

Appendix F

Public Involvement

Richmond to Hampton Roads High-Speed Rail Alternatives Analysis



Draft Public Involvement Plan

virginia department of rail and public transportation

january 2004

DRAFT

Prepared for:

Virginia Department of Rail and Public Transportation

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Richmond to Hampton Roads High-Speed Rail Alternatives Analysis Draft Public Involvement Plan

Draft: 1/15/04

1.0 Introduction and Background

Good organization and well-planned outreach is what distinguishes resolute, precise, and productive public involvement plans. Public involvement plans must be developed with clearly defined, project-related goals that center on corridor-specific issues, input needs, and the specific "public" to be involved. DMJM+HARRIS will carefully develop strategies to contact people, give them the needed information, hear their views, respond to their comments, and incorporate their concerns into plans and decisions for the Richmond to Hampton Roads High-Speed Rail Alternatives Analysis. DMJM+HARRIS has designed a planned approach for working with people, so that we receive the type of input required when we need it.

The Public Involvement Plan for the Richmond to Hampton Roads High-Speed Rail Alternatives Analysis will provide a diverse group of stakeholders an early involvement and opportunity to influence decision-making regarding this rail corridor study. Good public involvement must have as an objective the incorporation of citizen input into the decision process. Public Participation is vital to the success of this project. Success, in this case, means that the project team informed and educated project stakeholders well enough that the stakeholders were able to participate and give relevant input into the study process. The public involvement goal will be to interest, inform and involve a diverse public in a proactive manner.

People generally support what they help to create. The objective of the public participation task is to make it easy for the public to become educated and involved. Our team will provide opportunities for their voices to be heard and mediate differences. Our plan will educate a diverse population of stakeholders about the study process; inform them about the study findings; receive comments and suggestions on project phases beginning with the project initiation phase; provide opportunities throughout the study to receive comments and suggestions; and assure the openness and fairness of the study process by considering all reasonable comments. The process will be proactive and responsive to the requirements of National Environmental Policy Act of 1969 (NEPA), as amended. One key to a successful public involvement effort is to begin the process of public dialogue early.

The public participation program includes several different elements designed to target specific audiences in a variety of ways. These elements will include formal meetings with the special committees, workshops and/or citizen information meetings, and presentations to general interest groups in the Corridor and elsewhere in the study area. Printed and electronic information will be produced and updated during each phase of the Study and will include elements of interest for each audience. A formal public hearing will also be held.

Background: In 1992, the U.S. Department of Transportation designated five national high-speed rail corridors across the country. The original Southeast High Speed Rail Corridor - extending from Washington, D.C. through Richmond and Raleigh to Charlotte - has been identified as the most economically viable high speed rail corridor in the country. The Richmond to Hampton Roads High-Speed Rail Alternatives Analysis will ultimately be a component of the Boston to Charlotte system. The completed effort will have tremendous economic opportunity

serving the southeast with a comprehensive, multi-modal transportation system. High-speed rail service will provide business and leisure travelers with a competitive alternative to air and auto for trips between 100-500 miles.

1.1 Project Team

The lead transit/rail planning firm selected by the Virginia Department of Rail and Public Transportation (DRPT) to complete this study is DMJM+HARRIS. DMJM+HARRIS will be assisted on the study by sub-consulting firms:

<u>Firm</u>	<u>Role</u>
DMJM+HARRIS	Project Management Alternatives Analysis Tier I EIS Agency Coordination Rail Engineering Capital Cost Estimating Existing Conditions Assessment (rail)
AECOM Consult	Patronage Forecasting Rail Alternatives Development
Parsons	Rail Operations Planning O&M Cost Estimating Wetlands
Cordell & Crumley	Public Involvement

1.2 Vision

The vision of this project team is to facilitate a community exploration of the feasibility and desirability of higher speed rail access between Richmond, Virginia and the Hampton Roads region with linkages to other cities and states to the north and south. This will happen through the mechanism of an Alternatives Analysis and Tier I Environmental Impact Statement.

1.3 Project Initiation

At the start of the public involvement program, a current analysis will be performed to include a review of existing audience data and community involvement techniques used on related studies. (i.e., I-64 Corridor Major Investment Study, Southeast High Speed Rail Corridor (SEHSR), Route 460 Location Study). There is a benefit to maintaining some continuity between SEHSR efforts and the efforts of this study. Coordination with related corridor studies will be held as a high priority throughout this planning effort. All collected data will help define the current Public Involvement Plan.

1.4 Other Corridor Study Coordination

Steps will be taken early in planning to coordinate communication with other Studies such as Rt. 460 Location Study and the Southeast High Speed Rail Corridor Study including plans to meet regularly and exchange planning details.

2.0 Goals & Objectives

It is the project team's goal to interest, inform and involve a diverse public in a proactive manner in order to receive relevant input to the study so that the team will have better decision-making tools and greater acceptance of a final plan will be achieved. Toward this goal, the project team will:

- Educate the public on the benefits and impacts of study options.
- Build consensus of support; seek always to create understanding, foster a climate of rational discussion and correct information.
- Involve the traditionally underserved populations/special audiences.
- Respond honestly and completely to questions in a timely manner.
- Meet and exceed Federal, State and other requirements for public involvement.
- Achieve general agreement that the public involvement process has been open and fair.

3.0 Strategies

The project team will incorporate Public Involvement Strategies that accomplish the following:

- Fully understand and impart an understanding of the differences between this study and other similar studies.
- Coordinate planning activities closely with Virginia Department of Rail and Public Transportation (DRPT), Southeast High Speed Rail Project (SEHSR), Virginia Department of Transportation (VDOT), Hampton Roads Metropolitan Planning Organization (MPO), Petersburg Planning District Commission (PPDC), Crater Planning District Commission (CPDC), Richmond Regional Planning District Commission (RRPDC), Hampton Roads Planning District Commission (HRPDC) and Hampton Roads Transit (HRT).
- Create a separate identity for this project while maintaining the overall umbrella of DRPT.
- Define a core message for all communication materials.
- Create understanding of the benefits to be derived from a High Speed Rail corridor.
- Involve and communicate with the public continuously from start to finish.
- Fully incorporate current passenger rail users into the program.
- Be honest, forthright and responsive.
- Manage expectations at all times; never over-promise.
- Use interesting technology and visual elements to create excitement and understanding.
- Nurture media understanding and fair reporting.

4.0 Implementation Techniques & Activities

4.1 Public Information Activities

4.1.1 Project Identifier (Logo)

A logo and a "theme" will be developed to provide a unique identity for the project. The logo will be used on all written and electronic information and prominently displayed at public activities. The theme, or core message, will guide project communications. The DRPT logo will be displayed in conjunction with the project logo. These elements will help ensure a clear and consistent project purpose in the minds of the public.

4.1.2 Quarterly Newsletter (4)

The project team will produce a newsletter on a quarterly basis that provides timely updates to key audiences and the general public. Newsletters will be distributed to agencies, organizations, officials, and individuals on the mailing list at four milestones to maintain consistency of information. Newsletters are proposed to be sent post-Scoping, prior to the Alternatives Meetings and Public Hearings and after completion of the environmental document. Newsletter articles will describe the status of the study, announce public participation opportunities, respond to frequently asked questions, show maps and solicit feedback from readers via a clip and mail comment form. Newsletter mailings will be coordinated with other educational outreach materials to provide continuous and comprehensive communication with the public throughout the study. The newsletter will be mailed to a large database of interested citizens and leaders and distributed at various other community locations and public meetings. The database will be compiled by the project team, managed and maintained by Cordell & Crumley. The mailing list will include members of this project team; elected officials within the study area and in the General Assembly; key Route 460 Location Study project team members and participants; citizens; resource agencies; businesses; faith organizations; minority groups; civic leagues; the media; and other appropriate participants. The database will be delivered to DRPT at the conclusion of this study for use in future planning activities. The newsletters will be printed in full color on 11"x17" paper, folded and tabbed for mailing and will be saved as a pdf and included on the project Web site.

4.1.3 Internet Access/Web Site

Online information will be developed after the Scoping Meetings to provide the public and agencies with 24-hour access to project information. The Web site will have a project specific URL with a link to the "Current Projects" section of the existing DRPT Web site. The site will include project information, process information, meeting information, materials to download (newsletters, press releases, schedules, maps, handouts, comment forms), links to related studies and online surveys.

4.1.4 E-mail Information Distribution

E-mail is a growing method of communication among diverse populations and is quickly becoming the method of choice for public comments as the public can often access the Internet from home and work. E-mail also works to improve communication by giving the team the ability to send out mass E-mail notices, to reply to public comment and to interact with the media and the various agencies. The project email address will be advertised in all printed materials and online. E-mail techniques will be used for the following: meeting invitation notices general

updates, directives to improved information on the web site, comment process, notice of availability of information and more throughout the study.

