virginia Railway Express – Alexandria Union Station, Pedestrian Tunnel Improvements

Ms. Bulova made the motion for the Board to accept the recommendations of DRPT staff and forward to the CTB the Proposed Program of Projects using the REF. Mr. Farmer seconded the motion. The Board voted eight yes and one no on the motion.

Information Items

Mr. Page provided an overview of the informational items provided to the Board in their notebooks. This included the status of the REF revenues and projects as well as Amtrak and Virginia Railway Express (VRE) ridership and on-time performance.

There being no further business before the Board, the meeting was adjourned at 11:30 a.m. The next meeting of the Rail Advisory Board will be held on Thursday, July 8, 2010, at 10:00 a.m. at the DMV Headquarters Building in Richmond. Videoconference location(s) will be announced prior to the meeting.

Rail Advisory Board

Proposed Meeting Schedule for 2011

December 8, 2010
Hotel Roanoke
Governor's Transportation Conference


April 14, 2011 (tentative)
DMV Board Room

July 14, 2010 (tentative)
DMV Board Room

October 13, 2010 (tentative)
DMV Board Room

DRPT CSX HDR SKANSKA

Cameron Run Railroad Bridge Replacement



Hall Meeting Board, October 14, 2010

DRPT CSX HDR SKANSKA

Project Purpose, Need and Benefits

- Required under 2002 Memorandum of Understanding between VDRPT, VRE and CSX to build third mainline track between Washington and Fredericksburg to facilitate additional passenger rail service.
- Additional capacity needed on one of CSX's busiest corridors...30 VRE trains, 18 Amtrak trains and up to 30 freight trains run in the corridor each weekday.
- Previously completed MOU projects allowed two additional round-trip trains between Washington and Fredericksburg.
- Project (AF to RW) includes seven miles of new mainline track between Franconia VRE station and Alexandria Union station and replacement of a 100-year old bridge that had reached the end of its functional life.
- AF-RW allowed for new, 7 a.m. Amtrak round-trip service between Richmond and Washington, which commenced on July 20, 2010.

DRPT CSX HDR SKANSKA

Project Team and Major Stakeholders

- **Owner:** CSX Transportation
- **Funding Agency:** DRPT
- **Benefactors:** Commuting Public
- **Adjacent Property Owners:**
 - Norfolk Southern, Kathmar Paving
 - City of Alexandria
- **Users:** Amtrak, VRE, CSXT
- **Engineer:** HDR Engineering
- **Contractor:** Skanska Civil Southeast USA

DRPT CSX VRE HR SKANSKA

Challenges

In a constrained construction area, build temporary falsework on which the bridge will be erected...build a bridge to build a bridge.

Replace the existing bridge within limited track outages, working between *five* active railroad tracks and 40+ trains per day.

Often necessitated (noisy) 24/7 work to meet schedule, requiring close coordination with City of Alexandria and community.

WEATHER!

Key to success: Partnership and constant communications.


DRPT CSX VRE HR SKANSKA


Project Timeline

- **Mobilization:** *October 2009.* Includes site clearing, crane delivery and assembly, material delivery.
- **Pre Change-out:** *November 2009-Spring 2010.* Work includes delivery and assembly of the proposed bridge span and substructure. Contractor will construct a temporary steel structure on which the bridge will be assembled prior to the planned roll-in.
- **Span Change-out:** *Memorial Day Weekend 2010.* Contractor will remove the existing bridge and roll the new bridge into place. This phase of the work will involve interruption to passenger and freight rail service. Projects sponsors will coordinate with VRE and Amtrak to inform riders of the work.
- **Post Change-out:** *June 2010.* Involves ancillary work on the project site, including a slight raise of the adjacent single track bridge. In addition, the new mainline track will be aligned with the new bridge.
- **Demobilization:** Includes removal of construction materials/equipment. Contractor will restore the site to its pre-construction condition.

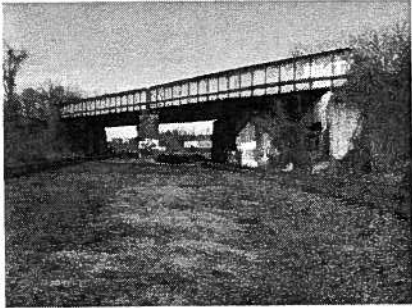
DRPT CSX VRE HR SKANSKA


Eisenhower Valley, Alexandria




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Pre-Construction

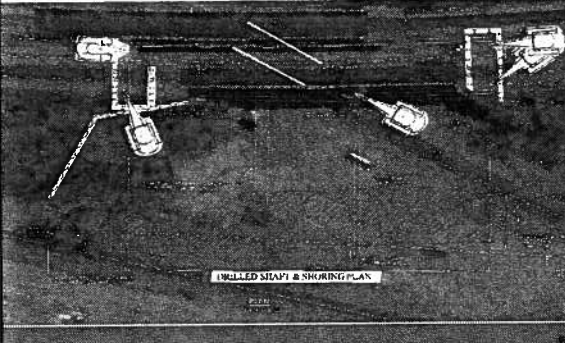


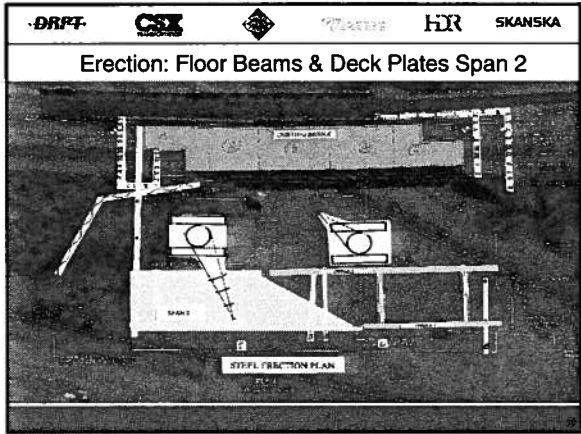
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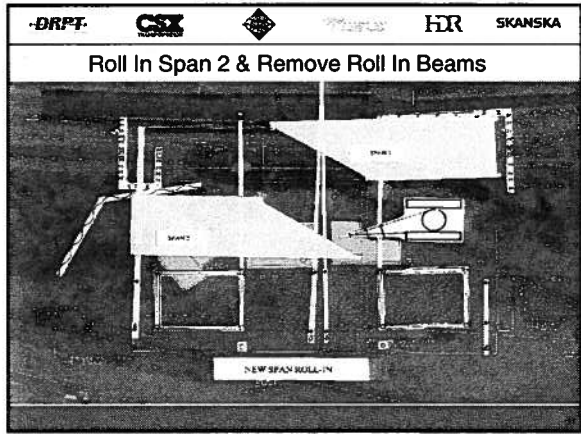
Overview of Construction Method

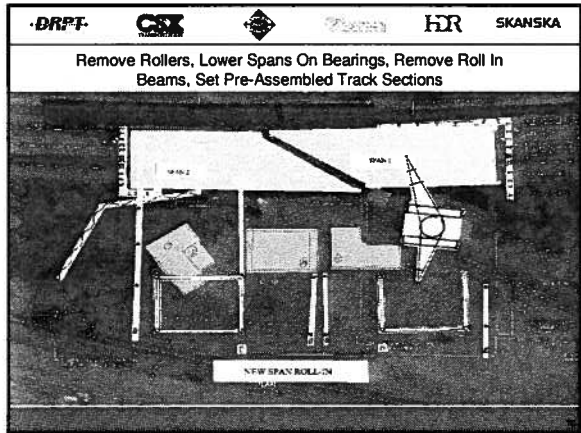
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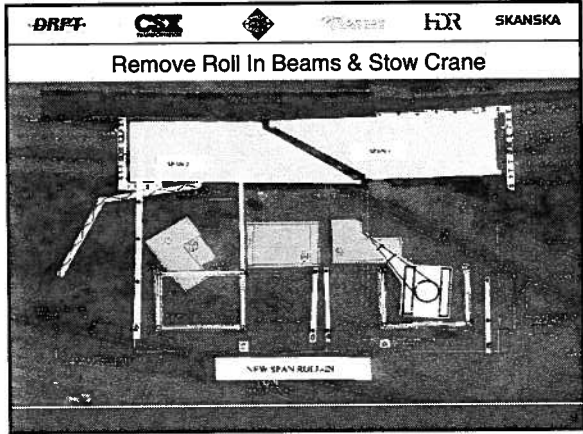
Drilled Shaft Equipment Lay Out

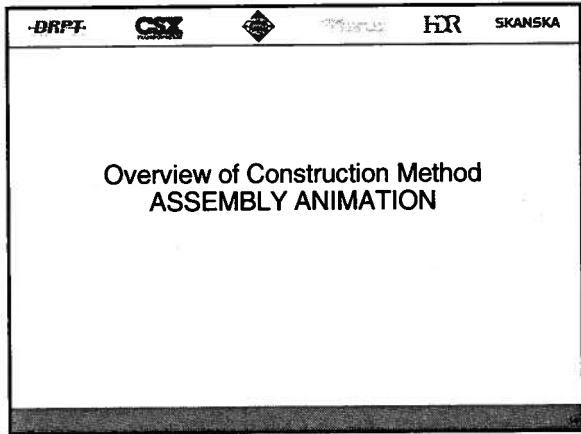


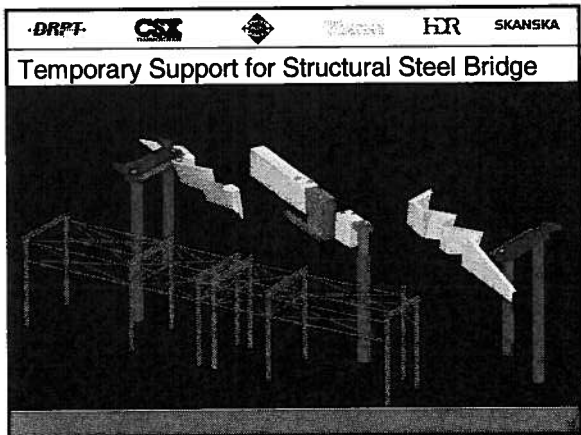




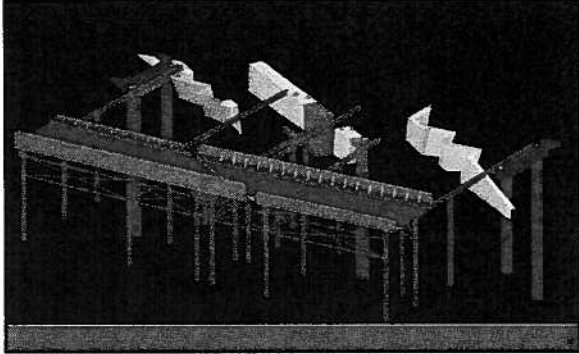




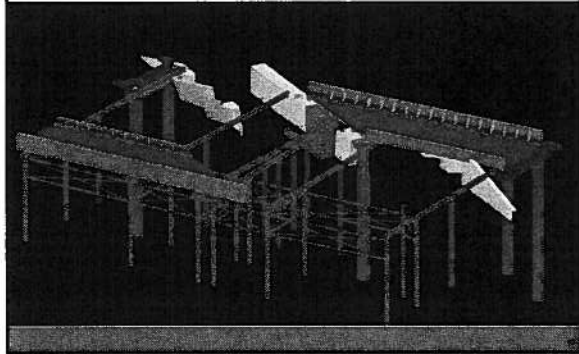




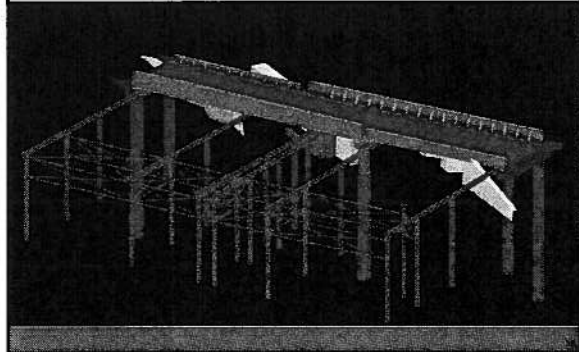
Steel Roll In Beams Set In Place




Span 1 Rolled Into Place

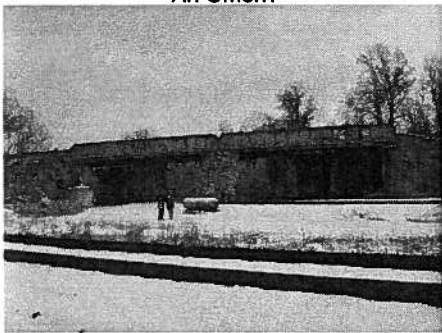



Span 2 Rolled Into Place



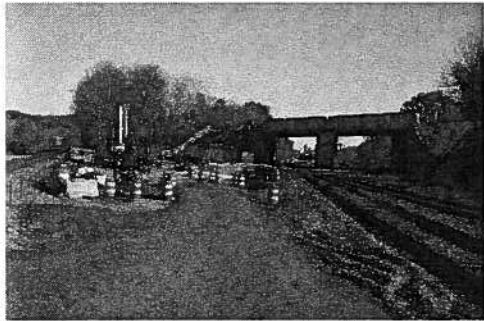
DRPT **CSX**  **HR** **SKANSKA**


An Omen?




