

The Committee to Advance the TransDominion Express

January 19, 2009

«sal» «fname» «lname» «suffix»
«organization»
«address»
«city», «state» «zip»

Dear «sal» «lname»:

After 11 years of your steady support and our patient persistence, a portion of our longstanding vision may soon become reality. Proposed service from Lynchburg to Washington DC would be the first leg of the TransDominion Express.

Pending approval by the Commonwealth Transportation Board this new Amtrak service may begin as early as this fall. This accomplishment will be particularly impressive in light of Virginia's current economic condition.

This is a victory for all of us along the proposed TDX corridor and the Commonwealth. Our western representatives of the Committee to Advance the TransDominion Express stand united in their support of this initial phase. Our committee has resolved to ensure the success of this service and then to expand additional service to the entire corridor from Bristol to Richmond.

More than ever we need your support. We have scheduled meetings with Amtrak, the Department of Rail and Public Transportation, legislators, and transportation leaders to build momentum for the introduction of TDX service through Central Virginia to Washington DC. If the corridor communities work effectively together the first leg will be successful and we can reasonably expect to expand service to Roanoke and then to Bristol. Our Committee has begun overtures to work with the State of Tennessee to explore the possibility of connecting TDX to western localities such as Knoxville, Chattanooga, Nashville, and Memphis.

Our work is not done. Rather it has just begun.

We are inclosing excerpts from the VDRPT statewide rail plan and allocation proposal. Also enclosed is an invoice for your continued support of our essential lobbying and marketing efforts.

Again, this monumental accomplishment would not be possible without your ongoing, generous support.

Sincerely,

French H. Moore, Jr., Chairman
Committee to Advance TDX

Rex Hammond, Executive Director
Committee to Advance TDX

PS- Your continued support has allowed us to update our website which will be available next month. Please visit us online at www.tdxinfo.org

Potential Projects Identified in the 2008 Draft Statewide Rail Plan

Project	Corridor	Description
Class I and Shortline Railroad Projects		
CSX National Gateway Corridor	I-95, I-295, I-495	Double-stack clearances, rail yard construction and Virginia Avenue Tunnel clearance.
Norfolk Southern Crescent Corridor	I-81	Thirty-nine projects to expand single main-line tracks to double tracks, add passing sidings, expand passing sidings, realign curves, improve connections, and add track signals and signal systems.
Norfolk Southern Heartland Corridor	Route 460	Access improvements for Roanoke Region Intermodal Facility, development of a parallel double-stack route, additional tunnel clearances and track capacity improvements.
Norfolk Southern Coal Corridor	Route 460	Capacity improvements through additional track
Shortline Railroad Preservation	Statewide	Improve all railroads to meet Federal freight and passenger standards for freight and Class 4 track standards for passenger trains.
Port of Hampton Roads		
Norfolk International Terminals Central Rail Yard Expansion	Route 460	Rail intermodal yard expansion, construction of additional track, ties, ballast, switches, pavement in rail yard area, container handling areas and other infrastructure.
Crane Island Rail Connection	Route 460	Construction of siding track in the median of Route 164, planning and design of new track connection between APM Terminal and Crane Island Marine Terminal on-dock intermodal yard.
Norfolk/Portsmouth Beltline Railroad	Route 460	Improvements to train operations and grade crossing at the Main Gate of Norfolk International Terminals as well as improvements to existing rail yard.
Passenger Rail Initiatives		
Commuter Rail Improvements, Alexandria to Manassas	I-66	Upgrades to Norfolk Southern track between Alexandria and Manassas including infrastructure rehabilitation.
Commuter Rail Improvements, Gainesville to Haymarket	I-66	Infrastructure and capacity improvements for expansion of Virginia Railway Express on Norfolk Southern track between Manassas and Gainesville/Haymarket. Improvements contingent upon results of major investment study.
Commuter Rail Improvements, Fredericksburg to Washington, D.C.	I-95, I-395, I-495	Construction of a third track for Virginia Railway Express operation on CSX tracks between Fredericksburg and Washington, D.C., improvements to existing service including signalization, and station and rail infrastructure improvements.
Urban Crescent Express	I-95 and I-64, I-295, Route 460	Rail infrastructure, capacity and station improvements and/or construction for additional Amtrak service between Washington, D.C., Richmond and Newport News.
TransDominon Express	I-81, Routes 29 and 460	Rail infrastructure, capacity and station improvements and/or construction for more frequent Amtrak service to Lynchburg and Charlottesville, and expanded service to Roanoke, Bristol and Richmond.
High-Speed Rail Initiatives		
Southeast High-Speed Rail	I-95, I-295, I-495, I-85, I-64, Route 460	Infrastructure improvements for high-speed rail service between Richmond and the North Carolina line and between Richmond and Hampton Roads.