4.1.5 Web Page/Information Line Promotion

A business card will be developed to promote the Web Pages URL and Project Information Line. The Web Pages URL and Project Information Line will also be advertised during public meetings, in newsletters, handouts and other printed materials as applicable. Approximately 2,000 cards will be developed for distribution. The cards will be distributed during public meetings, small group meetings, and public/community events and during speaking engagements.

4.1.6 Mailing List Development/Stakeholder Identification and Database

To facilitate communication with those who have interest in the project, a project specific mailing list will be developed early in the planning process and maintained throughout the study. The approach will be to research and review data to identify stakeholders in the study area and develop a mailing list database comprised of agencies, interested citizens, civic leaders, business groups (e.g., trucking industry, top employers in the region, business groups such as Chamber and Kiwanis, businesses along the corridor, etc.), faith leaders, elected officials and news media among others. Vital distribution locations such as libraries, community centers, and major corridor meeting locations will also be researched for large quantity distribution of materials. Entries will be gathered by several methods: from citizens and groups attending public meetings and small group meetings, from calls made to the project information line, from emails to the project email address, from the Planning Districts and from DRPT, Southeast High-Speed Rail (SEHSR), and the Virginia High Speed Rail Development Committee and other existing mailing lists. The mailing list will be used to mail newsletters, to set up speaking engagements, and to mail meetings notices.

4.2 Community Outreach Activities

4.2.1 Technical Working Group (TWG)

A technical working group (TWG) made up of city and county representatives from the study area will be established to provide input on community and business needs, help resolve points of conflict and assist with direction for the study. Periodic TWG meetings will take place at key milestones within the planning of the project to gather insight and review important information. Six meetings are expected throughout the project. See Appendix A for list of members.

4.2.2 Key Person Interviews/Briefings

The purpose of key person interviews is to solicit suggestions and identify issues and concerns from stakeholders critical to the success of the project. Study team members expect to build on work done in the SEHSR study and other studies completed in the region. The team will identify business, civic and political leaders to involve in the project. The project team will periodically brief key stakeholders, particularly prior to critical milestones. Target audiences include:

- Elected Officials (National, State and Local)
- Metropolitan Planning Organizations (MPOs) – including Citizen Advisory Committees
- Jurisdictional staff
- Other Public Agencies

4.2.3 Project Information Phone Line

A toll-free project telephone number (1-800-RICH2HR) will offer another medium for public involvement. This phone number will be established for the duration of the study to inform and educate the public, answer questions, receive comments, and to coordinate informal meetings. Calls will be recorded 7 days a week. Calls made to the voicemail will be responded to as necessary within a 24-hour period. The project information line will be advertised in all printed and electronic materials. A summary of calls will be produced periodically.

4.2.4 Speakers Bureau (up to 50 ad hoc meetings)

Small group meetings expand possibilities for community participation and help the project team understand community viewpoints, particularly in such a large and diverse study area as I-64 and Route 460. They also help the community understand DRPT and its work. Small group dynamics encourage a more proactive dialogue. This is a vital part of our plan to inform, involve and educate the public and to make the process easy and open. A Speakers Bureau process will be developed to organize meetings with local organizations to discuss the project and brief the organization on project status and schedule. Site visits/tours along the corridors may also prove useful for several of the groups. Speakers Bureau outreach may include:

- Homeowner/Community Associations
- Community Action Agencies
- Minority Business Associations
- Chambers of Commerce and Rotary
- Rural/Agricultural Organizations
- Senior Citizen Groups (Area Agencies on Aging)
- Business, Trade and Commerce Organizations
- Faith Groups
- Economic Development and/or Tourism Departments
- Hampton Roads & Richmond Emergency Media Services (for large scale evacuation)
- Other Agencies and key individuals whose involvement is vital.

A target list of meeting prospects will be identified and a meeting schedule developed. The Speakers Bureau will be advertised in all outreach materials. Specific outreach materials/presentations will be developed as necessary. Representatives from DRPT and the project team will plan to lead up to 25 meetings each.

4.2.5 Meetings, Workshops and Targeted Outreach to Special Populations

The public involvement plan will include techniques to identify and to reach those traditionally under-represented such as minority and low-income populations within the project area. This will be accomplished through postcards mailed directly to surrounding neighborhoods, notices posted within study area community "central meeting places," prominent advertisements in minority and local (rural) newspapers, press releases to minority media, speakers bureau activities, library notice distributions, meetings at convenient and accessible public places within the study area, phone and email access, civic newsletter inserts, ADA accessibility, and more. Ongoing

education and communication will occur through newsletters at key project milestones and through Internet techniques such as Web site and email updates. Effective outreach to meet NEPA Requirements, Environmental Justice and Civil Rights Title VI will be used. See highlights that follow.

Properly implemented, principles and procedures to involve a diverse socioeconomic population will improve all levels of transportation decision-making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Early data collection will determine the presence of minority and low-income populations within the project area. This will be accomplished through the use of existing state and local information and through sources identified by the Technical Working Group. Impacts to these populations will be assessed to determine if these impacts are disproportionate. If disproportionate impacts are identified, techniques will be incorporated to identify mitigation measures. The goal will be to use the data gathered to enhance public involvement efforts to reach the underserved and minority populations.

4.3 Media and Communication Networks

4.3.1 Press Releases, Story Development and Television Interviews

To keep the media informed, press releases will be developed and distributed prior to public meetings and public hearings and at other key points in the study. Releases will be distributed to local and regional radio, television and print media, city/county public affairs offices/community bulletins, minority, as well as to civic and faith organizations for inclusion in newsletters and bulletins. City/county cable television interviews will also be proactively sought to further explain the details of the study at key milestones.

4.3.2 Editorial Board Meetings

While press releases offer the media insight into the project and time schedules for meetings; Editorial Board meetings offer the project team face-to-face conversation with the high-level newspaper staff. In this way, the study can be fully discussed and questions from the media answered early in the process. It is in the best interest of the public to maintain media awareness of the study progress as the media can work with us to inform and to educate. Press Releases and/or Media Advisories are proposed for distribution pre and post-Scoping, major public meetings; and after the completion of the environmental document. Editorial Board meetings will

be arranged as needed to compliment the press release schedule and as needed when key issues arise or milestones determine editorial meetings are needed.

4.3.3 Media Previews

In order to keep the local media informed, Media Previews or "walk-throughs" will be offered between the hours of 4:00 p.m. and 5:00 p.m. (i.e., prior to each set of meetings.) Media tours of the study area rail line may also be planned.

Local television, radio and newspaper representatives will be notified of the Public Meetings and the Public Hearing, and will specify the availability of the special media viewing.

4.3.4 Press Kits

As educational background, press kits will be developed and distributed to the media. The kits may include press releases, study maps, alternatives information, background, resource sheets with links to vital web information and more.

4.3.5 News Clips

To monitor local and regional newspapers and television news, a clipping process will take place to summarize and record stories pertaining to this project.

4.3.6 Special Publications

Civic newsletters, church bulletins, business and association newsletters, neighborhood publications and similar vehicles offer opportunities to reach targeted populations. The project team will take advantage of as many of these opportunities as possible to communicate about the project and solicit information for the project database.

4.4 Meetings & Hearings

4.4.1 Public Meetings/Hearings

Citizen Information Meetings and Workshops are an important and traditional technique expected by the public as a means to comment on study information.

Meetings will be planned at major milestones including:

- Scoping – Public Kick-off (Tentatively planned for late February 2004 format: 4-7 pm with 4:30 and 6 pm presentations.)
- Alternatives Development—Choosing the best alternative solutions
- Public Hearing – Reviewing the analysis of the final solution

Project team members with appropriate technical backgrounds will prepare for and attend four separate meetings in four locations throughout the study area for 3 different phases: Scoping, Alternatives Analysis and a final Public Hearing phase.

All meetings will be held early in the development of the each major milestone to inform the public of the study progress and to educate them on the processes, goals and benefits of the study. The ultimate goal is involvement of the target audiences at each major milestone. These meetings will use an open house format from 5-8 p.m. with a presentation made by the project team at key intervals throughout the evening such as 6 and 7 pm when large audiences are attending.

Details of each meeting will be planned such as securing the locations, manage the sign in table, securing the services of a court reporter (if needed) develop attendance/registration information, and collecting comments. Verbatim transcription of each public meeting's presentation and question and answer period will be planned. The transcriptionist will also receive oral comments from the public during the meetings.

While these meetings are the more traditional method expected by the public, our study will also incorporate many "non-traditional" techniques beyond attending meetings to solicit public input such as on-line input forms and survey techniques to guarantee a variety of voices are heard and make commenting as simple as possible.