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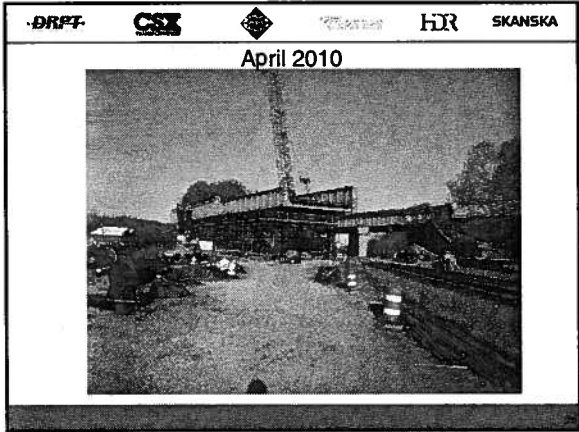
October 2010--Mobilization

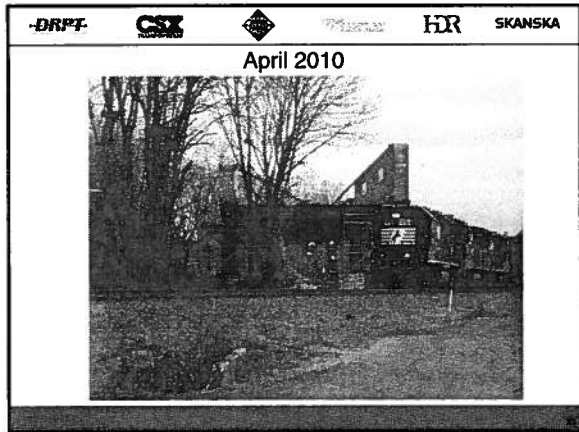


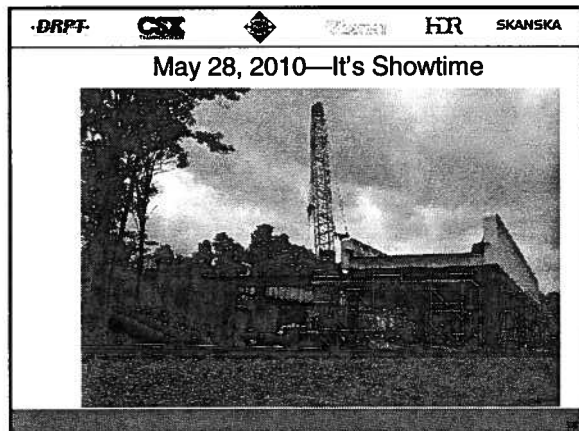
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March 2010—A Major Milestone

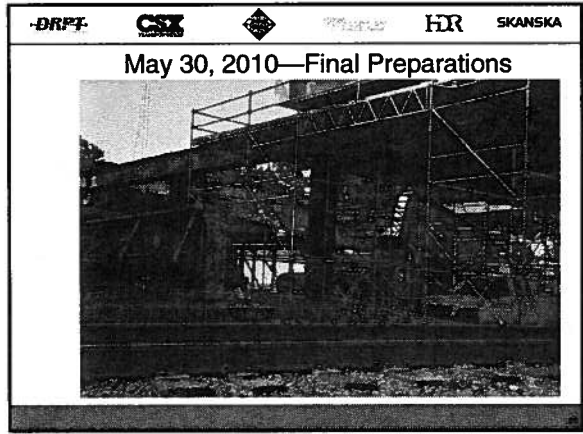


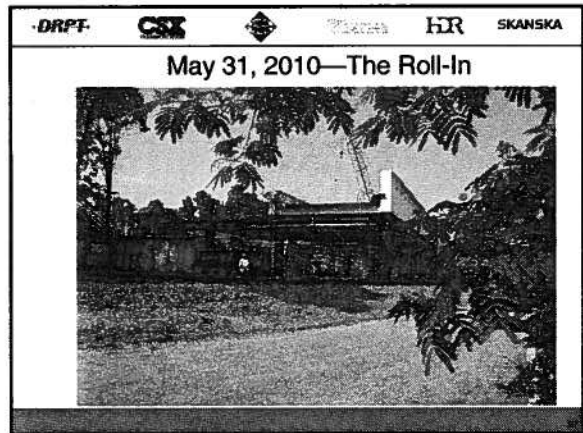


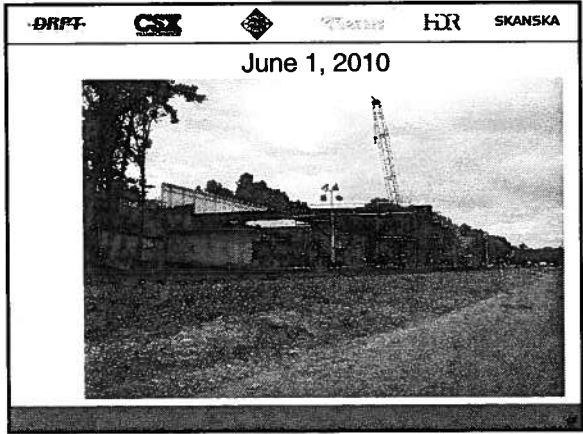


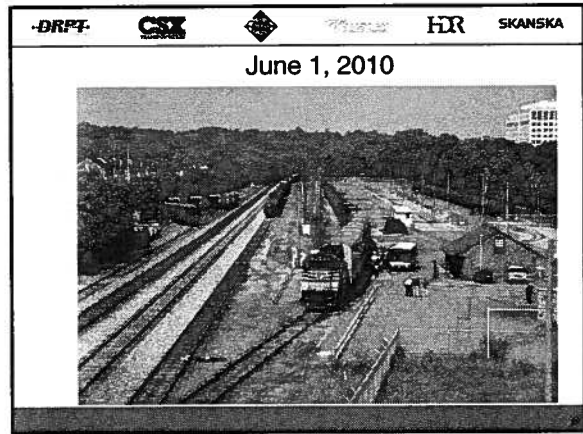


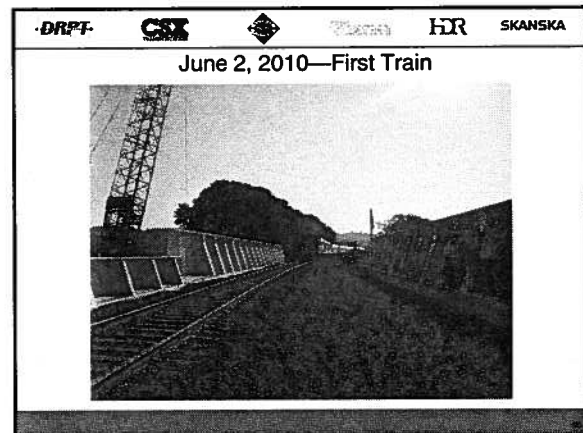







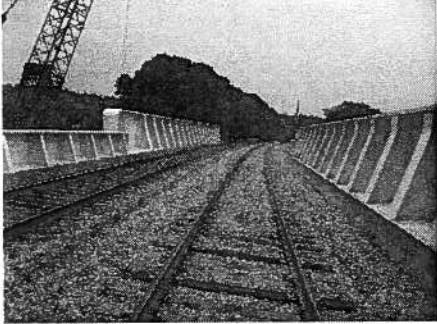






DRPT **CSX**  **HR** **SKANSKA**

Project Complete





Advancing High Speed Rail in Virginia

Kevin Page
Chief of Rail Transportation

October 14, 2010

Rail in Virginia

- Two Class I railroads, nine shortline railroads, one commuter rail provider, one intercity passenger rail provider
- Railroad tracks are owned by freight railroads whose first priority is to deliver freight on time
- Virginia is constitutionally prohibited from owning a railroad
- Passenger rail service must be co-mingled with freight schedules
- Expanding the passenger rail system requires increasing capacity on current infrastructure
- Incremental approach

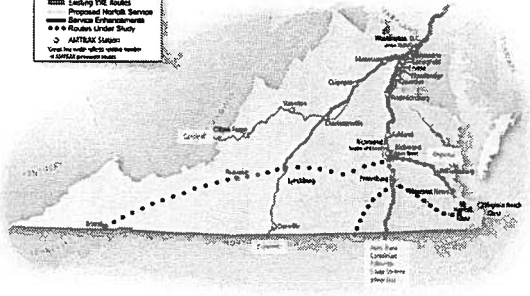


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October 14, 2010

Passenger Rail Service In Virginia

- Existing AMTRAK Routes
- New Intercity Service
- Existing VRE Service
- Proposed Norfolk Service
- Service Enhancements
- Routes Under Study
- AMTRAK Station
- View the full slide show under the DRPT presentation icon

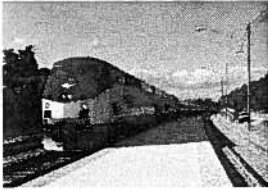


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October 14, 2010

State Funded Train Service

Lynchburg



- One daily roundtrip train between Lynchburg and Boston
- No changing trains in D.C., MD or NY
- Faster than driving to D.C.
- Arrive in NYC by 3:30 p.m.

State Funded Train Service

Richmond



- One daily roundtrip train between Richmond and Boston
- No changing trains in D.C., MD or NY
- Hourly northbound service, more flexible southbound departures, D.C. to Richmond

Key Development Corridors

- Washington, D.C., to Richmond
- Richmond to Raleigh, N.C.
- Richmond to Hampton Roads

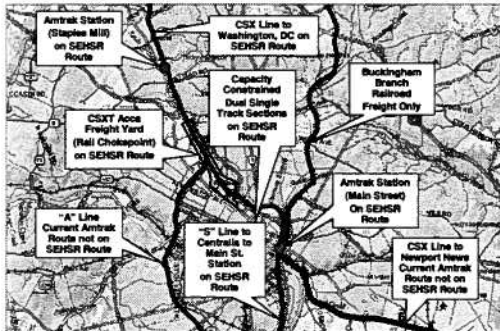
Federal Planning Process- Richmond to Washington, D.C.

- ❑ Tier I Environmental Impact Statement (EIS) completed in 2002
- ❑ Must complete next level of environmental study and significant infrastructure improvements
- ❑ \$1.8B federal stimulus application to advance 19 projects necessary to introduce high speed rail in the corridor - not approved
- ❑ \$75M in federal stimulus funds awarded under a separate application to alleviate choke point
- ❑ \$57M application for federal high speed rail funds submitted in August to advance environmental study and infrastructure improvements for entire corridor

Cost of Richmond Area Improvements

- ❑ Total cost of improvements to serve Main Street Station from the south: \$600 million identified in 2009 \$1.8B ARRA stimulus application for the Richmond Area to Washington, D.C., Project of SEHSR
- ❑ Richmond area improvements include:
 - Main Street Station improvements required to serve the station from the improved track (trains currently stop on the other side of the station on a different track)
 - Construction of a new station at Parham
 - Major rail infrastructure construction or upgrade:
 - Between Centralia and Parham Road (S-Line/Acca Yard bypass)
 - Between Beulah and Main Street Station
 - On the Buckingham Branch Railroad

Richmond Area Passenger Rail Map



**Richmond Area to Washington Project
Timeline***

- Step 1: finalize Scope of Work and complete PE of Richmond Area improvements funded by \$2M FRA grant (2012)

Richmond Area to Washington, D.C. Project - Unfunded

- Step 2: Develop grant application for federal funding – Richmond Area to DC (2010)
 - Tier II Environmental Impact Statement – Richmond Area to DC
 - Preliminary Engineering – Richmond Area to DC
- Step 3: Funds awarded (2011)
 - Statement of Work
 - FRA Agreement
- Step 4: Conduct PE and Tier II EIS (2012-2020)
 - Draft EIS
 - Public Hearings
 - Final EIS
 - Record of Decision
- Step 5: Negotiate with railroad and apply for federal funds for construction (2020-2021)
- Step 6: Receive federal funding and obligate funds (2021-2022)
- Step 7: Construction: (2022-2029)
- Step 8: Service begins: (2030+)

DRPT * Timeline is subject to federal funding and approvals 10 October 14, 2013

**Federal Planning Process-
Richmond Area to Washington Project**

- DRPT applied for \$1.8B federal stimulus funds for these improvements, but FRA did not approve the application
 - \$75M awarded under a separate application
- Arkendale to Powell’s Creek Project
 - DRPT and CSX finalized the Framework and Construction agreements and submitted to FRA
 - Environmental Assessment has been submitted to FRA
 - Cooperative Funding Agreement drafting edits submitted to FRA
 - FRA suggested project design modification is being circulated to for approval
 - 8 Design Build teams submitted qualification proposals
- FRA absolute obligation date for the grant funds – September 30, 2012

DRPT 11 October 14, 2013

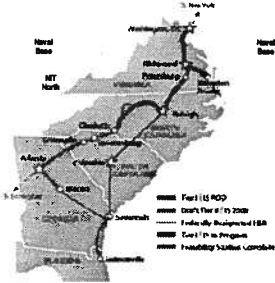
**Federal Planning Process:
Richmond, VA to Raleigh, NC**

- Tier I EIS completed in 2002
- Tier II EIS released for public comment May 2010
- Must receive federal record of decision, complete preliminary and infrastructure improvements
- Federal funds are necessary to advance high speed rail in this corridor

DRPT 12 October 14, 2013

SEHSR Tier II EIS Richmond, VA to Raleigh NC

- Tier II Draft EIS complete May 2010
- Final EIS and Record of Decision anticipated in 2012
- 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
- Fully grade separated, with all appropriate roadwork
- Future anticipated higher speeds



SEHSR Tier II EIS Timeline Overview

- 2003 – Notice of Intent published in Federal Register
- 2007 – Extended project termini from Petersburg to Richmond
- 2003-2010 – Research, environmental analysis, alternative preparation, design of rail and road improvements
- Feb 2010 – Draft EIS to FRA for review
- May 2010 – Draft EIS signed by FRA
- May 2010 – Release document to public
- July 2010 – Public hearings
- Sept 2010 – Public comment period ended
- End of 2010 – Selection of Preferred Alternative
- Late 2011 – Complete Final EIS
- 2012 – Record of Decision by FRA

SEHSR Next Steps Following Tier II ROD

- Complete Design
- Track improvements on existing segments
 - Richmond, VA to Washington, DC
 - Petersburg, VA to Richmond, VA
 - Petersburg, VA to Norfolk, VA*
 - Raleigh, NC to Norfolk, NC
- Re-establish Route from Petersburg, VA to Norfolk, NC
 - Acquire right of way
 - Construct track & signals
- Subject to funding
- Coordinate with
 - FRA
 - Amtrak
 - Railroads
 - Local Governments
 - Property Owners



*Advancing under Hampton Roads EIS

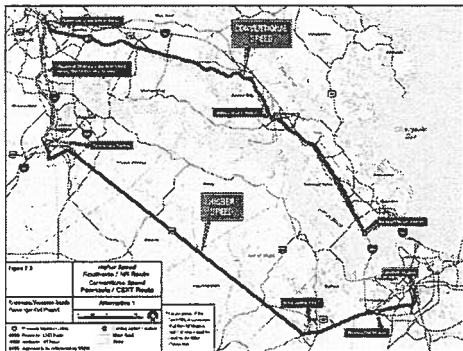
Virginia-North Carolina Compact

- Authorized by the Congress and established through legislation enacted by the Virginia and North Carolina General Assemblies
- Virginia Members:
 - Senator Yvonne Miller
 - Senator John Watkins
 - Delegate Richard Anderson
 - Delegate Ronald Villanueva
 - Delegate Jeion Ward
- First meeting July 12, 2010, Raleigh
- Compact members sworn in, elected officers and adopted procedures
- Discussed strategies to advance multi-state high speed rail initiatives

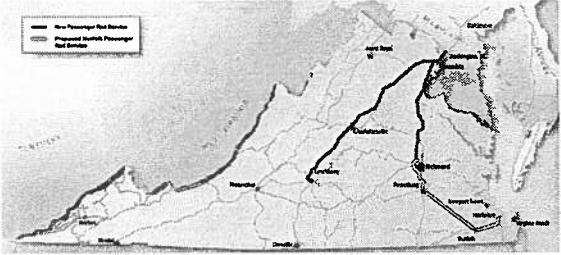
Federal Planning Process: Richmond to Hampton Roads

- Tier I EIS released for public comment in December 2009
- Earlier this year the CTB recommended Alternative 1 for the Richmond/Hampton Roads Passenger Rail Project, to be implemented through an incremental approach where practical and feasible:
 - Begin with conventional speed service
 - Continue to plan for high speed rail and access to Main St. Station from the south
- Finalizing document to submit to FRA for formal Record of Decision: late 2010 – early 2011
- Federal funds are necessary to advance high speed rail in the corridor
- Advancing new conventional speed service and improving service reliability in the short term

Richmond/Hampton Roads High Speed Rail



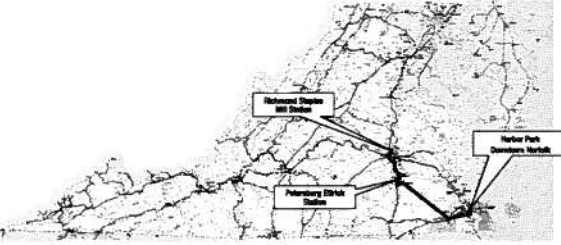
Conventional Speed Richmond/ Hampton Roads Intercity Passenger Service - Short Term



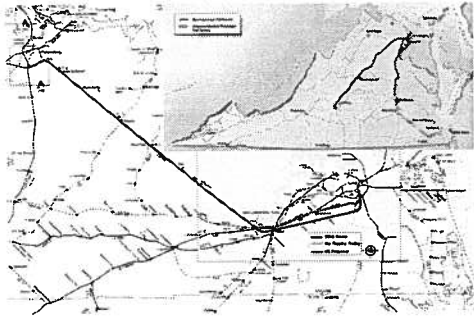
Conventional Speed Hampton Roads Intercity Passenger Service Funding

- REF grant allocated in June 2010 CTB-approved Six-Year Improvement Program provided \$93.04 million to complete necessary infrastructure improvements
- In September, the CTB reallocated funds from stalled NS projects to the Richmond-Hampton Roads Passenger Rail Project
- Reallocation will allow for earlier project completion – now early FY2013

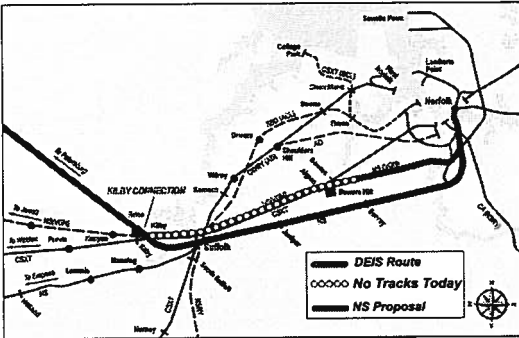
Rail Advisory Board Recommended REF Project FY2011-2016 SYIP



Richmond/Hampton Roads Service - Short Term NS Proposal



Suffolk and Bowers Hill Incremental Routing of Train Service



What do we have?