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Virginia Rail Enhancement Fund

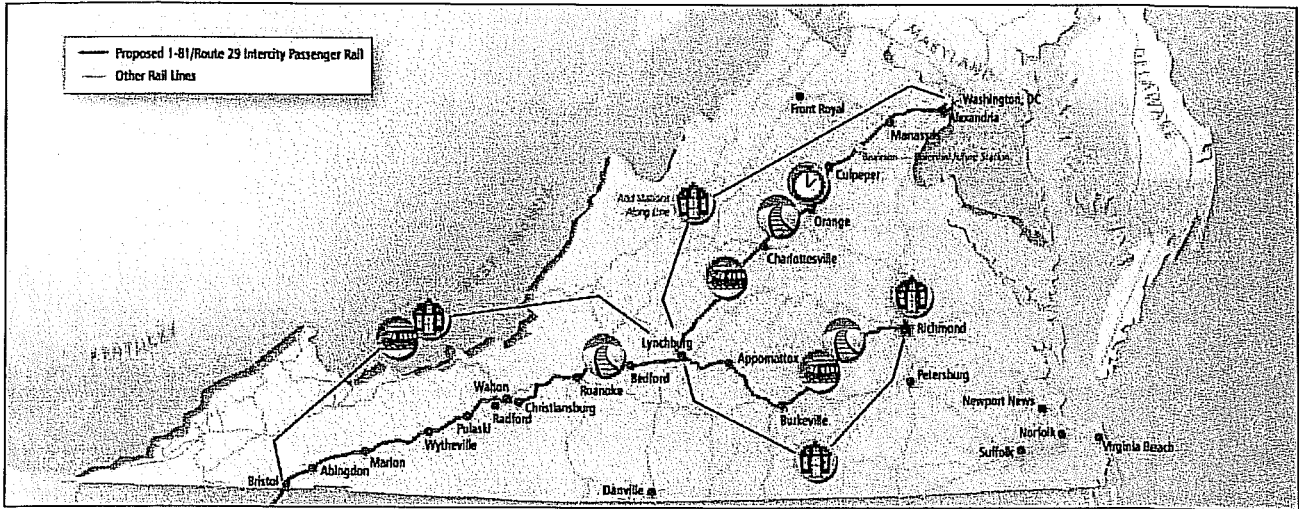
Districts	Project Description	Applicant	Estimated Cost	Previous Allocation FY09											Total Programmed		
				9/18/2008	FY09/12/2009	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18			
	State Rail Enhancement Fund (REF) Funds Programmed		\$ 26,604,547	\$ 11,135,000	\$ 53,352,307	\$ 24,221,027	\$ 30,514,329	\$ 30,538,899	\$ 35,164,990	\$ 211,531,089							
	Public or Private Matching Funds		\$ 13,214,734	\$ 4,772,143	\$ 23,073,489	\$ 20,273,188	\$ 35,428,480	\$ 35,437,007	\$ 37,419,632	\$ 189,616,683							
	Total Six-Year Cost of REF Projects Programmed		\$ 39,819,281	\$ 15,907,143	\$ 76,425,796	\$ 44,494,215	\$ 65,940,819	\$ 65,975,876	\$ 72,584,622	\$ 381,147,752							
	REF Available		\$ 23,871,008	\$ 24,553,232	\$ 24,875,312	\$ 25,278,400	\$ 25,680,512	\$ 26,002,592									
	Carryover from Previous Allocations		\$ 18,887,160	\$ 28,925,406	\$ 20,666,406	\$ 3,744,570	\$ 9,112,167	\$ 13,681,361	\$ 18,440,284								
	General Fund Appropriation (Item 449,10.2 (2009))		\$ -	\$ 2,875,000	\$ -	\$ -	\$ -	\$ -	\$ -								
	Rail Bonds Programmed to Rail Enhancement Fund		\$ 12,771,785	\$ -	\$ 11,878,239	\$ 4,713,312	\$ 9,785,123	\$ 9,837,280	\$ 11,774,858								
	Total Amount Available		\$ 55,529,953	\$ 31,800,406	\$ 57,096,877	\$ 33,333,194	\$ 44,175,990	\$ 48,979,189	\$ 56,217,834								
	REF Funds Programmed		\$ 26,604,547	\$ 11,135,000	\$ 53,352,307	\$ 24,221,027	\$ 30,514,329	\$ 30,538,899	\$ 35,164,990								
	Unobligated Balance		\$ 28,925,406	\$ 20,665,406	\$ 3,744,570	\$ 9,112,167	\$ 13,681,361	\$ 18,440,284	\$ 21,052,841								

Commonwealth Transportation Funds
Passenger Rail Demonstration Service

Description	Estimated Cost	FY											Total Programmed				
		FY08	FY10	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18						
Operating Cost for Passenger Rail	\$ 17,200,000	\$ -	\$ 3,400,000	\$ 3,500,000	\$ 3,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,600,000
Lynchburg Train Subsidy		\$ -	\$ 2,000,000	\$ 2,200,000	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600,000
Richmond Train Subsidy		\$ -	\$ 5,400,000	\$ 5,700,000	\$ 6,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,200,000
Subtotal		\$ -	\$ 8,800,000	\$ 11,400,000	\$ 12,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,200,000

* revenue source is deobligated funding for DRPT projects.