Because of the expansive diverse area covered by the study, meetings will be held in the northern central and southern geographic segments of the project area. It is anticipated that we will hold four (4) meetings during each set of public meetings. Meetings will be held near Richmond, Williamsburg, along Route 460 and in south Hampton Roads. Project-related information will be distributed to attendees of public meetings and public hearings. A meeting handout, a comment form and a current newsletter (post scoping) are among items to be distributed during meetings. The names of meeting attendees will also be entered into the project database and used to maintain contact with these interested individuals.

4.4.2 Meeting Notices

Several methods will be used to promote the public meetings and the public hearings.

Agency Scoping Invitation Letters – Invitation letters to the Agency Scoping Meetings will be sent to appropriate contacts identified in cooperation with DRPT. As appropriate, key agencies will also be contacted by phone to follow up and to gain an indication of the level of attendance.

Print Ads – Newspaper print advertisements will be developed and placement coordinated with the Virginia Department of Transportation as has been done with other DRPT projects. The print ads will include study information, meeting information and a map of the study area. At a minimum, the ads will be 4 column x 7" in size and placed in approximately 5-10 newspapers in the study area. Care will be provided to include minority and smaller publications as possible.

Postcards – Prior to each public meeting, a postcard will be developed and mail to residents within the study area and to citizens included on the study mailing list. It is anticipated that DRPT will use the services of the printing and direct mail services firm on contract with the Virginia Department of Transportation to print and distribute the postcards. Several thousand postcards will be mailed by DRPT prior to each public meeting. Postcards will also be distributed to key local public areas such as libraries, community centers, convenience stations and possibly through churches and school PTA's.

Variable Message Signs – Variable Message Signs may be used to announce public meetings in areas where it would be informative and advantageous to inform the public with this technique.

Study Distribution – Many strategies will be incorporated for the dissemination of the study including notices to the public in newspapers and/or postcard mailings; media notifications; the project website; and mailings to the study database. In coordination with DRPT, a final draft may be placed in local libraries, points of public interest, planning district offices and other appropriate venues in the study area.

4.4.3 Meeting Collateral Materials

Various printed materials will be developed throughout the study to educate stakeholders of the study, the process and other key information they may need to gain better understanding and promote involvement.

Meeting Handouts – Public Meeting and Public Hearing handouts specific to the citizen information meetings, alternatives development meetings and the public hearings will be developed. One handout will be written, designed, printed and distributed for each meeting. The handout will be a printed piece approximately 11"x17" folded to 8.5" x 11" and include a pre-addressed public comment form. These handouts may also be used as informational and educational pieces for distribution at small group meetings and briefings.

Displays – Display boards to illustrate the process and outcome; NEPA study process, project need, schedule and selection of candidate alternative(s) for the NEPA process will be developed. Among others, areas and levels of technical evaluation (e.g., traffic, socioeconomic, and land use factors: natural resources, parklands, cultural resources, air quality, noise, energy): and the public participation process (e.g., Where I live, How I heard about Public Meeting, etc.) will be presented. These boards will be updated prior to each public information meeting and prior to the public hearing to reflect the current status of the project.

4.4.4 Reports

A complete report of each public meeting and hearing will be compiled and maintained at project offices for the benefit of the public and regulatory officials and for documentation of the public involvement process.

4.5 Public Participation Record

4.5.1 Public Comments Process

Public Comment Follow Up/Response – The team will work with DRPT to respond in a timely and informative manner to emails (24 hours), phone calls (24 hours), letters (1 week, if necessary) and comment forms (1 week, if necessary). Letters will be sent out 1 – 2 weeks after each public meeting thanking the attendees for attending and for offering their comments/insight to the project.

Agency Comment Response – The team will work with DRPT to respond in a timely and informative manner to emails (24 hours), phone calls (24 hours), letters (1 week, if necessary) and comment forms (1 week, if necessary). Letters will be sent out 1 – 2 weeks after each public meeting thanking the attendees for attending and for offering their comments/insight to the project. Letters with handouts will be sent to those who were unable to attend.

Coding and Summarization of Public and Agency Comments – The team will record and summarize agency and public comments to public meetings, agency meetings, alternatives development and other letters and meetings. Two summary tables will be developed: one for public comments and one for agency comments. In cooperation with DRPT, the input will be evaluated for significance and to determine what is appropriate for study in the EIS.

4.5.2 Reports

All comments received at community meetings, telephone calls, mail, or other means will be carefully logged in an Access Database and distributed to technical staff. A record of responses

will be kept and will be distributed to the technical staff. Both comments and responses will be taken into account when assessing impacts, evaluating alternatives, and making decisions. Public meetings and hearings will be formally documented by a court reporter, and the completed document kept on file and available for review.

4.6 Evaluation and Monitoring

Our goal will be to provide a flexible, dynamic plan that can be adjusted and refined after major milestones to include diverse audiences with proactive, simple techniques to become interested, informed, and involved throughout the study effort. Throughout the project, from January 2004 to the end of the project, results of the public involvement activities will be evaluated at regular intervals and reported to the team. Following are suggested methods of accomplishing assessments:

- Create an Ad Hoc Public Participation Team as a review/monitor group and meet 2 times with them (beginning of the study and 6 months into the study). This group should be small (4 – 5 chosen individuals) to be sure results look good and we are on target.
- Monthly recaps providing an overview of activities conducted on behalf of the project during the preceding month will be developed. While more a means of measuring activity than results, the recaps will provide meaningful information about the progress of the public involvement program.
- A news media story reporting service will be maintained to document all coverage of the public involvement project. Monthly summaries with coverage analysis will be included in the monthly activity recaps.
- Immediately following each formal or informal contact or meeting conducted on behalf of the project, a contact report will be prepared identifying the contact, describing its nature, and reporting all significant information obtained and distributed. This level of reporting will be conducted for a) key person interviews and briefings, b) TWG meetings, c) and contacts resulting from meetings, workshops and targeted outreach to special populations. Groups meeting reports will be forwarded to the projected manager immediately after each contact and again as part of the monthly activity reporting. Individual contact reports may be reported contemporaneously but always will be included in the monthly report.
- Survey Research –Various techniques will be used to draw out information and opinions from the many target audiences to further develop both quality and quantity of input. Techniques may include:
 - On-line web site comment form surveys
 - Newsletter tear out survey forms
 - Records will be maintained and reported of contacts from the public via the project Web site and telephone line, as well as correspondence and other telephone contact from citizens and public officials regarding the project.
 - A stenographic record by a court-licensed reporter will be made of all formal public meetings and hearings required during the program.
- Once per quarter throughout the life of the project, an assessment will be provided covering all information inputs to the project, specifically including the data previously described in this

section. These reports will analyze general trends and attitudinal shifts reflected in response to the activities contained within the project, principal categories of concern and opportunity suggested by citizens and other key stakeholders, and resulting recommendations for project direction or action.

- Once per quarter a Web hits report will be developed and distributed to the team. The Web pages will be evaluated and enhanced based on information gleaned from these reports.

4.7 Program Management/On-going Consultation/Strategy

The project team will provide on-going dialogue with DRPT and will review public participation activities to ensure that the study goal and the objectives are met. The project team will devote necessary time to day-to-day project administration and management activities.

4.8 Public Involvement Activity Timeline (To be determined)

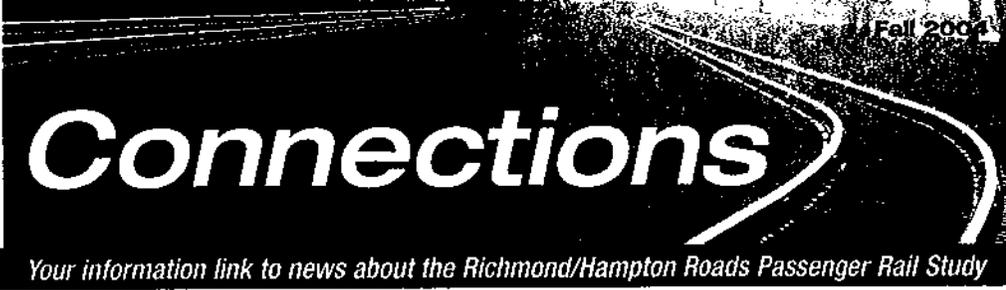
As the project evolves and becomes more defined in terms scope, public involvement activities become will be detailed in the project schedule. Development of the project schedule will follow initial meetings with DRPT and the TWG.