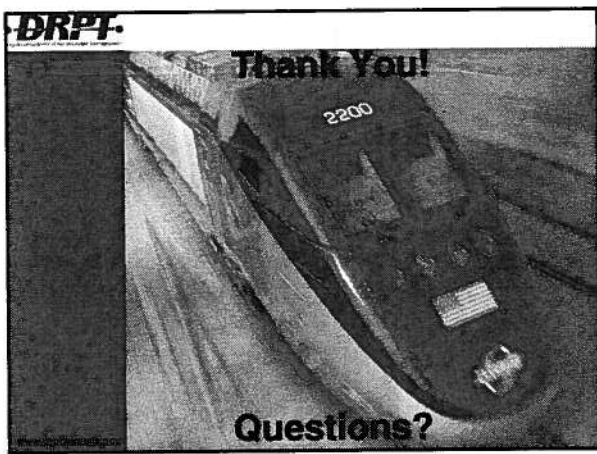
- Framework agreements in place with railroads
- Agreement with Amtrak for state sponsored passenger rail service
- State funding program for rail capital projects
- Multi-state agreements in place
- VA High Speed Rail Corridor program links the Northeast Corridor to the south
- Close working relationship with CSX, NS, VRE, Amtrak and FRA to develop key projects in the I-95 corridor and SEHSR corridors

What do we need?

- ❑ Federal funding for large scale improvements – **must follow the federal planning process to receive funding**
- ❑ A dedicated source of funding for passenger rail operations to remain competitive for federal funding, and a funding source to meet federal requirements in 2013 for Amtrak subsidy (PRIIA Section 209)– SJ63 study underway
- ❑ Funding source match requirements for 30% REF or 20% federal
- ❑ Need to bring more projects up to higher level of engineering as advised by FRA to advance corridor projects to greater level of readiness

DRPT

October 14, 2010



Keolis Rail Services, Virginia

- Keolis began maintaining VRE trains on June 26, 2010 and operating VRE trains on July 12, 2010
- Keolis recruited and trained a qualified work force from a variety of different railroads including: CSX, Norfolk Southern, Union Pacific, BNSF, Amtrak, New Jersey Transit, and Long Island Railroad
- Encountered some transition issues during July and early August.
- Service now operating smoothly with many rider compliments

Transition Process

- Transition from Amtrak to Keolis on the mechanical side started on June 26, 2010
- Due to some initial setbacks, transition on the operational side started on July 12, 2010.
- Some transition related delays to commuters occurred during the first couple of weeks that Keolis operated.

July 2010 Delays

- Lengthy delays in July before Keolis began operating trains (62% overall during the time period that Amtrak was operating)
- In the second half, some delays as Keolis operated full trains for the first time, but also had delays due to:
 - Brush fires
 - Mechanical issues
 - Signal/switch failures
- Final OTP for July 63% overall

August 2010 Delays

- Overall 82.% on-time for August
- The last two weeks were significantly better than the first two weeks:
 - 70% on-time the first two weeks
 - 93% on-time the last two weeks
- Delays in the beginning of August were related to a CSX coal train derailment in Quantico, flood restrictions, heat restrictions and mechanical issues.

Short Term Fixes and Long Term Outlook

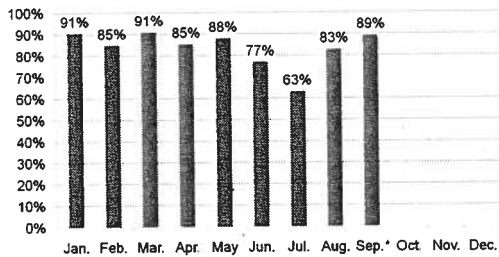
- Brought MotivePower back to minimize mechanical issues
- Continual training for both mechanical and transportation crews in order to better react to problems.
- On-time has been improving and we expect that trend to continue:
 - September 90% overall with over 92% on the Manassas Line.

Average Daily Ridership (ADR)

- ADR has been over 17,000 every month in calendar year 2010
- Added a morning Express Train on the Fredericksburg Line in July
- Looking at additional options to provide more seats and more service – current peak capacity 20,413
- First new locomotive delivered in July – remaining 18 locomotives begin arriving one every other week at the end of December
- Despite delays in the summer, ridership remained strong

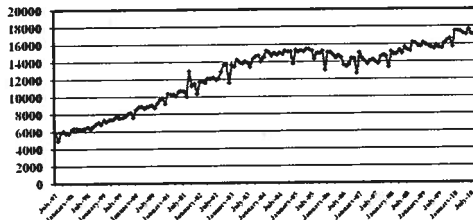
Fiscal Year	Annual Average Daily Ridership	Total Annual Ridership
FY 2007	13,982	3,453,561
FY 2008	14,662	3,628,563
FY 2009	15,754	3,857,646
FY 2010	16,673	4,033,230
FY 2011 (through 9/27/10)	17,165	4,148,000

Average On-Time Performance CY 2010



* Data Through September 27, 2010

VRE Ridership (July 1997 – August 2010)



Cumulative Ridership FY2009 v. FY2010

Current Month	Cumulative FY2009	Cumulative FY2010	% change
July	338,591	342,930	1.3%
August	657,813	669,524	1.8%
September	998,329	1,008,315	1.0%
October	1,350,981	1,354,198	0.2%
November	1,622,106	1,656,569	2.1%
December	1,919,462	1,962,888	2.3%
January	2,214,593	2,295,756	3.7%
February	2,517,709	2,541,521	0.9%
March	2,856,084	2,941,830	3.0%
April	3,199,780	3,314,062	3.6%
May	3,508,820	3,655,148	4.2%
June	3,857,646	4,033,230	4.6%

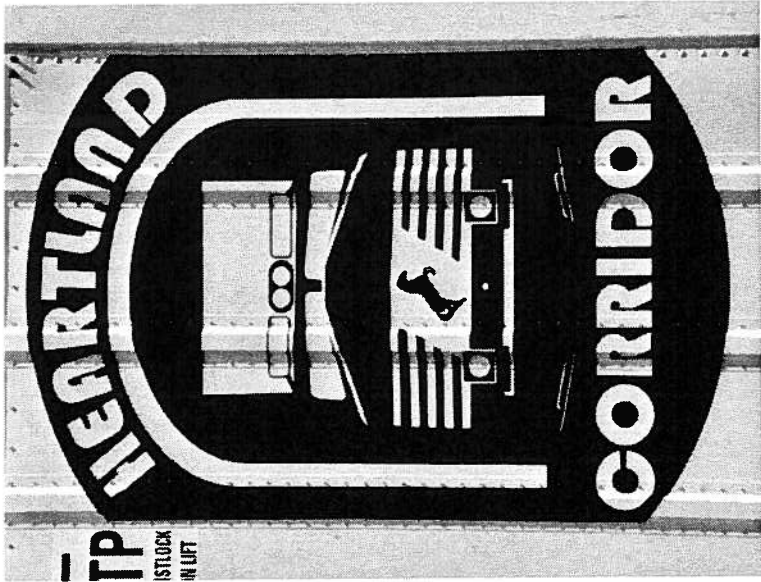
*Ridership figures are shown in passenger trips. Includes Amtrak cross honor train riders.

**Cumulative Ridership
FY2010 v. FY2011**

Current Month	Cumulative FY2010	Cumulative FY2011	% change
July	342,930	360,753	5.2%
August	669,524	726,115	8.5%
September	1,008,315	1,090,000*	8.1%
October	1,354,198		
November	1,656,569		
December	1,962,888		
January	2,295,756		
February	2,541,521		
March	2,941,830		
April	3,314,062		
May	3,655,148		
June	4,033,230		

**Percentage of Delay by Responsibility
July 12, 2010 Through September 27, 2010**

	% of Delays
VRE <i>VRE Train Interference, Crew-Related Issues, Mechanical Problems and Late Turns</i>	25%
Amtrak <i>Amtrak Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way</i>	4%
Railroads <i>Freight Train Interference, Switch/Signal Problems, Slow Orders/Restricted Speeds/Stop Signals, Maintenance of Way</i>	44%
Other <i>Weather, Passengers, Other</i>	27%
Total Delays	100%



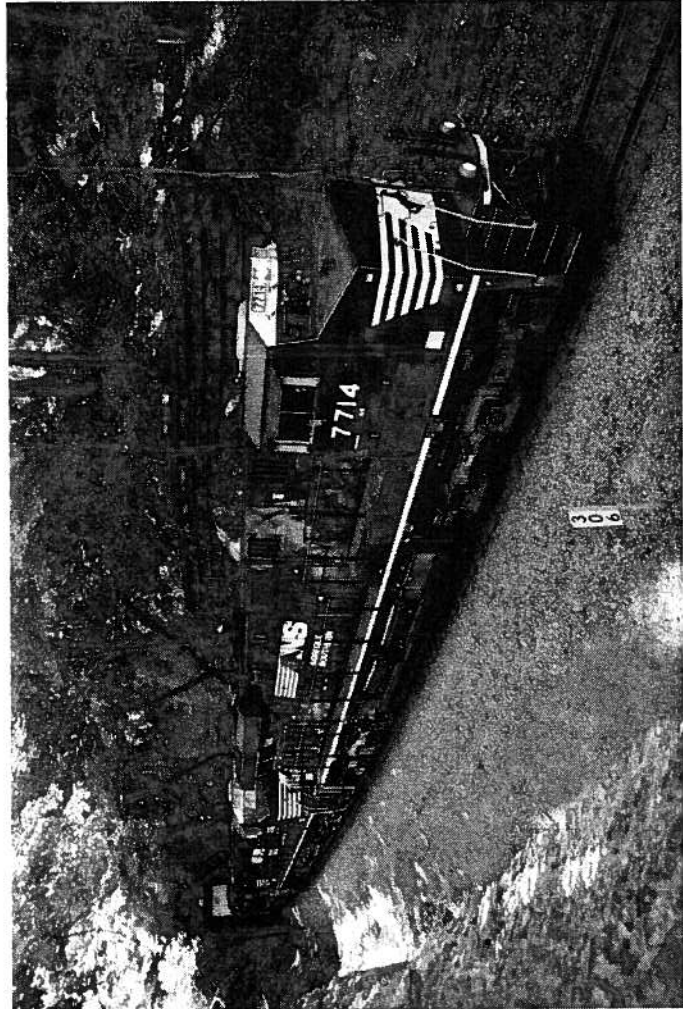
REF Project Updates

Heartland Corridor
Roanoke Region Intermodal Terminal
Crescent Corridor
Norfolk-Richmond Passenger Train

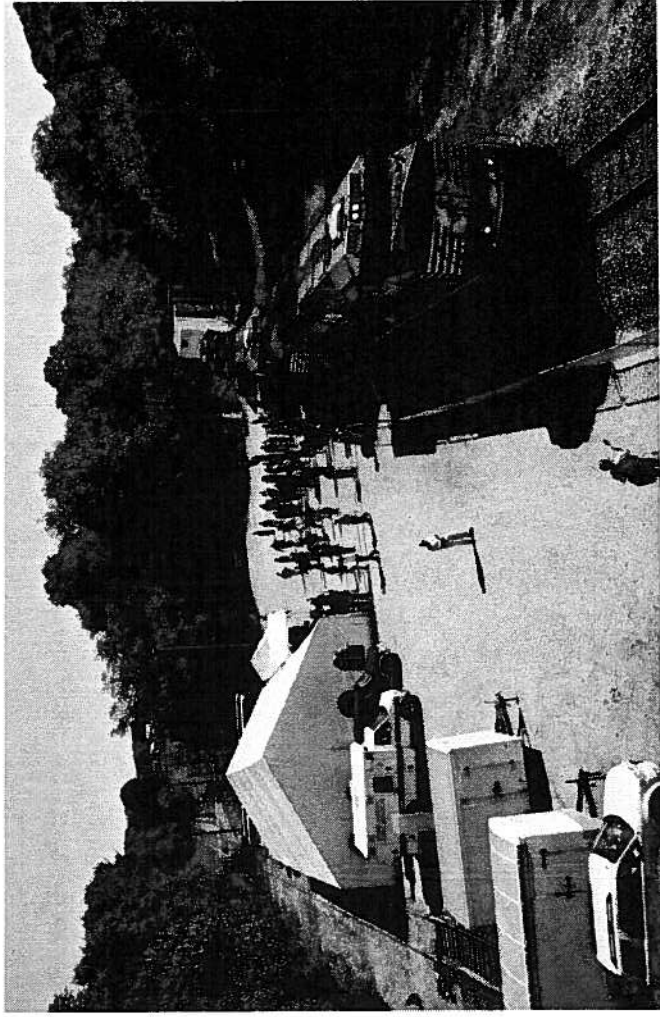
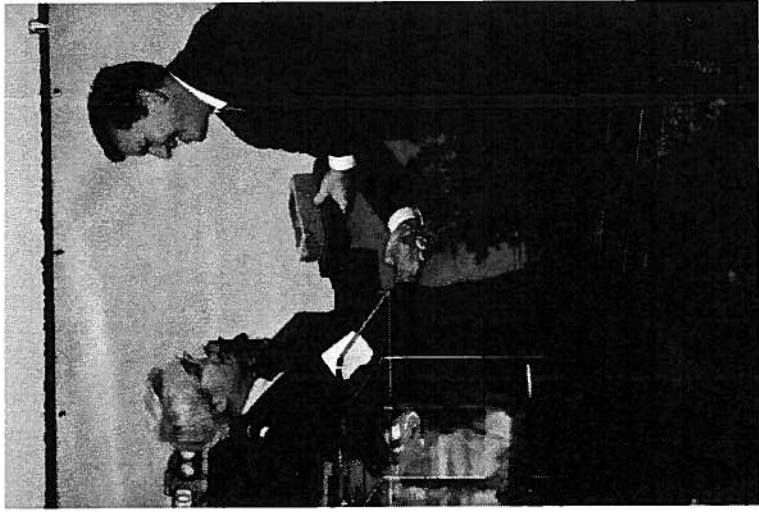
Rail Advisory Board • October 14, 2010 • Richmond, Virginia