I-81/Route 29 Intercity Passenger Rail Project



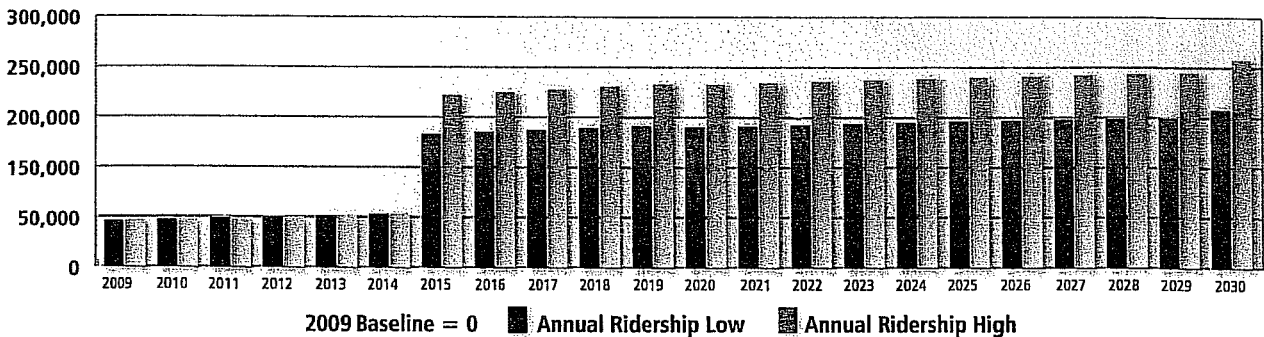
To enhance passenger rail service along the Route 29, Interstate 81 and Route 460 corridors, the I-81/Route 29 Intercity Passenger Rail Project will:

- Add new passenger rail service to Lynchburg, Roanoke and Bristol with connections to Richmond and Washington, DC.
- Construct new stations to support the new service.
- Increase capacity through new passing tracks.
- Reduce travel time by improving rail infrastructure for higher speeds.

KEY FACTS

- ∴ This project provides incremental service improvements to enhance passenger rail service in Central and Southwestern Virginia.
- ∴ Annual Amtrak ridership in this corridor totaled 50,554 in 2007. With this new regional service, annual ridership could increase by between 185,400 and 243,500 annual passengers by 2030.

I-81/ROUTE 29 INTERCITY PASSENGER RAIL PROJECT ANNUAL RIDERSHIP PROJECTIONS 2009-2030 (SEVEN DAY SERVICE)



*2009 Implement new State funded train between Kemper Street Station, Lynchburg and Washington, DC
 **2015 Improvements completed to originate service in Roanoke and Bristol to Washington, DC

Project Management

- :: The project will be managed through a public-private partnership between the Commonwealth, Norfolk Southern, Amtrak and federal partners.
- :: The Commonwealth, Amtrak, Norfolk Southern and VRE will need to coordinate improvements and operations in the corridor.

Project Phasing

Phase I

Washington, DC/Lynchburg

*\$40.7 M total project cost (\$30.6 M state share)**

- :: Add one daily train between Washington, DC and Lynchburg Kemper Street Station as a demonstration project for three years beginning in 2009.
- :: Increase commuter capacity in the VRE service area.
- :: Complete the capacity study for the entire project corridor from Washington, DC to Bristol and Lynchburg.
- :: Increase capacity for a second train to Lynchburg with construction of second main line track between Nokesville and Calverton.

Phase II

Capacity/Stations Roanoke

*\$105.9 M total project cost (unfunded)**

- :: Add one additional train to extend service to Roanoke.
- :: Increase capacity and service reliability from Lynchburg to Roanoke.
- :: Improve the Roanoke Train Station and train storage facility.

Phases III and IV

Capacity/Stations Bristol/Richmond

*\$64 M total project cost (\$45.5 M state)**

- :: Add one train to Bristol from Roanoke, including one train set and capacity improvements.
- :: Provide train service from Bristol to Richmond and from Bristol to Washington, DC.

Project Finance

Total project cost: \$210.6 million (\$2008)

- :: Proposed FY2009 – FY2015 Improvement Plan– \$40.7 M total project cost for completion of Phase I from FY10-FY15 (\$30.6 M state).
- :: Project costs will be funded through a combination of available federal, state, private railroad, local jurisdiction and nongovernmental funding sources. Project completion and service implementation dates are subject to the availability of funding and contract negotiations with public and private partners.
- :: Phases II, III and IV represent unfunded needs identified in the Rail Resource Allocation Plan, which are proposed for funding in future years.
- :: All capital costs are based on the most recently available estimates, expressed in 2008 dollars.
- :: All costs and schedules are based on preliminary planning estimates and are subject to revision as additional information becomes available.

**All marked items require operating funds in addition to the capital costs noted in this document.*