APPENDIX A

Technical Working Group Membership (Sorted by Organization)

PREFIX	FIRST NAME	LAST NAME	JOB TITLE	ORGANIZATION
Mr.	Drew	Galloway		Amtrak
Mr.	Jeff	Mann		Amtrak
Mr.	John	McCracken	Director, Transportation Dept.	Chesterfield County
Mr.	Clarence V.	Cuffee	City Manager	City of Chesapeake
Mr.	J. Chris	Kollman, III	City Clerk	City of Colonial Heights
Mr.	Fred	Whitley	City Engineer	City of Hampton
Mr.	Keith	Cannady	Planning Department	City of Hampton/Sargent Bldg.
Mr.	Tom	Slaughter	Dept. of Engineering	City of Newport News
Mr.	B. David	Canada	City Manager	City of Petersburg
Mr.	William	Johnson		City of Richmond
Mr.	Eric	Neilson	Director of Public Works	City of Suffolk
Mr.	Dale	Castellow	Transportation Planning Coordinator	City of Virginia Beach
Ms.	Jodi	Miller	Asst. City Mgr.	City of Williamsburg
Mr.	Dennis K.	Morris	Executive Director	Crater Planning District Commission
Mr.	Joe	Vinsh	MPO Coord.	Crater Planning District Commission
Mr.	Jay	Westbrook		CSX Transportation
Mr.	Roger	Millar	PM	DMJM+Harris
Mr.	Dick	Cogswell	Office of Rail Development	Federal Railroad Administration
Mr.	Mark	Yachmetz	Associate Administrator for Railroad Development	Federal Railroad Administration

Mr.	Barry	Bishop		Greater Norfolk Corporation
Mr.	Henry	Shriver	Ch Transportation Committee	Greater Norfolk Corporation
Mr.	Arthur L.	Collins	Executive Director	Hampton Roads Planning District Commission
Ms.	Jayne	Whitney	Chief Development Officer	Hampton Roads Transit
Mr.	Todd	Eure	Transportation Engineer	Henrico County
Mr.	Dwight	Farmer		HRPDC
Mr.	W. Douglas	Caskey	Administrator	Isle of Wight County
Mr.	Doug	Powell	Acting Asst County Admin.	James City County
Mr.	Lamont	Myers	Economic Analyst	New Kent County
Mr.	Jeffrey	Raliski	Planning Engineer	Norfolk Dept. of Planning
Mr.	Bill	Schafer		Norfolk Southern Corporation
Ms.	Brenda	Garton	County Administrator	Prince George County
Mr.	Dan	Lysy	Director of Transportation	Richmond Regional PDC
Mr.	Paul E.	Fisher	Executive Director	Richmond Regional Planning District Commission
Mr.	Michael W.	Johnson	County Administrator	Southampton County
Mr.	Terry D.	Lewis	County Administrator	Surry County
Ms.	Deborah	Jenkins		Sussex County
Mr.	Dick	Beadles		VA HSR/VA Rail Planning Institute
Mr.	James O.	Clarke	Location Studies Design Mgr	VDOT
Ms.	Sherry	Munford	Location and Design Div.	VDOT
Mr.	Willard	Andrews	Executive Director	Virginia High Speed Rail Development Committee
Mr.	Timothy	Cross	Principal Planner	York County Planning Div.



Your information link to news about the Richmond/Hampton Roads Passenger Rail Study

This is the first in a series of newsletters that will provide an update on a study being conducted by the Virginia Department of Rail and Public Transportation (DRPT). DRPT is studying the feasibility of implementing improved passenger rail service from Richmond to Hampton Roads, providing rail connections to the Southeast, Northeast and Mid-Atlantic regions as an extension of the Southeast High Speed Rail Corridor (SEHSR) — ultimately connecting to cities including Charlotte, Washington, D.C., Boston and New York. This edition is intended to give you information about the study kick off, a summary of feedback gathered at the first set of Citizen Information Meetings and an update on the study process. We hope you will join us for the next set of public meetings scheduled for November 16, 17 and 18, 2004.

Could Higher Speed Passenger Rail Service Be in Your Future?

Ever wonder what it would be like to forget the highway traffic, hop on a fast moving train and travel from Hampton Roads to Richmond connecting to Washington D.C., New York or Boston? The Virginia Department of Rail and Public Transportation is examining the possibilities. Hampton Roads, Richmond and points in between may one day be connected with higher speed passenger rail service. Highways in our region and airports along the Eastern seaboard cannot handle the present traffic volumes, nor accommodate future travel needs. Higher speed rail service may be the solution that offers an affordable, modern, timely alternative to driving on crowded interstates or flying short distances.



Artist's rendering of Main Street Station, Richmond, Virginia.

Join Us for Our Next Citizen Information Meetings

Inside this issue

- 2 Study Kick Off Meetings — What We Heard From You
 - Study Schedule
 - History of Higher Speed Rail Service in Hampton Roads and Richmond
- 3 Map of Preliminary Alternatives
 - Meet the Study Team
 - FAQs
- 4 Stay Involved

Alternatives Development Meetings

Open House with the Study Team: 4-7 p.m. ■ Formal Presentations: 4:30 p.m. and 6 p.m.

<p>November 16 Newport News City Center Conference Facilities James and Warwick Rooms 700 Town Center Drive</p>	<p>November 17 Norfolk Norfolk Airport Hilton Ballrooms C&D 1500 North Military Highway</p>	<p>November 18 Richmond Main Street Station 1500 East Main Street</p>
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During the Alternatives Development Meetings, the study team will present the first round of proposed railroad locations that address the transportation needs within the study area. The rail locations and evaluation criteria were developed from citizen and government agency participation during the public meetings held in the spring of 2004.

The study team needs your input as we move forward to evaluate and narrow these options. If you require special assistance to attend and participate in these meetings, please call 48 hours in advance of the meetings – 1-877-742-4247.

For directions to the meetings, please visit www.rich2hrrail.info

What's Next?

Following the November public meetings, this study will proceed to Phase 2 in the study process:

Phase 2: Alternatives Development (We are here)

Phase 3: Alternatives Analysis

Phase 4: Tier I Draft Environmental Impact Statement (DEIS, Public Hearing).

Phase 5: Tier I Final Environmental Impact Statement (FEIS) and Record of Decision (ROD)

(Phases 3, 4 & 5 will be completed pending funding.)

Future phases: Engineering, Right of Way Acquisition, Construction, Operation

During the Alternatives Development phase, the study team is developing alternatives based on past planning activities, relative costs, community input and other financial issues. At the conclusion of Phase 3, Alternatives Analysis, a document will be distributed for comment and DRPT will recommend a Preferred Alternative for evaluation in an Environmental Impact Statement (EIS). Following public and agency review of the Draft EIS, the study will be further refined and mitigation measures finalized. During preliminary engineering a Final EIS will be prepared. Following receipt of environmental clearance from the Federal Railroad Administration (FRA) and funding commitments, the study would be advanced into right of way acquisition, final engineering design and construction.

Study Kick Off Meetings Provide Opportunity for Public Discussion

More than 250 interested citizens attended the first set of Citizen Information Meetings held in March 2004. These meetings were held to gather input from the public and government agencies and were the first step in the public involvement process.

At the meetings, the study team presented information from previous technical studies, outlined the study process and provided a forum for the public to share their ideas and concerns. Comments about the issues and needs most important to citizens were collected. The study team also sought feedback regarding potential impacts (environmental and community) that should be assessed during the study.

Meeting attendees were invited to review displays, maps and literature as well as talk to members of the study team. Team members provided an overview of the study area and corridor options that follow the Richmond to Petersburg to South Hampton Roads Corridor and the existing Amtrak Corridor from Richmond to Williamsburg to Newport News. The preliminary railroad locations were derived from past corridor studies and provided a base from which to build.

Here's what we heard:

In response to the presentations at the initial public meetings, a wide variety of comments were received including comments on regional transportation, traffic conditions, technology/speed recommendations, alignment alternatives, station locations, neighborhood impacts, environmental issues, cost-effectiveness and public involvement strategies. Numerous inquiries were made regarding the status of a third crossing through Hampton Roads and its ability to support a transit alternative.

Reasonable alternatives and modifications suggested by the public and representative agencies have been incorporated. The study team has reviewed the following alternatives and found that they continue to merit further analysis.

Preliminary Alignment Alternatives:

- **Peninsula/CSX Alignment** (Richmond to Newport News Corridor)
- **James River Alignment** (Richmond to Newport News to Norfolk Corridor)
- **Southside-Norfolk Southern Alignment** (Richmond to Petersburg to Norfolk Corridor via Norfolk Southern)
- **Southside-US 460 New Alignment** (Richmond to Petersburg to Norfolk Corridor via new US 460 Corridor)

The Past, Present and Future of Higher Speed Rail Service

The Southeast High Speed Rail Corridor (SEHSR) is part of a plan by the US Department of Transportation (USDOT) and Amtrak to develop a nationwide high speed rail network. The 1992 designation of the SEHSR, of which this corridor is a part, is one of the five national high speed rail corridors. It is significant because it allows for federal monies to be spent on improvements to the existing rail system in order to achieve high speed service. Additionally, a 1997 USDOT report identified the SEHSR Corridor as the most economically viable high speed rail corridor in the country.