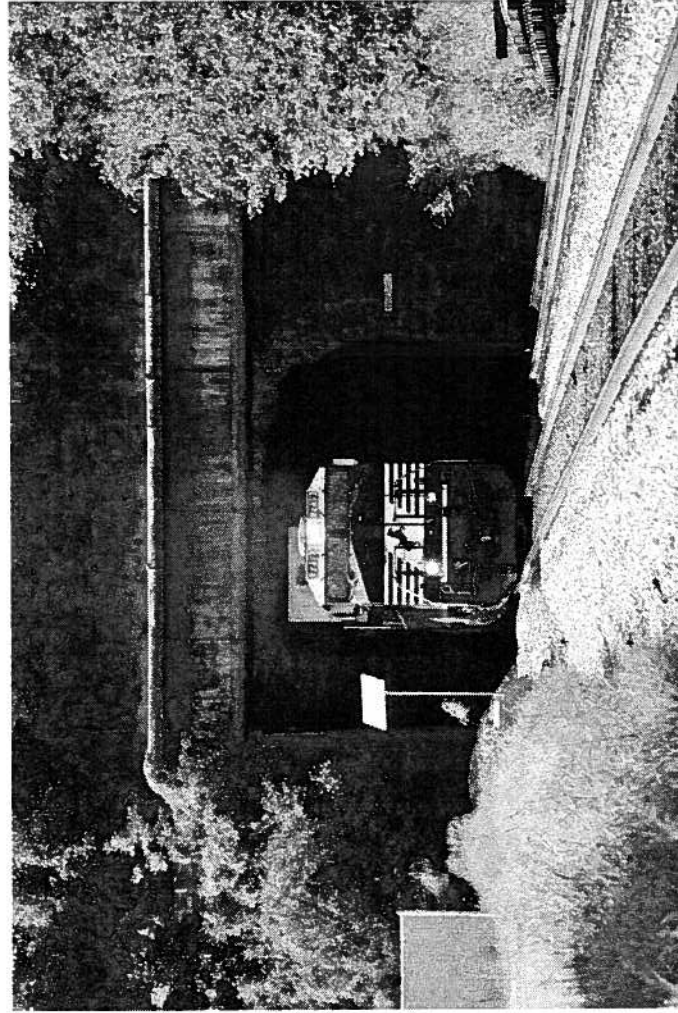
Heartland Corridor
Roanoke Region Intermodal Terminal
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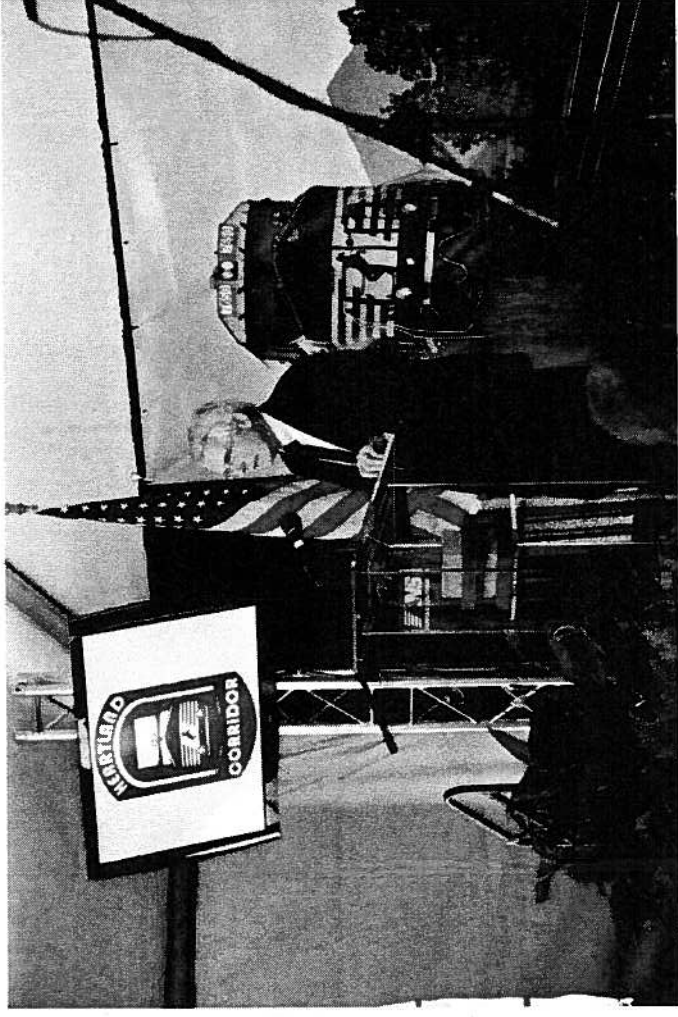
One line, infinite possibilities.



One line, infinite possibilities.



One line, infinite possibilities.



One line, infinite possibilities.

Heartland Corridor
Roanoke Region Intermodal Terminal
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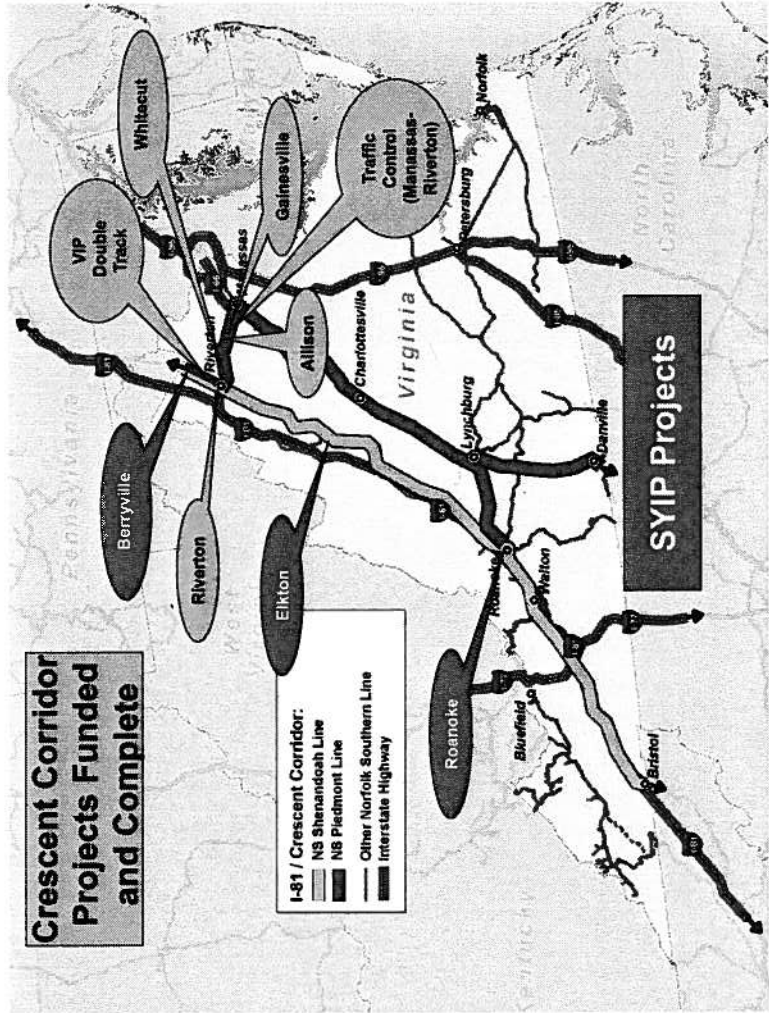


One line, infinite possibilities.

Heartland Corridor
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Crescent Corridor
Norfolk-Richmond Passenger Train



One line, infinite possibilities.

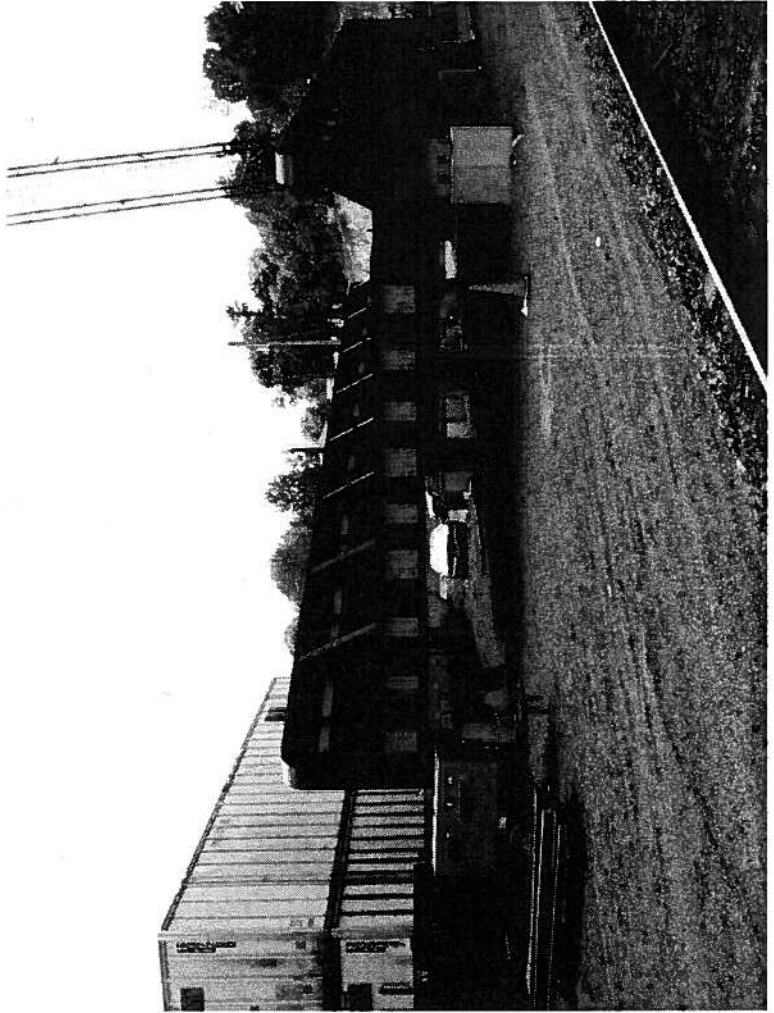
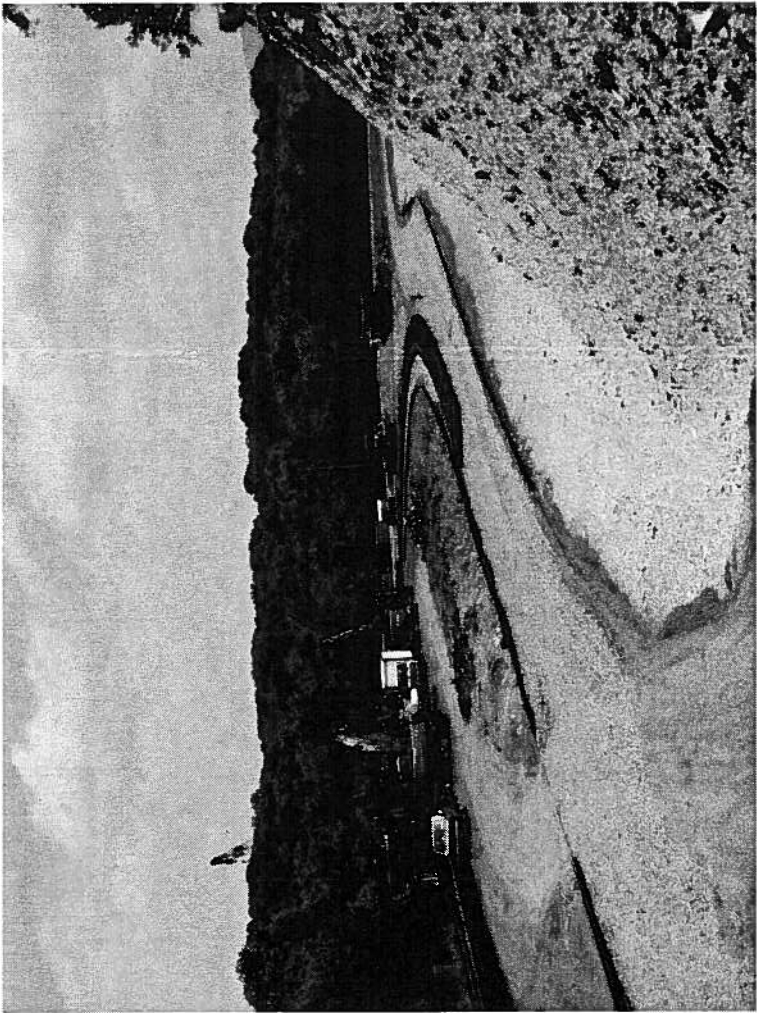
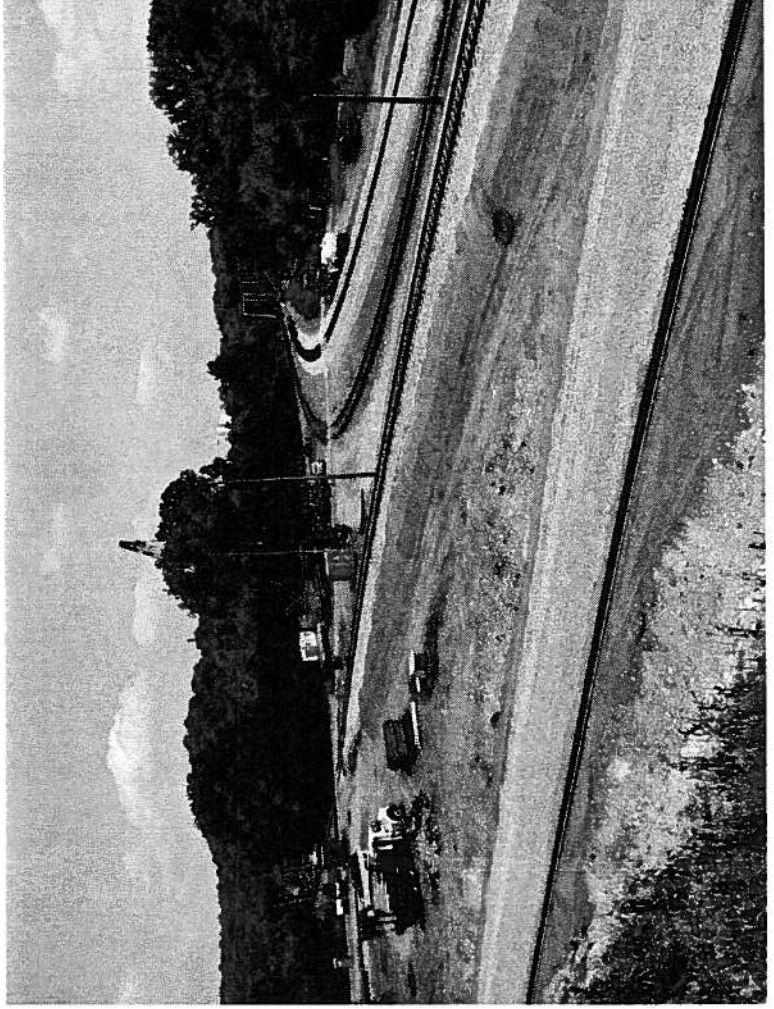
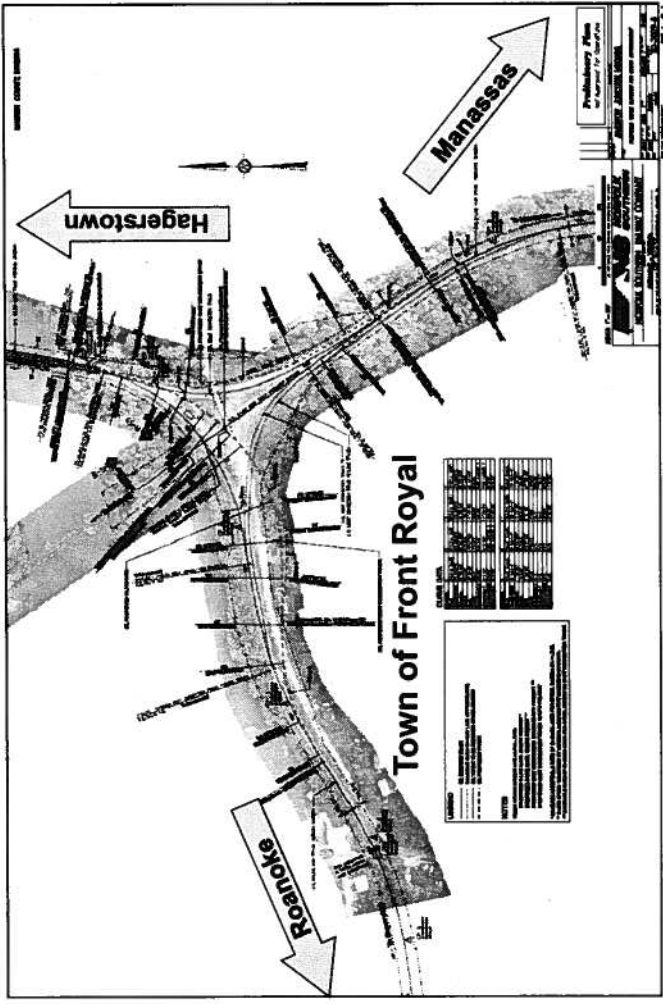


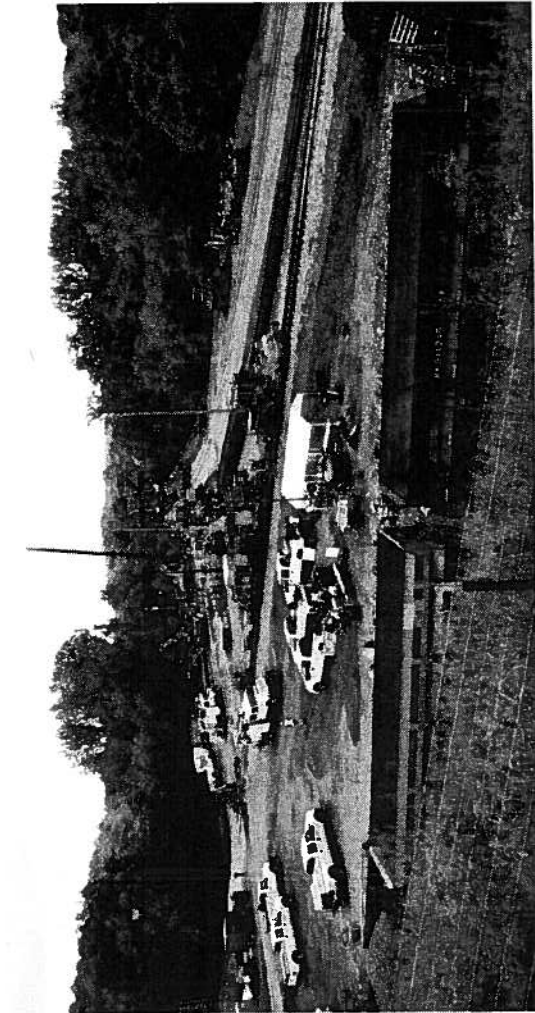
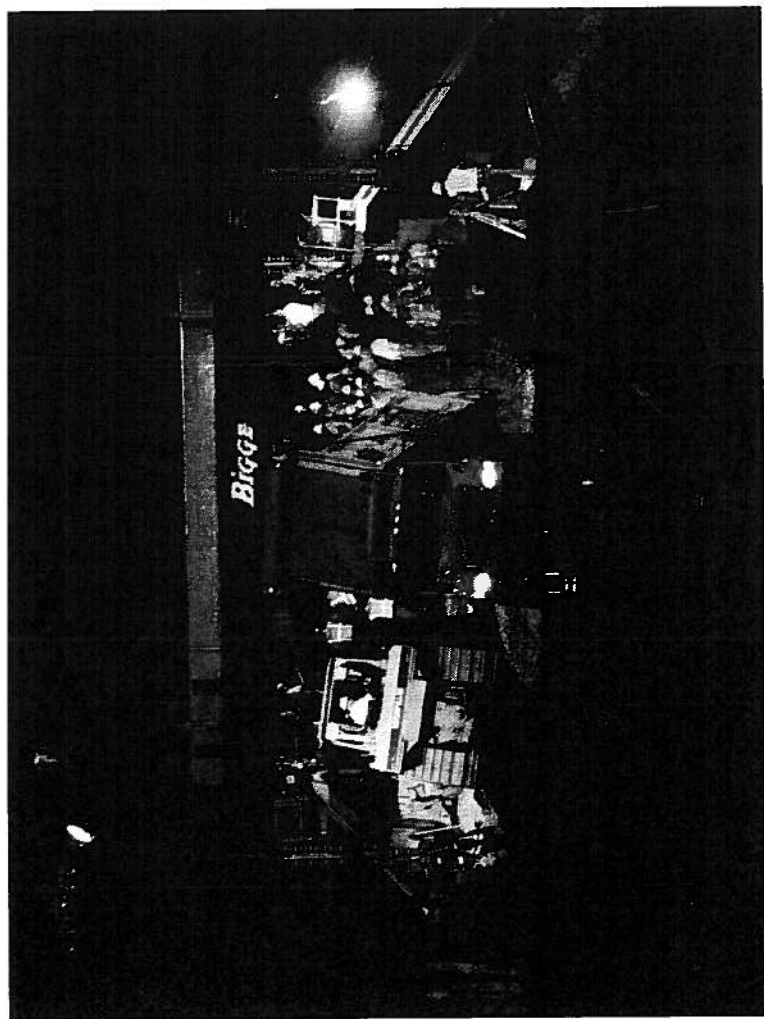
- * Still at the Virginia Supreme Court
- * Case has not yet been heard



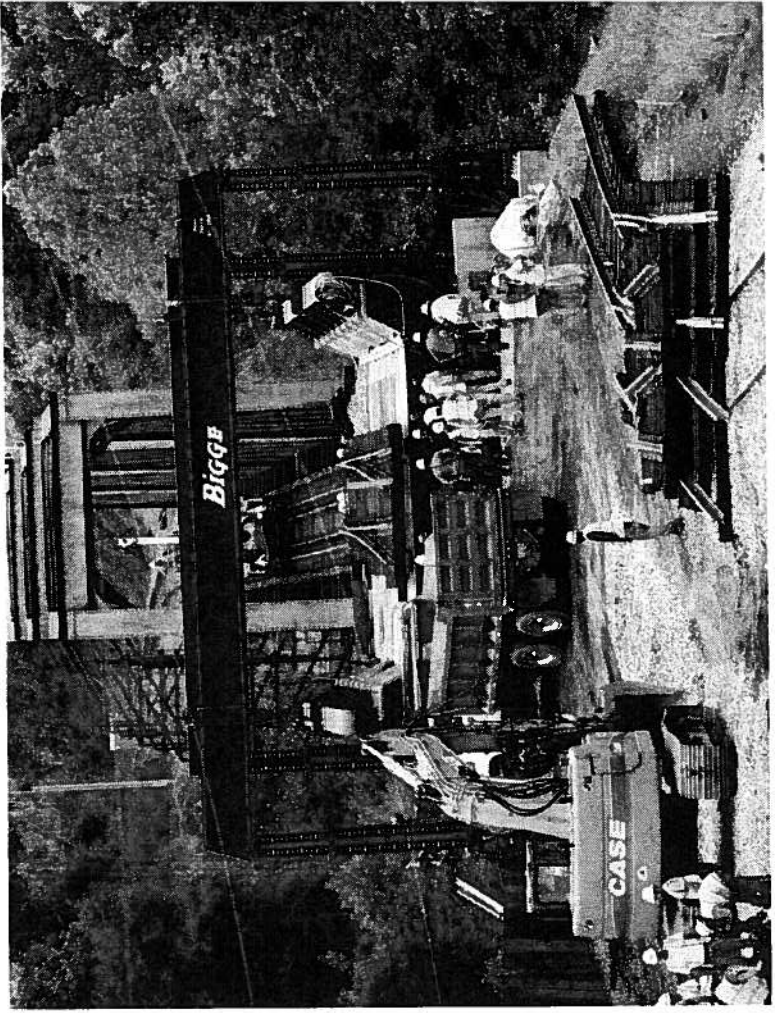
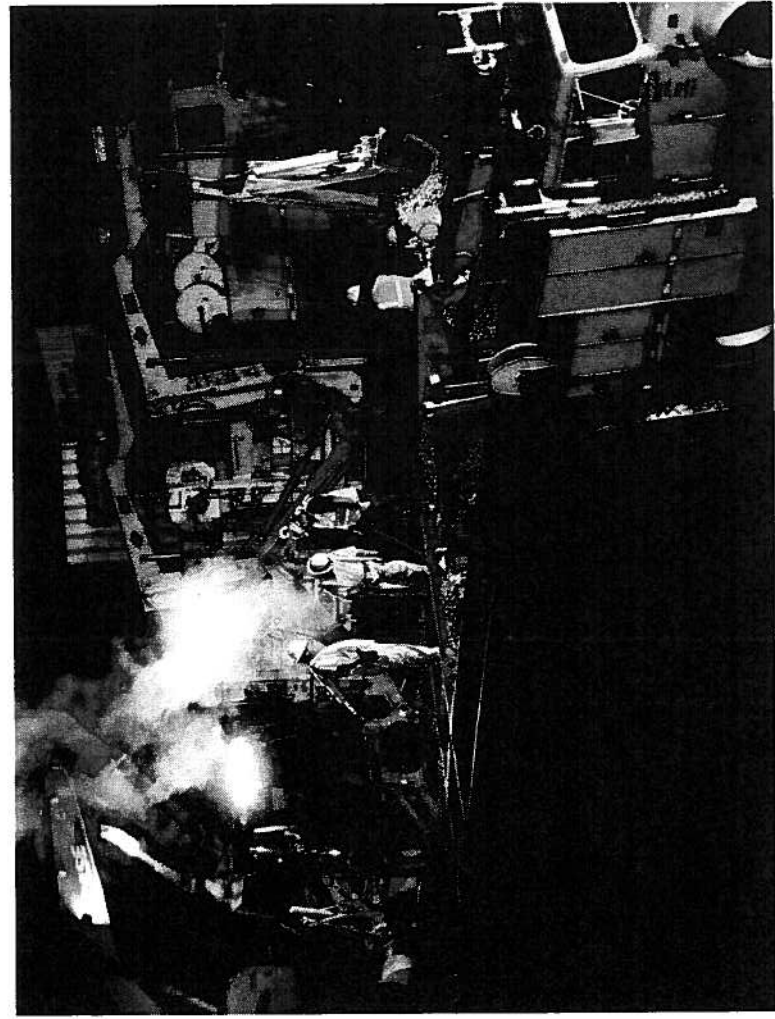
One line, infinite possibilities.