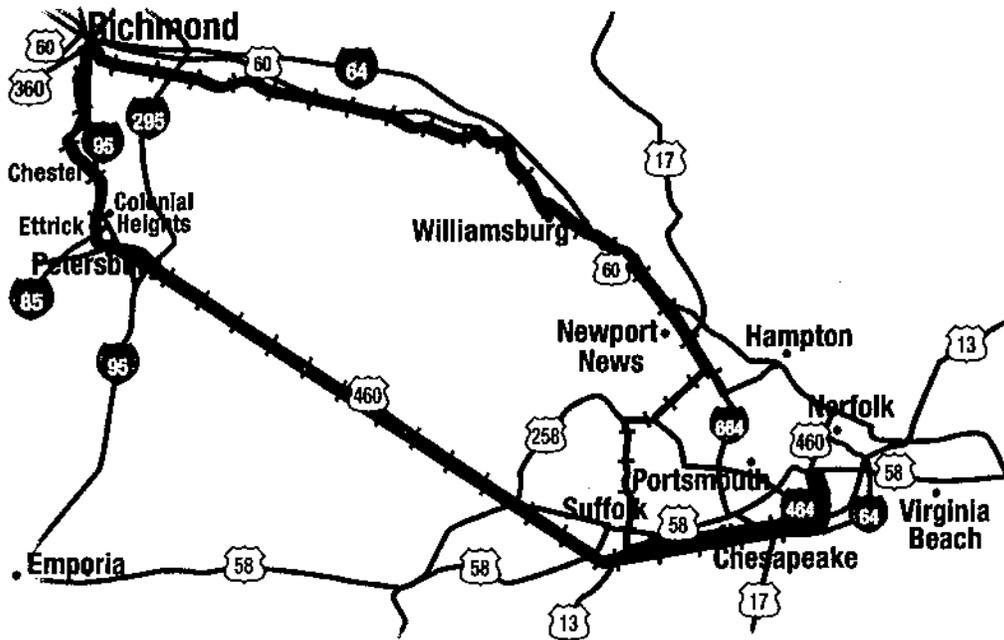
The State of Virginia conducted an Interstate 64 Major Investment Study (MIS) between Richmond and Newport News in the late 1990s that included a conceptual analysis of intercity rail alternatives. The study recommended the widening of Interstate 64 and also recommended that rail service be upgraded by double tracking the existing CSX rail lines, increasing passenger train speeds to 110 mph, and increasing frequencies to eight round trips per day.

In 2002, DRPT completed another study examining the feasibility of running high speed rail between Richmond and South Hampton Roads via Petersburg along the U.S. Route 460 Corridor. The Study recommended comparable improvements to the existing Norfolk Southern rail lines.

The Richmond/Hampton Roads Passenger Rail Study is building on the previous studies and will explore the feasibility and desirability of higher speed rail service between Richmond and the Hampton Roads region with linkages to other cities and states to the north and south.

Study Area Map

The study area generally follows the Richmond to Petersburg to South Hampton Roads Corridor and existing Amtrak Corridor from Richmond to Williamsburg to Newport News. This rail service would serve as an extension of the SEHSR Corridor. The map depicts the Richmond/Hampton Roads Passenger Rail Study area.



- +—+— Peninsula/CSX Alignment (Richmond to Newport News Corridor)
- +—+— James River Alignment (Richmond to Newport News to Norfolk Corridor)
- +—+— Southside-Norfolk Southern Alignment (Richmond to Petersburg to Norfolk Corridor via Norfolk Southern)
- +—+— Southside-US 460 New Alignment (Richmond to Petersburg to Norfolk Corridor via new US 460 Corridor)

Frequently Asked Questions

Q. What are the potential benefits of high speed rail?

- A. High speed rail can offer social, economic and environmental benefits including energy savings, emission reductions and maximized use of existing rail corridors. Supporters of high speed rail point to the long-term growth in America's population, income, travel demand and congestion in intercity transportation by air and auto.

Q. How would Hampton Roads connect to high profile U.S. cities?

- A. There are five high speed rail corridors authorized by Congress under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and six under the 1998 Transportation Equity Act for the 21st Century (TEA-21) for a total of eleven corridors. To date, the U.S. Department of Transportation has designated ten corridors and numerous corridor extensions. Two corridors of importance to this study are:

- Amtrak has 150 mph train service, known as "Acela," which operates in the Boston-New York-Washington Northeast Corridor.
- In 1992 the U.S. Department of Transportation designated the Southeast High Speed Rail Corridor connecting Charlotte, NC, Richmond, VA, and Washington, DC. This corridor designation has been extended south to Northern Florida through subsequent actions of the Department. In 1995 the Southeast High Speed Rail Corridor designation was extended from Richmond, VA, to Hampton Roads, VA.

Q. Will the Study select only one corridor between Richmond and Hampton Roads?

- A. The Study will analyze the feasibility and desirability of passenger rail service on both sides of the James River. A conclusion that rail service is needed on both sides of the river has not been precluded.

Meet the Study

Technical representatives from agencies and local governments are participating with the study as part of a Technical Working Group. This group meets to provide technical advice and insight to the study team. Technical Working Group members include representatives from the following organizations and local governments:

- Virginia Department of Rail and Public Transportation
- Federal Railroad Administration-High Speed Rail
- Amtrak
- CSX Transportation
- Greater Norfolk Corporation
- Hampton Roads Transit (HRT)
- Norfolk Southern Corporation
- Virginia Department of Transportation
- Hampton Roads Planning District Commission
- Crater Planning District Commission
- City of Chesapeake
- City of Colonial Heights
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Portsmouth
- City of Richmond
- City of Suffolk
- City of Surry
- City of Virginia Beach
- City of Williamsburg
- Chesterfield County
- Henrico County
- Isle of Wight County
- James City County
- New Kent County
- Prince George County
- Southampton County
- Surry County
- Sussex County
- York County



Richmond/Hampton Roads Passenger Rail Study

Virginia Department of Rail and Public Transportation

Mr. Alan Tobias

Manager Passenger Rail Programs

Virginia Department of Rail and Public Transportation

P.O. Box 590

Richmond, VA 23218-0590

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



Richmond/Hampton Roads Passenger Rail Study

Virginia Department of Rail and Public Transportation

We want to know what you think about possible passenger rail service in this area. We encourage you to attend the Citizen Information Meetings in November and provide comments online or by mail. A comment form can be downloaded from the web site: www.rich2hrrail.info. Mark all correspondence to the attention of:

Mr. Alan Tobias

Manager of Passenger Rail Programs

Virginia Department of Rail and Public Transportation

P.O. Box 590

Richmond, VA 23218-0590

For more information call the
Citizen Information Line
877-742-4247 (877-RICH2HR).

Stay Involved

Visit the study web site at

<http://www.rich2hrrail.info>

for detailed information about the
Richmond/Hampton Roads
Passenger Rail Study.



Richmond/Hampton Roads Passenger Rail Study
Virginia Department of Rail and Public Transportation

Connections

Your information link to news about the Richmond/Hampton Roads Passenger Rail Study

Welcome to the second issue of *Connections*. Inside, you will find the latest information on a study examining higher speed rail service between Richmond and Hampton Roads. If built, this rail service would serve as an extension of the Southeast High Speed Rail Corridor (SEHSR) and provide connections to the Southeast, North-east and Mid-Atlantic regions.

If you did not receive this newsletter in the mail, and would like to receive newsletters, invitations to future meetings and other study information, please either e-mail your information to comments@rich2hrrail.info; call toll-free at 1-877-742-4247; or write Mr. Winston Phillips, project manager, using the address provided on the last page of this newsletter.

Thank you for your interest in the study.

Higher Speed Rail Service Study On Track

Since the publication of the last newsletter, the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) have been managing the many elements required in a study of this size and magnitude, from public involvement and community meetings to the development and screening of study alternatives. The study team has engaged stakeholders, agencies, community groups and citizens for technical discussions and input as the study has reached major milestones. Throughout the process, the team consistently heard the same message from the public — those living and traveling in the study area corridor and the larger travel area along the eastern seaboard need better transportation choices. Citizens continue to stress the need for expanded higher speed passenger rail service and share concerns that the current network of regional highways and airports cannot handle present or future travel volumes.



The City of Williamsburg's Transportation Center and Train Station
© Dr. Ellen K. Rudolph

With help from communities and local and state agencies throughout Hampton Roads and Richmond, the study team has completed an Alternatives Analysis, screening a full range of options designed to provide improved passenger rail service both within the corridor and to the larger national network on the east coast. This screening and analysis has allowed DRPT to focus their resources on the two most viable alternatives (see descriptions on page 3).

Inside this issue

- 2** Why Higher Speed Rail?
 - Next Stop: Drafting an Environmental Impact Statement
 - What's Down the Line?
 - Virginia Shows Support for Improving Rail Service
 - FAQs
- 3** Solutions on the Short List
 - Map of Alternatives
 - Meet the Study Team
- 4** Your Input Counts

What Is An Alternatives Analysis?

An Alternatives Analysis is a method used to narrow a list of many potential transportation solutions, or alternatives, to a select few. Each alternative is scrutinized and screened based on a list of criteria that includes:

- Cost effectiveness
- Technological feasibility
- Ridership
- Traffic impacts
- Community impacts
- Reliability
- Safety

An Alternatives Analysis allows the study team to compare and contrast the various proposed alternatives and select the most feasible alternatives for thorough consideration in the development of a Tier I Draft Environmental Impact Statement (DEIS). The Tier I DEIS outlines potential environmental impacts of the various alternatives and suggests ways to lessen or mitigate their effects on the surrounding environment and communities.

Citizens Offer Insight During Alternatives Review Meetings



In November 2004, three public meetings were held to review the alternatives under study. Four alignments were presented and chosen based on initial screening and public and agency input from earlier meetings. During the November Alternatives Development Meetings, citizens and agencies reviewed the potential rail alignments and station locations in detail, discussed them with the study team and helped identify the alternative routes that were retained for additional analysis (see Alternatives Map on page 3).



Frequently Asked Questions

Q. What is High Speed Rail?

- A. High Speed Rail, sometimes called High Speed Ground Transportation, is intercity passenger ground transportation that is time-competitive with air and/or autos on a door-to-door basis for trips in the approximate range of 100 to 500 miles. This is a market-based, not a speed-based definition: it recognizes that the opportunities and requirements for High Speed Rail differ markedly among different pairs of cities.

Q. How much time will it take to travel between Richmond and Hampton Roads?

- A. Previous studies have estimated that travel time between Richmond and Norfolk along the US Route 460 corridor would be approximately one hour and 30 minutes to one hour and 45 minutes depending on the maximum speed. Travel time between Richmond and Newport News would be approximately one hour and 30 minutes. The Richmond/Hampton Roads Passenger Rail Study is refining these estimates based upon maximum speeds, the number of stops and other variables.

Q. How fast will the high speed rail trains go through my town?

- A. The study is examining maximum speeds between 90 and 110 mph. There will, however, be many areas where such speeds will not be possible, especially in congested areas, near station stops, etc. Built up areas would utilize appropriate measures to maximize public safety and minimize the line's intrusion to the community.

Why Higher Speed Rail?

Population and economic growth rates in Virginia have skyrocketed over the past 30 years and are projected to grow even further in the next few decades. With this growth comes an increased dependence on an already overtaxed travel infrastructure. It is predicted that intercity transportation by air and auto will increasingly suffer from congestion and time delays – particularly in metropolitan areas, at and around airports and during weekend, holiday and bad weather periods. A decline in the level of transportation service and the quality of the travel experience is expected to adversely affect the intercity traveler, other transportation systems users, carriers, and the general public. There are adverse economic impacts to congestion as well.



At speeds of 90 to 110 mph, higher speed trains have become an attractive alternative to the automobile and airplane for intercity travelers. The system that is envisioned could quickly and efficiently move travelers from Hampton Roads to Richmond,

connecting them to Washington D.C., New York, Boston, Raleigh, Charlotte, N.C., and beyond. It has the potential to make travel tie-ups a thing of the past for passengers, offering an affordable, modern and timely alternative to driving on congested highways or battling crowded airports.

Next Step: The Tier I Draft Environmental Impact Statement

Now that the study team has narrowed the rail service alternatives throughout the study area, they must begin the next step of the study process – developing a draft of the Tier I Environmental Impact Statement (EIS). A Tier I EIS is required if a proposed project is being implemented by a federal agency, requires a federal permit, or has federal funding. Since the Richmond to Hampton Roads Passenger Rail Project could potentially be funded by federal money and will likely require federal permits, the requirement for impact analyses must be met.

The Tier I EIS will provide a *general* overview of the travel corridor and its study areas, identify potential impacts of each alternative, and suggest ways to mitigate or offset those impacts. Following the release of the Tier I EIS, a more detailed Tier II EIS will follow as the project progresses. For a Tier II EIS, the team will analyze site-specific impacts for logical sections of the corridor and then determine specific alignment(s) of the high speed rail corridor.

What's down the line?

The Tier I Draft EIS (DEIS) will be complete and available for public review and comment in early 2006. The DEIS will be available in regional libraries and online. Public hearings also will be held in several locations in the study area. Public hearings and the DEIS will be announced through e-mail, a postcard mailing, newspaper advertisements, and press releases to regional media.

Plan to download the DEIS document from the study website or review a copy at regional libraries to learn more about the alternatives and their potential impacts before you attend the Public Hearings and comment. Your comments are important to the team. Don't miss your opportunity to be heard.

Virginia Shows Support For Improving Rail Service

Recognizing a need for better travel alternatives throughout Virginia, Governor Mark R. Warner has dedicated \$23 million toward annual rail improvements through the Rail Enhancement Fund. The money will help fund both passenger and freight rail improvements throughout Virginia. Matching contributions of at least 30 percent are required for use of the funds in an effort to best leverage available funding.

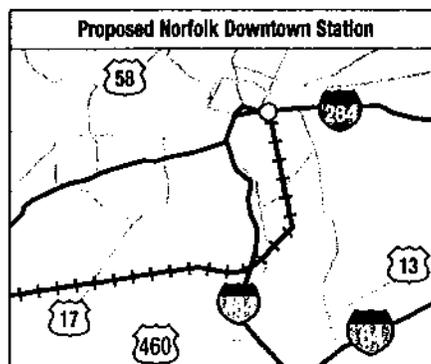
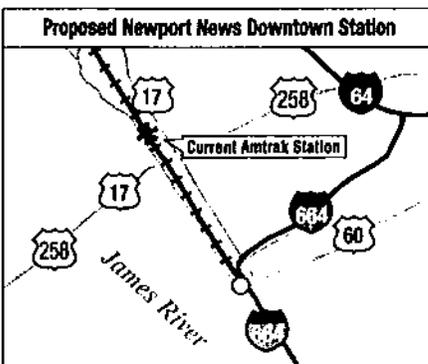
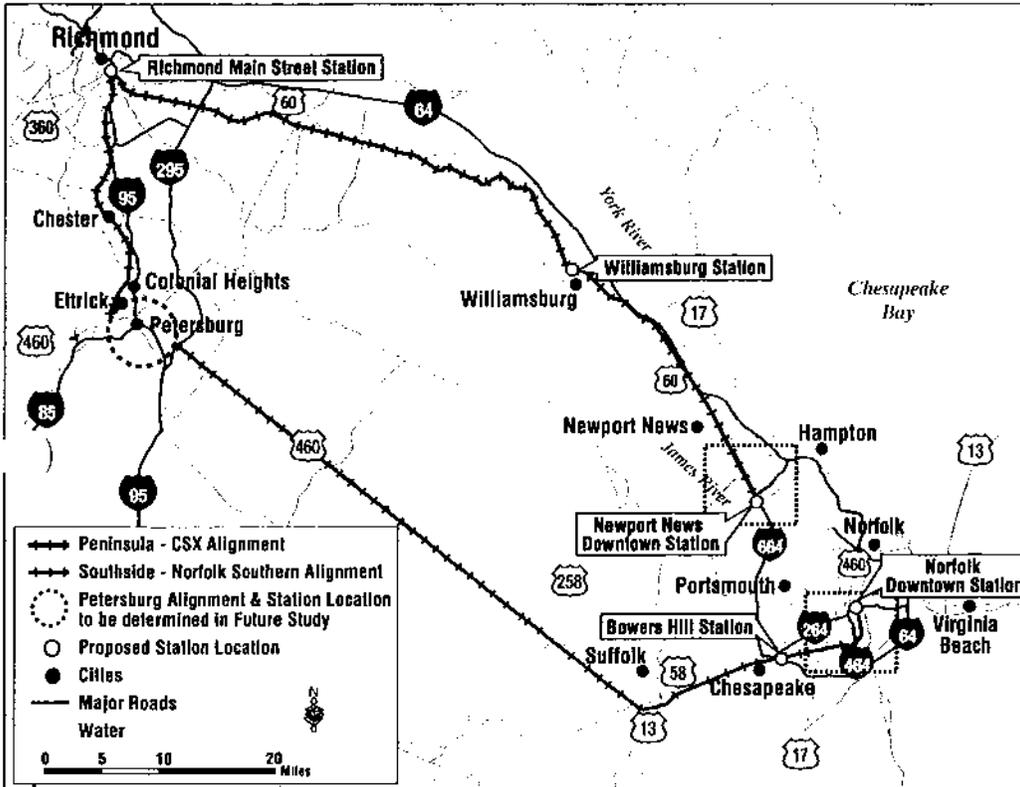


Solutions On The Short List

After intense study and public discussion, two feasible project alternatives have been selected for final evaluation. The track locations or alignments under consideration are shown on the Map of Alternatives below. The combination of speeds, frequencies, stops, alignments and other factors associated with each alternative will be further explored in the Tier I DEIS currently under development. Alternative options include the use of 90 or 110 mph diesel propulsion trains as well as an increase in the number of train trips per day. The full text of the Draft Alternatives Development Report is available on the project website at http://www.rich2hrrail.info/pages/mp_reports.html

Study Area Map Of Alternatives

The study area generally follows the Richmond–Petersburg–South Hampton Roads Corridor (Southside) and the existing Amtrak Corridor from Richmond–Williamsburg to Newport News (Peninsula).