Riverton Junction Improvements



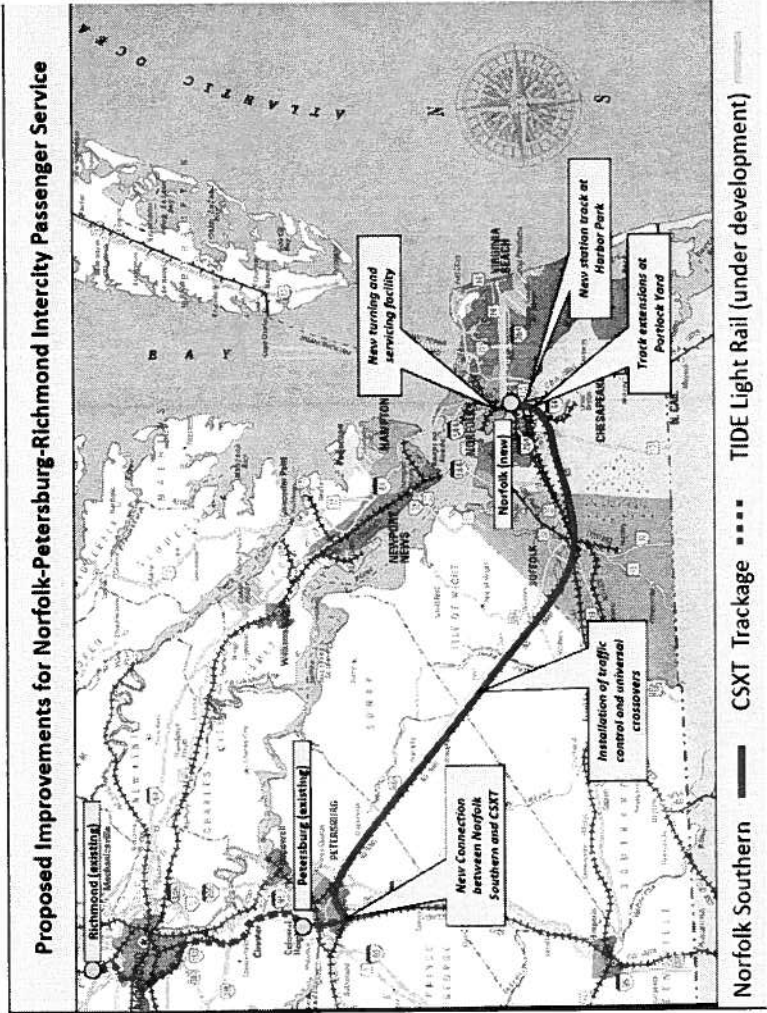
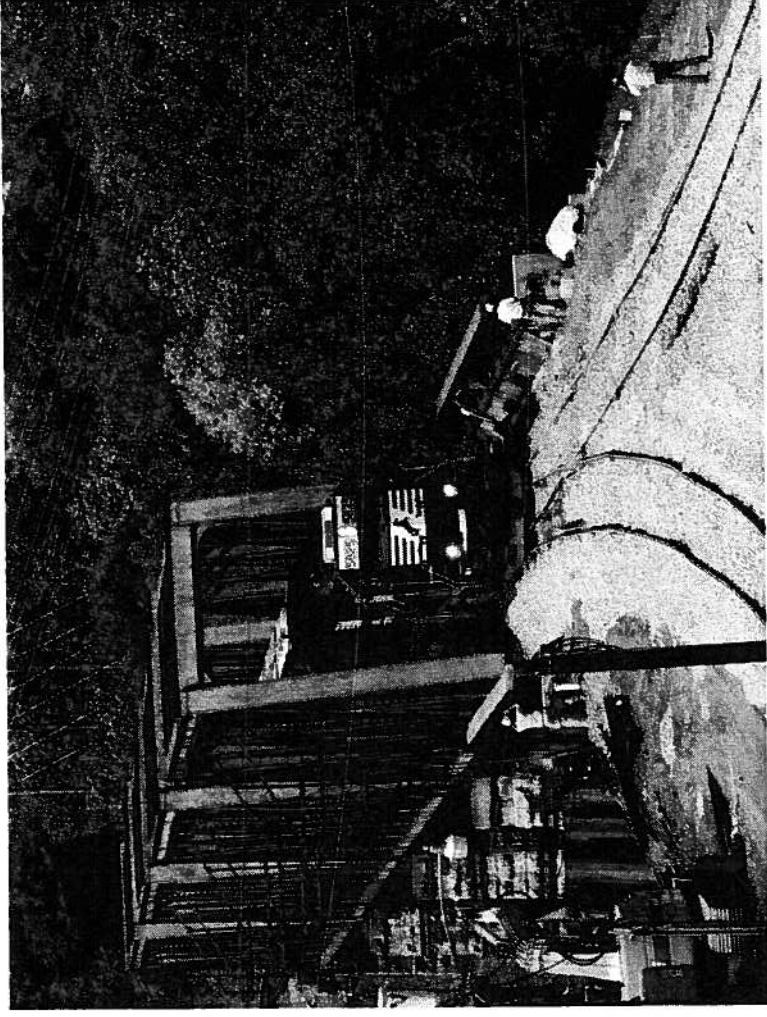
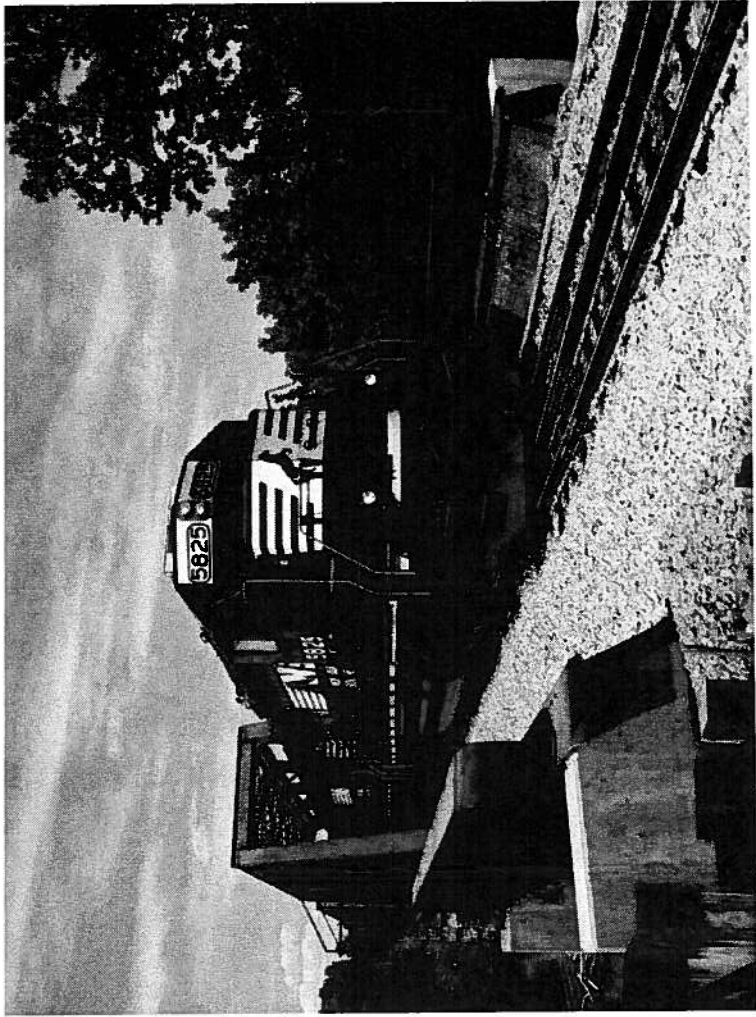


NS NORFOLK SOUTHERN
One line, infinite possibilities.



**Heartland Corridor
Roanoke Region Intermodal Terminal
Crescent Corridor
Norfolk-Richmond Passenger Train**

NS NORFOLK SOUTHERN
One line, infinite possibilities.



Status

- CTB okayed funding
- Preliminary engineering is nearly done
- Draft agreement is under discussion
- More details at next RAB meeting



Thank You





VRE On-Time Performance and Ridership Report

Systemwide VRE Performance Fiscal Year 2007

Month/Year	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09
Systemwide														
Number of Trains Operated	609	638	509	557	566	551	638	638	580	638	638	609	609	609
Number of Trains Arriving On-Time (Or Within 5 Minutes)	554	545	410	482	527	515	554	593	530	562	593	535	573	529
Total delays	55	93	99	75	39	36	84	45	50	76	45	74	36	80
On-Time Performance	90.90%	85.40%	80.60%	86.50%	93.10%	93.50%	86.80%	92.90%	91.40%	88.10%	92.90%	87.80%	94.10%	86.90%
Average length of delay (mins.)	13	19	16	14	22	17	21	14	15	21	20	16	15	16
Number of Trains Arriving More Than 5 Minutes and Less Than 15 Minutes	40	50	60	53	20	21	44	28	35	37	30	51	23	54
Number of Trains Arriving More Than 15 Minutes and Less Than 30 Minutes	12	28	32	18	11	11	22	10	12	18	10	13	9	19
Number of Trains Arriving More Than 30 Minutes and Less Than 60 Minutes	1	10	5	2	6	2	9	3	1	17	2	9	1	5
Number of Trains Arriving More Than 60 Minutes and Less Than 90 Minutes	0	0	1	0	0	1	0	0	1	1	1	0	1	2
Number of Trains Arriving More Than 90 Minutes and Less Than 180 Minutes	0	1	0	1	1	0	3	0	0	0	2	0	0	0
Number of Trains More Than 180 Minutes	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Trains Cancelled	2	4	1	1	1	1	6	4	1	3	0	1	2	0
Days with heat restrictions/Total days	0/21	0/22	0/18	0/21	0/20	0/19	0/22	1/22	0/20	3/22	0/22	4/21	0/21	0/21

Fredericksburg Line Performance Fiscal Year 2007

Month/Year	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09
Fredericksburg Line										
Number of Trains Operated	273	286	229	253	256	247	286	286	260	286
Number of Trains Arriving On-Time (Or Within 5 Minutes)	244	236	169	206	235	228	237	265	227	243
Total delays	29	50	60	47	21	19	49	21	33	43
On-Time Performance	89.40%	82.50%	73.80%	81.40%	91.80%	92.30%	82.90%	92.70%	87.30%	84.90%
Average length of delay (mins.)	16	19	15	15	22	17	21	15	18	22
Number of Trains Arriving More Than 5 Minutes and Less Than 15 Minutes	17	26	36	36	9	9	28	11	19	15
Number of Trains Arriving More Than 15 Minutes and Less Than 30 Minutes	10	15	21	9	7	7	11	9	11	15
Number of Trains Arriving More Than 30 Minutes and Less Than 60 Minutes	1	8	3	1	4	2	6	1	1	11
Number of Trains Arriving More Than 60 Minutes and Less Than 90 Minutes	0	0	0	0	0	0	0	0	1	0
Number of Trains Arriving More Than 90 Minutes and Less Than 180 Minutes	0	0	0	1	0	0	2	0	0	0
Number of Trains More than 180 minutes	0	0	0	0	0	0	0	0	0	0
Number of Trains Cancelled	1	1	0	0	1	1	2	0	1	2
Days with heat restrictions/Total days	0/21	0/22	0/18	0/21	0/20	0/19	0/22	1/22	0/20	3/22

Manassas Line Performance Fiscal Year 2007

Month/Year	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09
Manassas Line									
Number of Trains Operated	336	352	280	304	310	304	352	352	320
Number of Trains Arriving On-Time (Or Within 5 Minutes)	310	309	241	276	292	287	317	328	303
Total delays	26	43	39	28	18	17	35	24	17
On-Time Performance	92.30%	87.80%	86.10%	90.80%	94.20%	94.40%	90.10%	93.20%	94.70%
Average length of delay (mins.)	11	18	17	14	22	16	21	13	11
Number of Trains Arriving More Than 5 Minutes and Less Than 15 Minutes	23	24	24	17	11	12	16	17	16
Number of Trains Arriving More Than 15 Minutes and Less Than 30 Minutes	2	13	11	9	4	4	11	1	1
Number of Trains Arriving More Than 30 Minutes and Less Than 60 Minutes	0	2	2	1	2	0	3	2	0
Number of Trains Arriving More Than 60 Minutes and Less Than 90 Minutes	0	0	1	0	0	1	0	0	0
Number of Trains Arriving More Than 90 Minutes and Less Than 180 Minutes	0	1	0	0	1	0	1	0	0
Number of Trains More than 180 minutes	0	0	0	0	0	0	0	0	0
Number of Trains Cancelled	1	3	1	1	0	0	4	4	0

Rail Enhancement Fund

Update on REF Revenues

Rail Enhancement Fund Project Status Update

**Rail Enhancement Fund
Revenue / Allocations
FY 2009 - FY 2015**

	Estimated Six-Year Planning Period							
	Actual 2009	2010	2011	2012	2013	2014	2015	2016
REF Current Revenue Estimate	24,458,000	21,757,000	21,478,000	22,525,000	22,862,000	23,192,000	23,522,000	23,857,000
Bonds Available	12,771,785	10,900,000	5,700,000	10,300,000	10,500,000	11,900,000	11,600,000	12,900,000
Prior Year Available / (Shortfall)	29,206,223	24,269,641	49,187,958	3,393,406	3,319,399	3,164,522	9,466,598	36,937,401
Previous Allocations - Deobligated	1,367,743	15,049,315	848,119	-	-	-	-	-
Prior Year Excess Revenue Collections	(1,177,571)	(1,323,100)	2,019,361	-	-	-	-	-
REF Total	66,626,180	70,652,856	79,233,438	36,218,406	36,681,399	38,256,522	44,588,598	73,694,401
CTB Allocations	(42,356,539)	(21,464,898)	\$ (75,840,032)	\$ (32,899,007)	\$ (33,516,877)	\$ (28,789,924)	\$ (7,651,197)	\$ (4,399,658)
Available / (Shortfall)	\$ 24,269,641	\$ 49,187,958	\$ 3,393,406	\$ 3,319,399	\$ 3,164,522	\$ 9,466,598	\$ 36,937,401	\$ 69,294,743

Basic Procedures for Managing Available Funding Amounts for Planning

- Current Revenue Estimate - Utilize the most recent Official Revenue Estimate (released in May and December) as a base. Includes estimated quarterly interest earnings.
- Prior Year Available / (Shortfall) - reduce subsequent years available funding when previous allocations exceed a downward revised revenue estimate.
- Previous Allocations - Deobligated - amounts may become available anytime during the year as projects are completed under budget or canceled.
- Prior Year Excess Revenue Collections - actual revenue collections, including interest earnings, versus the estimate.
 - Reported in August of each year for the fiscal year just concluded (June 30th)
 - May be an increase or decrease to the subsequent years available funding

Rail Enhancement Fund
Monthly Revenue Collections
FY 06 - FY 11

Month	FY06	FY07	FY08	FY09	FY10	FY11
July	\$ 2,237,075	\$ 2,128,159	\$ 2,235,187	\$ 2,144,286	\$ 2,004,794	\$ 2,417,220
August	2,185,794	2,152,375	2,300,250	2,344,387	2,207,933	2,363,255
September	2,334,679	2,428,552	2,481,401	2,490,056	2,175,376	
October	2,049,296	1,869,682	2,504,458	2,242,872	1,782,177	
November	2,049,296	2,310,444	2,068,634	1,884,094	2,348,749	
December	2,049,296	1,845,938	1,875,167	1,922,900	1,623,253	
January	2,049,296	2,054,254	2,329,254	1,676,090	1,727,630	
February	2,049,296	1,583,707	1,571,505	952,770	1,489,280	
March	2,049,296	1,562,046	1,568,384	1,993,188	1,469,091	
April	2,049,296	2,345,105	2,616,216	1,993,262	2,643,488	
May	2,049,296	1,863,618	1,875,273	1,747,983	1,901,848	
June	2,049,296	2,640,050	2,567,419	1,743,012	2,402,742	
Total	\$ 25,201,209	\$ 24,783,930	\$ 25,993,148	\$ 23,134,900	\$ 23,776,361	\$ 4,780,475

Includes interest earnings as follows:

FY 2006	\$	403,557
FY 2007	\$	1,644,561
FY 2008	\$	2,359,526
FY 2009	\$	1,286,844
FY 2010	\$	1,530,692
FY 2011	\$	-

Virginia Vehicle Rental Taxes

Summary: § 58.1-2402 imposes the rental tax on motor vehicles in Virginia. A total of 10% is levied under sections A.3., A.4., and A.5. of § 58.1-2402 Code of Virginia. The 10% is distributed as follows: 4% to the locality where the rental was processed, 4% to the Commonwealth of Virginia, and 2% for debt service on the Department of State Police's STARS system. The 4% Commonwealth deposit is processed as follows: 1% to the Transportation Trust Fund and 3% to the Rail Enhancement Fund. The estimate of the Rail Enhancement fund portion of these revenues for FY 2011 is \$21,478,000. The Actual code citations are included hereafter.

§ 58.1-2402. Levy.

A.3. Four percent of the gross proceeds from the rental in Virginia of any motor vehicle, except those with a gross vehicle weight rating or gross combination weight rating of 26,001 pounds or more.

§ 58.1-2425. Disposition of revenues.

A. (iii) effective January 1, 1987, an amount equivalent to the net additional revenues generated by enactments of the 1986 Special Session of the Virginia General Assembly which amended §§ 46.2-694, 46.2-697, 58.1-2401, 58.1-2402 and this section shall be distributed to and paid into the Transportation Trust Fund, a special fund within the Commonwealth Transportation Fund, and are hereby appropriated to the Commonwealth Transportation Board for transportation needs; (iv) except as otherwise provided in clause (iii) of this sentence, all moneys collected from the tax on the gross proceeds from the rental in Virginia of any motor vehicle pursuant to subdivision A 3 of § 58.1-2402 at the tax rate in effect on December 31, 1986, shall be paid by the Commissioner into the state treasury and shall be paid into the Rail Enhancement Fund established by § 33.1-221.1:1.1;

§ 58.1-2402. Levy.

A.4. In addition to the tax levied pursuant to subdivision A 3, a tax of four percent of the gross proceeds shall be levied on the rental in Virginia of any daily rental vehicle, whether or not such vehicle is required to be licensed in the Commonwealth.

§ 58.1-2425. Disposition of revenues.

A. (ii) all funds collected from the additional tax imposed by subdivision A 4 of § 58.1-2402 on the rental of daily rental vehicles shall be distributed quarterly to the city, town, or county wherein such vehicle was delivered to the rentee;

§ 58.1-2402. Levy.

A.5. In addition to all other applicable taxes and fees, a fee of two percent of the gross proceeds shall be imposed on the rental in Virginia of any daily rental vehicle, whether or not such vehicle is required to be licensed in the Commonwealth. For purposes of this chapter, the rental fee shall be implemented, enforced, and collected in the same manner that rental taxes are implemented, enforced, and collected.

§ 58.1-2425. Disposition of revenues.

A. (v) all additional revenues resulting from the fee imposed under subdivision A 5 of § 58.1-2402 as enacted by the 2004 Session of the General Assembly shall be used to pay the debt service on the bonds issued by the Virginia Public Building Authority for the Statewide Agencies Radio System (STARS) for the Department of State Police pursuant to the authority granted by the 2004 Session of the General Assembly.



Virginia Department of Rail and Public Transportation

MEMORANDUM

TO: The Commonwealth Transportation Board

THROUGH: Thelma Drake
Agency Director

FROM: Kevin Page
Chief of Rail Transportation

DATE: September 15, 2010

SUBJECT: Monthly Amtrak Performance Report

DRPT is pleased to present the monthly performance report for Amtrak service in Virginia, summarizing July 2010 performance data. This monthly report provides a snapshot of current performance and recent trends. DRPT continues to work with Amtrak to refine data and to ensure that this monthly report is comprehensive.

The following key facts are based on July 2010 results and a year-over-year comparison of trends for July 2010 and July 2009. In addition, this report contains data on the new Amtrak Virginia Richmond train, which began operations on July 20, 2010, providing daily roundtrip service between Richmond and the Northeast Corridor.

Key Facts

- Statewide year over year comparisons:
 - Virginia statewide Amtrak ridership for July 2010 increased 18 percent as compared to July 2009, to 116,879.
 - Statewide on-time performance for all Amtrak trains in Virginia decreased 6.6 percent to 49.6 percent in July 2010 as compared to July 2009.
 - The Northern Virginia district accounts for the majority of Amtrak ridership at 35.3 percent, and the district with the greatest increase in ridership for July 2010 as compared to July 2009 is the Lynchburg district at 177 percent or 4,436 additional passengers.
 - July 2010 included one fewer weekday and one additional weekend day as July 2009.

- Statewide station comparisons:

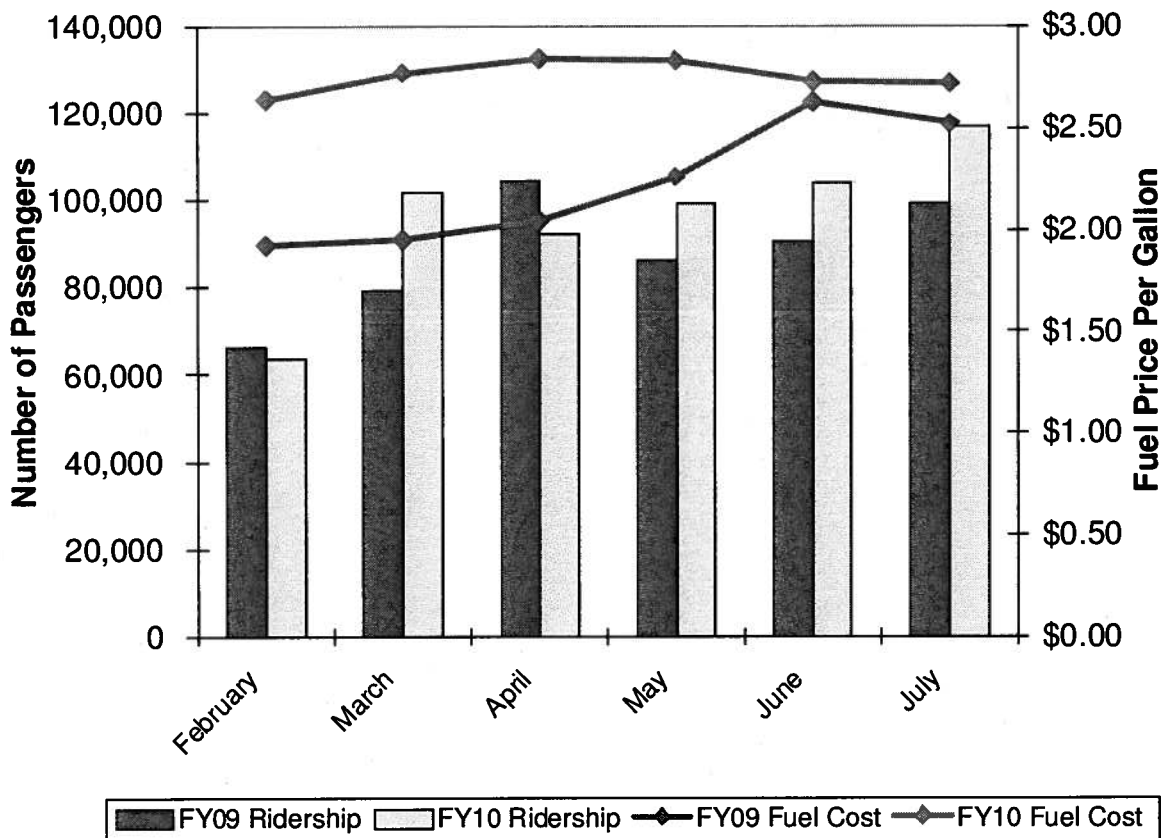
- Top five Virginia stations by total number of passengers in July 2010:

1. Richmond 25,835
2. Lorton 23,628
3. Newport News 14,328
4. Alexandria 12,719
5. Charlottesville 7,915

- Top five Virginia stations by percentage of passenger growth in July 2010 as compared to July 2009:

1. Lynchburg 228%
2. Culpeper 172%
3. Manassas 134%
4. Charlottesville 96%
5. Quantico 38%

Amtrak Ridership and Fuel Cost Comparison



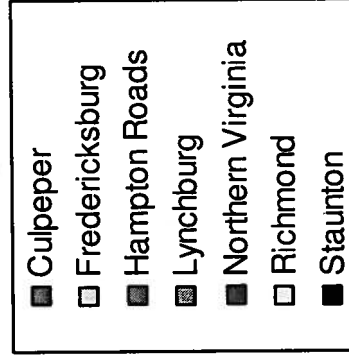
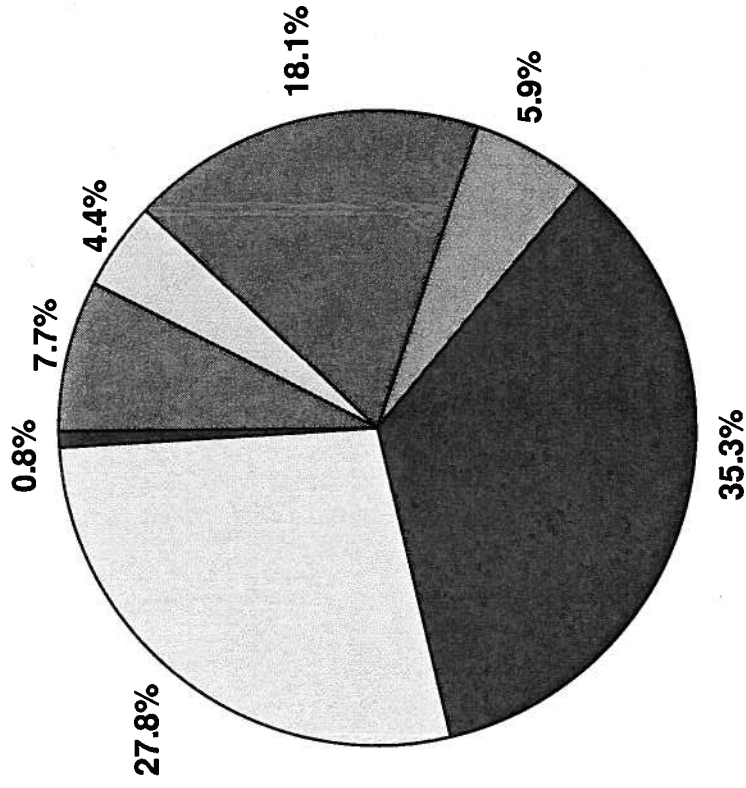
Virginia-sponsored Amtrak service¹:

- **Richmond route:**
 - Richmond route service began July 20, 2010, operating through the end of the month for a total of 11 days in July 2010
 - Total Richmond route ridership credited to Virginia in July 2010 was 2,178, exceeding the July target of 1,276 by 70.7 percent.
 - Total Richmond route revenue credited to Virginia in July 2010 was \$85,566.05 exceeding the July target of \$62,414 by 37.1 percent.
 - The 74.4 percent on-time performance for the Richmond route exceeded the statewide average of 49.6 percent and the Lynchburg route average of 53.6 percent in July 2010.
 - Top five bi-directional city pairs by revenue for the new Richmond route in July 2010:
 1. Richmond-Washington, D.C.
 2. Richmond-New York
 3. Richmond-Philadelphia
 4. Alexandria-New York
 5. Fredericksburg-New York

- **Lynchburg route:**
 - Lynchburg route service began October 1, 2009
 - Total Lynchburg route ridership credited to Virginia in July 2010 was 14,075, exceeding the monthly target of 4,340 by 224.3 percent.
 - Total Lynchburg route revenue credited to Virginia in July 2010 was \$706,178.20 exceeding the monthly target of \$219,139 by 222.3 percent.
 - The 53.6 percent on-time performance for the Lynchburg route exceeded the statewide average of 49.6 percent in July 2010.
 - Top five bi-directional city pairs by revenue for the new Lynchburg route in July 2010:
 1. Charlottesville-New York
 2. Lynchburg-New York
 3. Lynchburg-Washington, D.C.
 4. Charlottesville-Washington, D.C.
 5. Lynchburg-Philadelphia

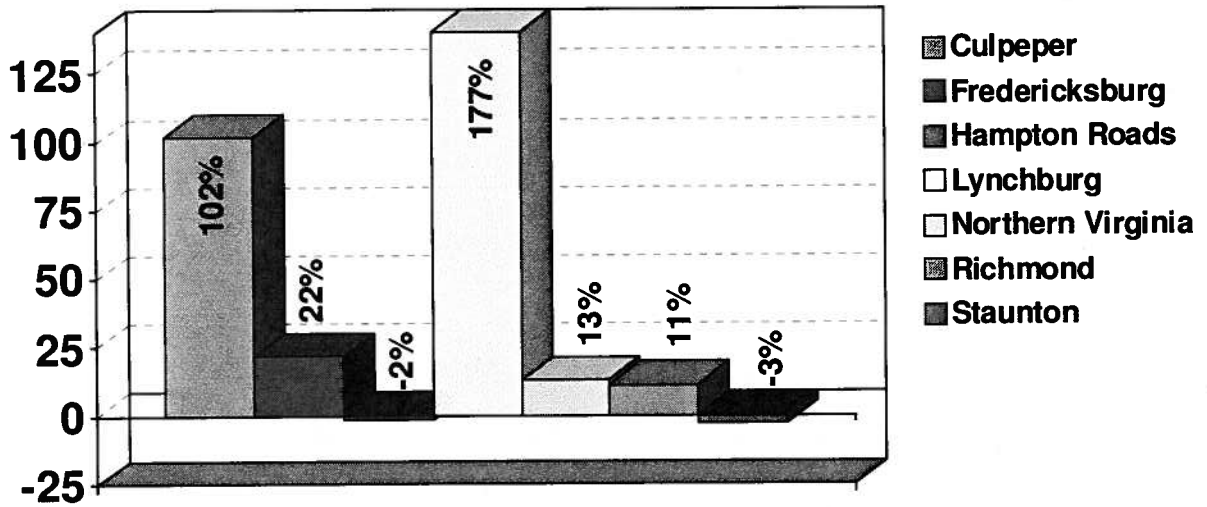
Performance goals for state-sponsored trains are established on an annual basis according to the operations agreement with Amtrak. The current performance year is October 1, 2009 – September 30, 2010 (FFY2010). New performance goals will be established for the next year starting October 1, 2010

July 2010 Amtrak Ridership by District



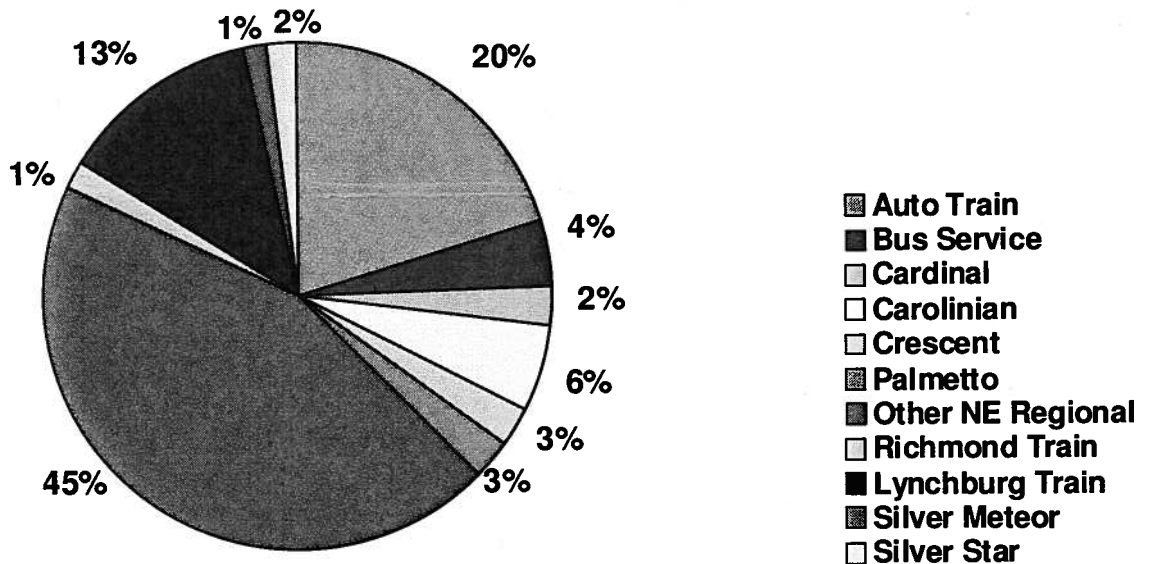
The Salem and Bristol districts are excluded because they currently do not have Amtrak service. Percentages may not add to 100 due to rounding.