Peninsula/CSX Alignment 90 or 110 mph trains generally follow the CSX Transportation rail line from the downtown Richmond Station to a new downtown station in Newport News on the north side of the James River.

Southside–Norfolk Southern Alignment 90 or 110 mph trains will continue south from the downtown Richmond station to Petersburg before moving to the Norfolk Southern rail line to Norfolk on the south side of the James River.

Meet the Study Team

Virginia Department of Rail and Public Transportation
www.drpt.virginia.gov

DRPT's broad mission is to improve and promote Virginia's public transportation services and passenger and freight rail transportation systems. Rail, public transportation, and commuter assistance programs supported by the agency focus on the movement of people and goods.

Federal Railroad Administration (FRA)
www.fra.dot.gov

The FRA is part of the United States Department of Transportation. The purpose of FRA is to: promulgate and enforce rail safety regulations; administer railroad assistance programs; conduct research and development in support of improved railroad safety and national rail transportation policy; provide for the rehabilitation of Northeast Corridor rail passenger service; and consolidate government support of rail transportation activities.

DMJM Harris
www.dmjmharris.com

DMJM Harris, a national leader in transportation and environmental planning, is leading a consultant team in the preparation of the Tier I Draft EIS. The project team uses a results-oriented approach of integral involvement by the public, community, businesses and other key stakeholders.

Technical Working Group (TWG)

The TWG, comprised of technical representatives from 31 agencies, businesses, railroads and local governments, will review conceptual plans and provide technical oversight for the project development process. The group provides guidance to the project team.

Expressing Our Thanks

The Project Team would like to thank the members of the Technical Working Group (TWG) for their time and commitment in assisting DRPT with this important project. The TWG members represent the many interests and agencies across the study area and have been meeting to provide crucial input and insight as the study has progressed.



**Richmond/Hampton Roads
Passenger Rail Study**

Virginia Department of Rail and Public Transportation

Winston D. Phillips
Rail Passenger Project Engineer
Virginia Department of Rail and Public Transportation
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Richmond, VA 23218-0590

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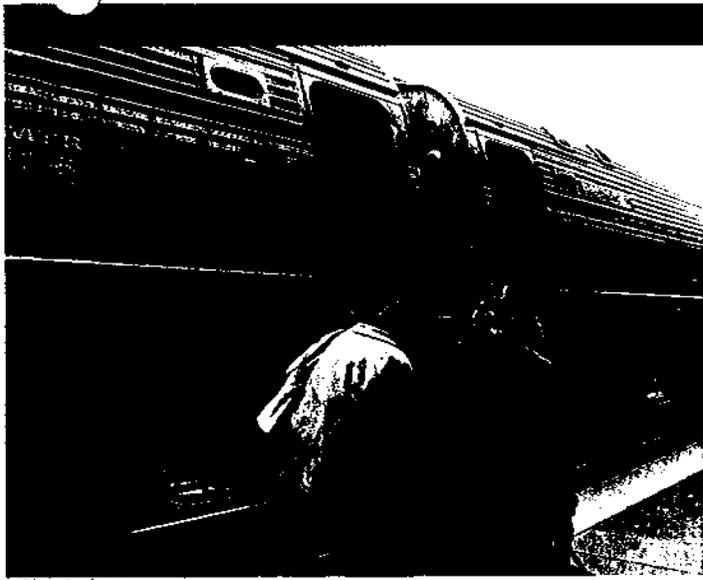


Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points



**Richmond/Hampton Roads
Passenger Rail Study**

Virginia Department of Rail and Public Transportation



Don't miss the chance to share your comments and concerns on this important issue. If you travel or live between Richmond and Hampton Roads, we want you to send us your thoughts and insight about the alternatives under study for Higher Speed Passenger Rail Service connecting Hampton Roads to Richmond and beyond.

There are several ways to share your thoughts with the study team:

- **Attend the next round of meetings in early 2006**
- **E-mail us at comments@rich2hrrail.info**
- **Call the toll-free Citizen Information Line, 1-877-742-4247 (1-877-RICH2HR)**

■ **Send Mail to:**

Mr. Winston D. Phillips
Rail Passenger Project Engineer
Virginia Department of Rail and Public Transportation
P.O. Box 590
Richmond, VA 23218-0590

Your Input Counts

Visit the study website at www.rich2hrrail.info for detailed information about the Richmond/Hampton Roads Passenger Rail Study.

Higher-Speed Rail Service Could Be In Your Future!

Please join us for an important meeting that could greatly impact your future. If you travel or live in or between Hampton Roads, Richmond and/or Petersburg, we invite you to join us in a discussion about possible Passenger Rail Service. These regions could ultimately be connected to the Southeast, Northeast and Mid-Atlantic United States as part of the Southeast High-Speed Rail Corridor being planned.

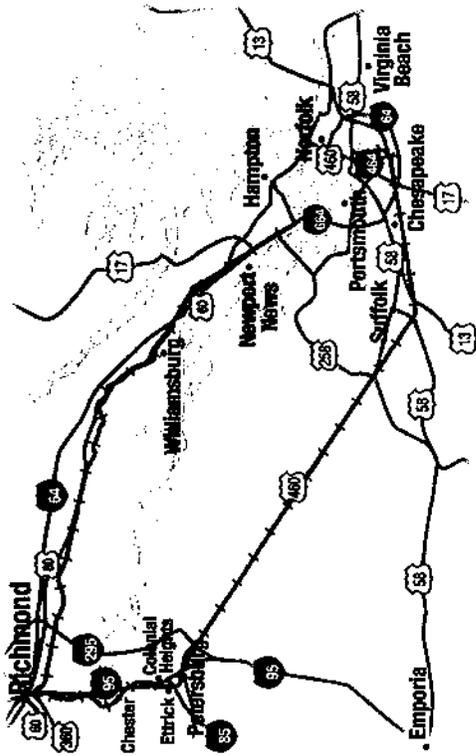
Tell Us What You Think

The Virginia Department of Rail and Public Transportation wants to know what you think about possible rail transportation in your area. Four meetings will be held in southeastern Virginia to gather your input about passenger rail service options. Two routes are being studied:

- Richmond to Petersburg to South Hampton Roads (serves Virginia Beach, Norfolk, Portsmouth, Suffolk and Chesapeake)
- The existing Amtrak route from Richmond to Williamsburg to Newport News

Your Opinion Makes A Big Difference

During these meetings, or "scoping" sessions, your input is essential in helping identify the preferred potential rail routes and alternatives. The information we gather from you and other citizens will form the basis of our study.



Richmond/Hampton Roads Passenger Rail Study

Virginia Department of Rail and Public Transportation

Citizen Information Line available at: 877-742-4247 (877-RICH2HR)

Share your comments at meetings or online at www.rich2hrrrail.info

Higher-Speed Rail Service Could Be In Your Future!

Tell us what you think. Attend one of these meetings to talk about the Richmond/Hampton Roads Passenger Rail Study:

Richmond

Tuesday, March 9
(Snow Date 3/23/04)
Science Museum of Virginia
2500 West Broad St.,
West Terrace
Richmond, VA

Petersburg

Wednesday, March 10
(Snow Date 3/17/04)
Petersburg Union Train Station
103 River St.
Petersburg, VA

Chesapeake

Thursday, March 11
(Snow Date 3/16/04)
Chesapeake Central Library
298 Cedar Rd.,
Room 1
Chesapeake, VA

Williamsburg

Wednesday, March 24
(Snow Date 3/31/04)
City of Williamsburg
Community Building
401 North Boundary St.
Williamsburg, VA

*Open House with the Study Team: 4 - 7 p.m.
Formal Presentations: 4:30 - 6:00 p.m.*

Locations are accessible to persons with disabilities. If you require special assistance, such as sign language, call the Citizen Information Line, toll-free: 877-742-4247 (877-RICH2HR) or the new Statewide TDD Line at 711 at least 48 hours in advance.