Percentage Ridership Change By District July 2010 vs. July 2009



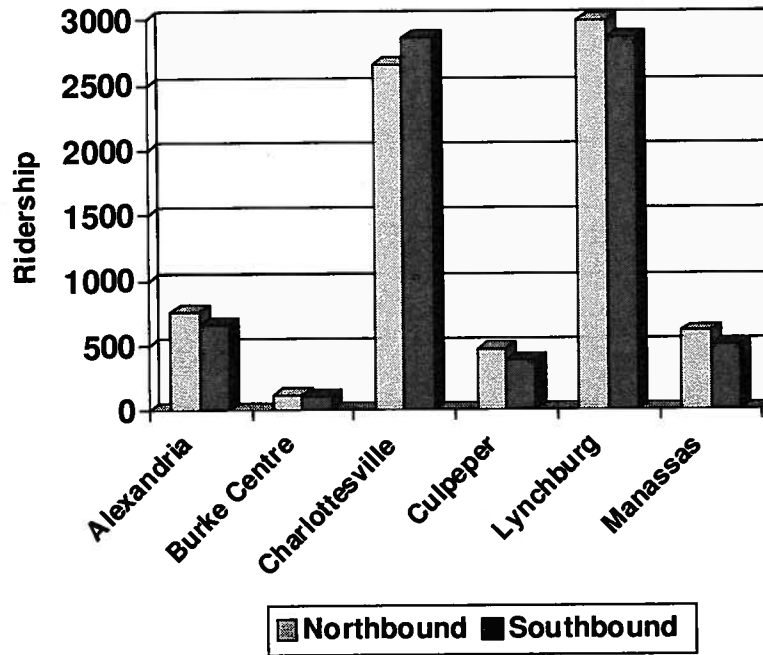
Statewide Amtrak ridership increased 18 percent

July 2010 Statewide Amtrak Ridership By Service

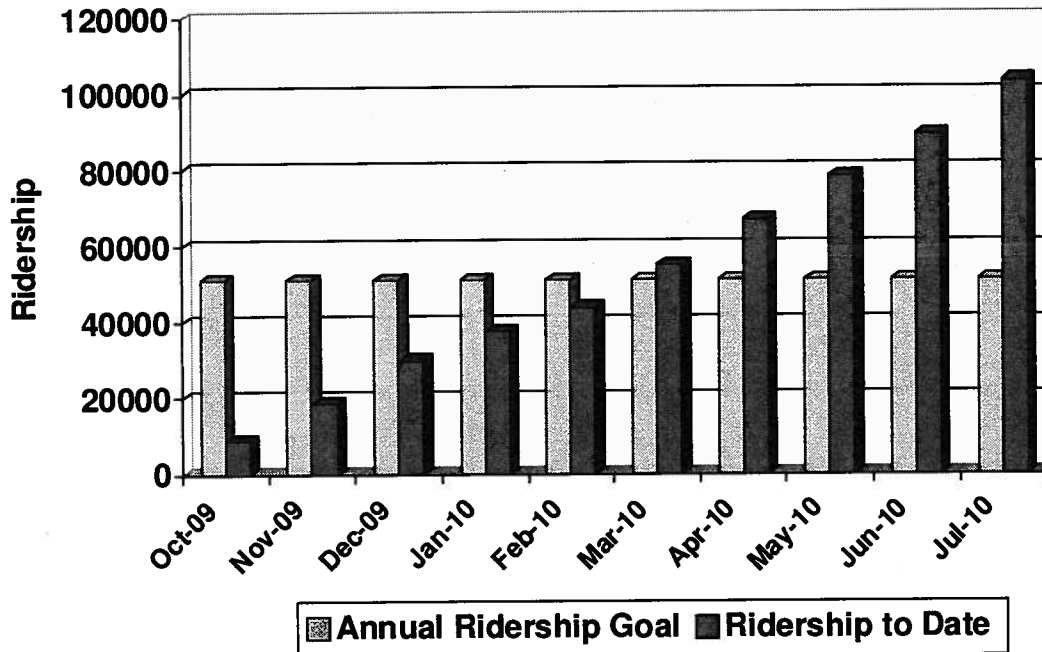


Total I-95 corridor: 82%, Total I-81/Route 29 corridor: 18%

July 2010 Ridership by Direction Lynchburg Route

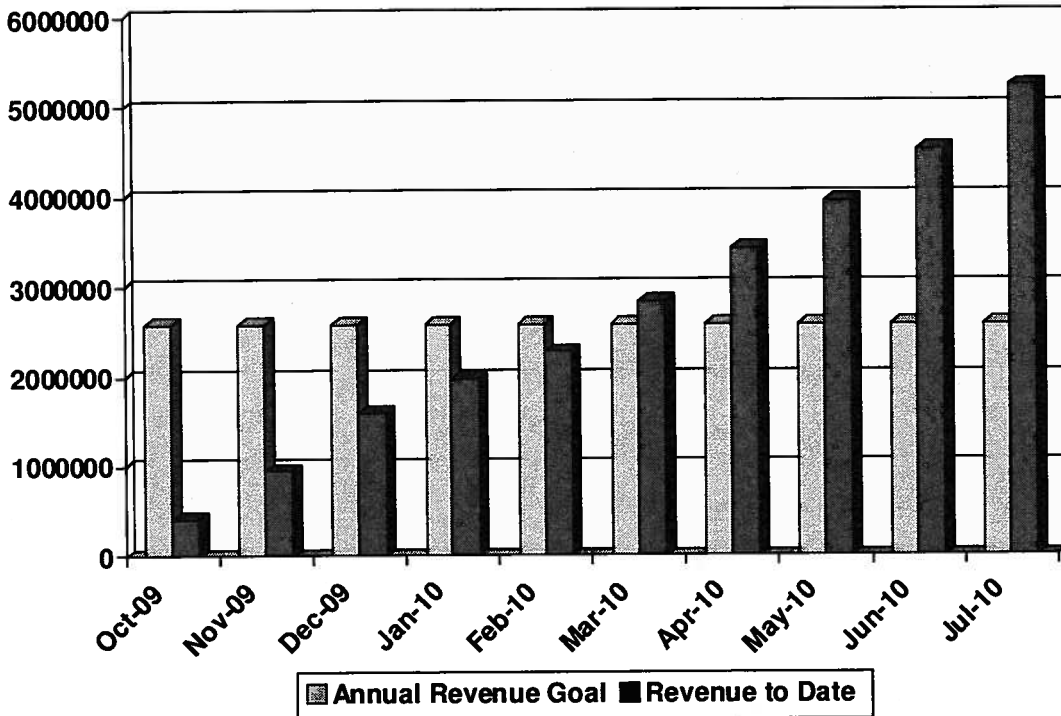


Lynchburg Route Progress Toward Annual Ridership Goal



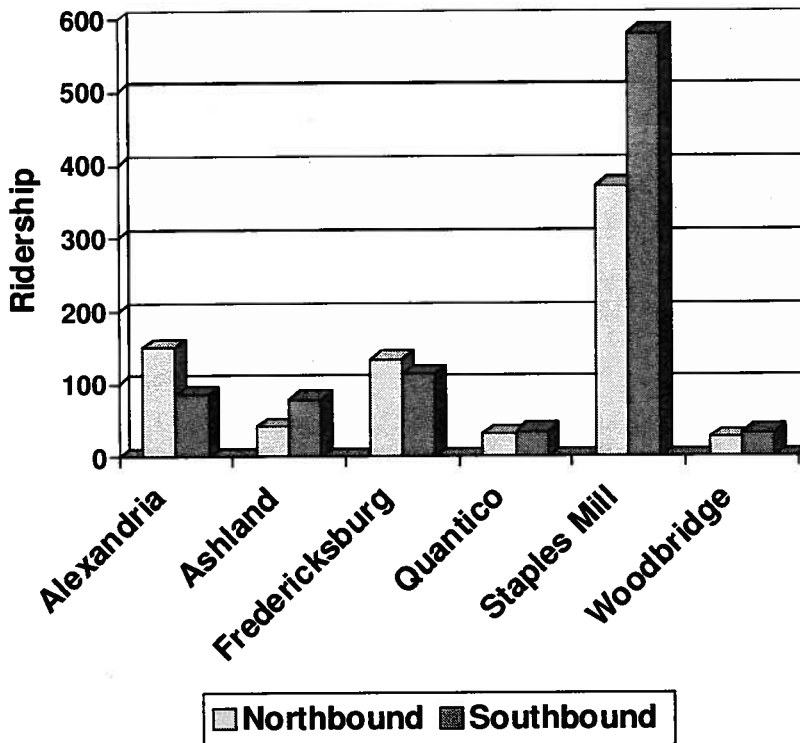
FFY2010 Ridership Goal: 51,000
Ridership to Date: 103,351
Annual Goal Exceeded by 102.6% to Date

Lynchburg Route Progress Toward Annual Revenue Goal

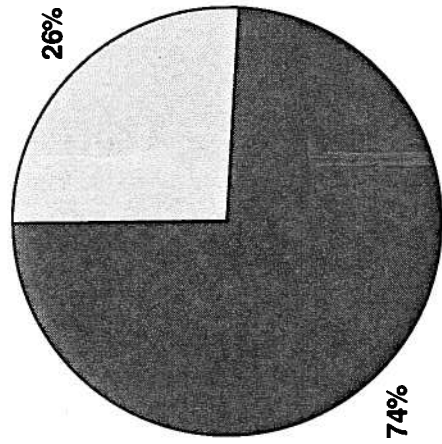


FFY2010 Revenue Goal: \$2,580,000
Ridership to Date: \$5,233,484.75
Annual Goal Exceeded by 102.8% to Date

July 2010 Ridership by Direction Richmond Route

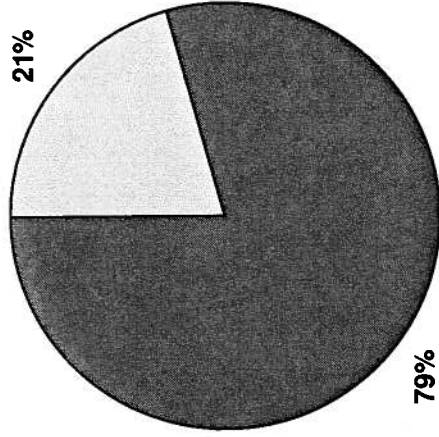


Richmond Route Progress Toward Annual Goals July 2010²



□ Year to Date ■ Remaining

Ridership
FFY2010 Ridership Goal: 8,352
Year to Date: 2,178



□ Year to Date ■ Remaining

Revenue
FFY2010 Revenue Goal: \$408,528
Year to Date: \$85,566.05

July 2010 Amtrak Virginia Performance Report

Transportation District	Total Passengers July 2010	Total Passengers July 2009	Percent Change	Fiscal YTD 2011 (July 2010 - July 2010)	Fiscal YTD 2010 (July 2009 - July 2009)	Percent Change
Transportation District						
Culpeper District						
Charlottesville (CVS)	7,915	4,044	96%	7,915	4,044	96%
Culpeper (CLP)	1,065	392	172%	1,065	392	172%
Culpeper District Total	8,980	4,436	102%	8,980	4,436	102%
Fredericksburg District						
Fredericksburg (FGB)	5,196	4,270	22%	5,196	4,270	22%
Fredericksburg District Total	5,196	4,270	22%	5,196	4,270	22%
Hampton Roads District						
Newport News (NPN)	14,328	14,357	0%	14,328	14,357	0%
Norfolk Bus Stop (NFK)	1,047	1,189	-12%	1,047	1,189	-12%
Virginia Beach Bus Stop (VAB)	1,098	1,008	9%	1,098	1,008	9%
Williamsburg (WBG)	4,642	5,005	-7%	4,642	5,005	-7%
Hampton Roads District Total	21,115	21,559	-2%	21,115	21,559	-2%
Lynchburg District						
Danville (DAN)	722	605	19%	722	605	19%
Lynchburg (LYH)	6,214	1,895	228%	6,214	1,895	228%
Lynchburg District Total	6,936	2,500	177%	6,936	2,500	177%
Northern Virginia District						
Alexandria (ALX)	12,719	10,821	18%	12,719	10,821	18%
Burke Centre (BCV) ³	226	n/a	n/a	226	n/a	n/a
Franconia-Springfield (FRS)	225	203	11%	225	203	11%
Lorton (LOR)	23,628	22,394	6%	23,628	22,394	6%
Manassas (MSS)	1,622	694	134%	1,622	694	134%
Quantico (QAN)	2,082	1,505	38%	2,082	1,505	38%
Woodbridge (WDB)	793	776	2%	793	776	2%
Northern Virginia District Total	41,295	36,393	13%	41,295	36,393	13%
Richmond District						
Ashland (ASD)	2,149	1,813	19%	2,149	1,813	19%
Main Street (RVM)	2,678	2,258	19%	2,678	2,258	19%
Petersburg (PTB)	1,802	1,633	10%	1,802	1,633	10%
Staples Mill (RVR)	25,835	23,422	10%	25,835	23,422	10%
Richmond District Total	32,464	29,126	11%	32,464	29,126	11%

Transportation District	Total Passengers July 2010	Total Passengers July 2009	Percent Change
Staunton District			
Clifton Forge (GLF)	365	445	-18%
Staunton (STA)	528	478	10%
Staunton District Total	893	923	-3%
Total Statewide Passengers	116,879	99,207	18%

	Fiscal YTD 2011 (July 2010 - July 2010)	Fiscal YTD 2010 (July 2009 - July 2009)	Percent Change
Ridership By Service⁴			
Auto Train	23,628	22,394	6%
Bus Service	4,951	5,095	-3%
Cardinal	2,780	2,926	-5%
Carolinian	6,475	5,772	12%
Crescent	2,928	5,853	-50%
New Lynchburg Service	14,951	n/a	n/a
New Richmond Service	1,682	n/a	n/a
Other Northeast Regional	52,302	50,232	4%
Palmetto	3,163	3,006	5%
Silver Meteor	1,597	1,443	11%
Silver Star	2,422	2,486	-3%
Total Ridership By Service⁵	116,879	99,207	18%

	Fiscal YTD 2011 (July 2010)	Fiscal YTD 2010 (July 2009)	Percent Change
On-Time Performance			
Statewide	49.6%	53.1%	-6.6%
New Lynchburg Service	53.6%	n/a	n/a
New Richmond Service	74.4%	n/a	n/a

¹ Passenger data does not directly correspond to Virginia ridership credit on state-sponsored trains.

² Annual goals for the Richmond route are calculated based on the operating period of July 20 - September 30, 2010 according to the operations agreement with Amtrak. New performance goals will be established for FFY2011 starting October 1, 2010.

³ A new Amtrak stop was added for the new Lynchburg route in January 2010 at Burke Centre in Fairfax County.

⁴ By service data accounts for activity at Virginia stations. This data does not account for other Amtrak trains operated in addition to regularly scheduled Virginia service.

⁵ Statewide fiscal year-to-date on-time performance is calculated as an average of the year-to-date data. On-time performance for the Lynchburg and Richmond services is available from the month the services started, October 2009 and July 2010, respectively, and forward.