Richmond/Hampton Roads Passenger Rail Study

Virginia Department of Rail and Public Transportation

Mr. Alan Tobias
Manager Passenger Rail Programs
Virginia Department of Rail and Public Transportation
P.O. Box 590
Richmond, VA 23218-0590

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**Your opinion counts! Please mark
your calendars and bring a friend.
www.rich2hrrail.info**

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Your Opinion Makes A Big Difference

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Join us for an open house from 4 to 7 p.m. and formal presentations at 4:30 and 6:00 p.m. at the meeting most convenient for you to attend:

Richmond

Tuesday, March 9
 (Snow Date 3/23/04)
 Science Museum of Virginia
 2500 West Broad St.,
 West Terrace
 Richmond, VA

Petersburg

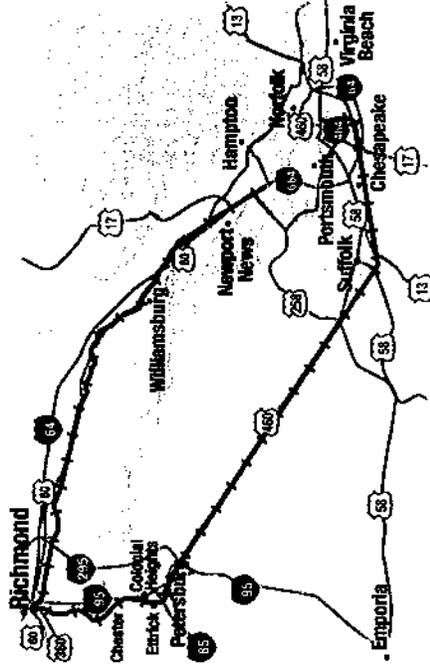
Wednesday, March 10
 (Snow Date 3/17/04)
 Petersburg Union Train Station
 103 River St.
 Petersburg, VA

Chesapeake

Thursday, March 11
 (Snow Date 3/16/04)
 Chesapeake Central Library
 298 Cedar Rd., Room 1
 Chesapeake, VA

Williamsburg

Wednesday, March 24
 (Snow Date 3/31/04)
 City of Williamsburg
 Community Building
 401 North Boundary St.
 Williamsburg, VA



Your opinion counts! Please mark your calendars and bring a friend.

Locations are accessible to persons with disabilities. If you require special assistance, such as sign language, call the Citizen Information Line, toll-free: 877-742-4247 (877-RICH2HR) or the new Statewide TDD Line at 711 at least 48 hours in advance.

Richmond/Hampton Roads Passenger Rail Study

Virginia Department of Rail and Public Transportation

Citizen Information Line available at: 877-742-4247 (877-RICH2HR)
www.rich2hrrail.info



**Richmond/Hampton Roads
Passenger Rail Study**

Virginia Department of Rail and Public Transportation

April 27, 2004

Address

Salutation:

Thank you.

On behalf of the Richmond/Hampton Roads Passenger Rail Study team, we thank you for attending the study scoping meeting in March. We were pleased that more than 250 citizens attended the first set of public meetings. We hope you found the meeting to be interesting and informative.

Public participation in this study is essential in helping identify the preferred long-term solution for enhanced passenger rail service between Richmond and Hampton Roads. During the first phase of our study, called Scoping, the study team reviewed the scope, schedule, and assumptions with the public and with local, state, and federal agencies. Public and agency comments, suggestions, questions, and concerns have been identified and will be incorporated into the study as it moves forward. We appreciate you taking part in this valuable first step.

We value your input.

The information we gathered from you and other citizens will form the basis of our analysis to be conducted over the next several months.

Based on our meeting registration information, we have added your name to our study mailing list. We will continue to keep you informed and will send you an invitation to the next workshop to be held this summer. If you turned in a comment form at the public meeting or provided comments by mail, the study team is currently reviewing your feedback and will include it as part of the public record.

Visit us online

If you would like to complete a comment form and keep up-to-date with the study, we encourage you to visit the study site at www.rich2hrrail.info

Thank you again for your time and interest in the Richmond/Hampton Roads Passenger Rail Study.

Sincerely,

A handwritten signature in black ink that reads "Alan C. Tobias". The signature is written in a cursive, flowing style.

Alan Tobias
Manager of Passenger Rail Programs
Virginia Department of Rail and Public Transportation



Richmond/Hampton Roads Passenger High Speed Rail Alternatives Analysis/Draft Environmental Impact Statement

Tuesday, March 9, 2004 -- 1:00 p.m.

Virginia Department of Rail and Public Transportation Conference Room

PLEASE PRINT CLEARLY

Attended (please initial)	FIRST NAME	LAST NAME	JOB TITLE	AFFILIATION	ADDRESS	ADDRESS 2	CITY	ST	ZIP	PHONE
	Mr.	Mark	Alling	VA Department of Environmental Quality - Piedmont Reg. Office	4949-A Cox Rd		Glen Allen	VA	23060	
	Mr.	Tom	Banard	VA Institute of Marine Science	Rt. 1208 Greate Road		Gloucester Point	VA	23062	
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	Mr.	Bruca	Blanchard	US Department of the Interior, Office of Environmental Project Review,	18th and "C" Streets, NW		Washington	DC	20242	
CB	Mr.	Chris	Bonanti	Federal Railroad Administration Office of Railroad Development	1120 Vermont Avenue, NW	Mail Stop 20	Washington	DC	20590	202-493-6381
HW	Ms. Mr.	HEATHER J. Robert	WOOD FOR Bray	Virginia Port Authority	600 World Trade Center		Norfolk	VA	23510	757-683-8000
	Adm.	Sally	Brice-O'Hara	US Coast Guard, Fifth Coast Guard District	Federal Bldg, 431 Crawford Street		Portsmouth	VA	23705	757-398-6640
	Mr.	P. Cliff	Burnette	VA Department of Aviation	5702 Gulfstream Road		Richmond	VA	23250	804-236-3632
	Mr.	Robert	Burnley	VDEQ	629 East Main Street	6th Floor	Richmond	VA	23219	804-698-4020
	Mr.	Jeff	Caldwell	VDOT-Richmond District	P.O. Box 3402		Colonial Heights	VA	23834	804-524-6100
	Mr.	Don A.	Chamblee	Federal Energy Regulatory Commission, Office of External Affairs,	888 First Street, NE, Room 11H-1		Washington	DC	20426	
	Mr.	James O.	Clarke	VDOT	1401 East Broad St.		Richmond	VA	23219	804-371-6845
	Mr.	Whittington W.	Clement	Commonwealth of Virginia	202 North 9th Street, 5th Floor		Richmond	VA	23219	804-786-8032
AAE	Mr.	Michael	Cline	VA Department of Emergency Management	10501 Trade Court		Richmond	VA	23236	804-897-6500
RVC	Mr.	Dick	Cogswell	Federal Railroad Administration	1120 Vermont Avenue, NW	Mail Stop 20	Washington	DC	20590	202-493-6388
AC	Mr.	Jerry	Combs	Federal Highway Administration	P.O. Box 10249	Room 750	Richmond	VA	23240	804-775-3340
	Mr.	Randolph	Cook	VDOT - Franklin Residency	904 Pretlow Street		Franklin	VA	23851	757-562-3194



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	Ms.	Ann	Deaton	Fifth Coast Guard District, Bridge Administration Branch	Federal Building, 431 Crawford Street		Portsmouth	VA	23704	757-398-6222
	Mr.	O. Gene	Dishner	VA Dept. of Mines, Minerals, & Energy	202 North 9th Street		Richmond	VA	23219-3402	804 692 3200
	Ms.	Denise	Doetzer	USDA Natural Resources Conservation Service	1606 Santa Rosa Road, Suite 209		Richmond	VA	23229	804-287-1691
	<i>Mr. G. Ellis</i>	Charles	Ellis	Council on the Environment	Ninth Street Office Bldg		Richmond	VA	23219	
	Mr.	G. T. Dwight	Evans Farmer	VA Department of Conservation and Recreation	P.O. Box 146		Chesterfield	VA	23832	434-751-4401
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	Mr.	Dan	Glickman	USDA	Jeremy Whitten Bldg Room 200A	14th & Independence Avenue, SW	Washington	DC	20250	
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	Ms.	Pat	Kurkul	National Marine Fisheries Service, Northeast Region	1 Blackburn Drive		Gloucester	MA	01930-2298	978-281-9300
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