

APPENDIX Q: APRIL 2017 STATE RAIL PLAN STAKEHOLDER COMMITTEE MEETING SUMMARY



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APRIL 2017 STATE RAIL PLAN STAKEHOLDER COMMITTEE WORKSHOP SUMMARY

April 2017

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CONTENTS

| | |
|---|---|
| 1. MEETING SUMMARY..... | 1 |
| 2. OUTREACH..... | 1 |
| 3. ATTENDEES..... | 2 |
| 4. MEETING ROLES AND RESPONSIBILITIES | 3 |
| 5. MEETING AGENDA..... | 3 |

TABLES

| | |
|---|---|
| Table 1. Invitation Outreach Efforts..... | 1 |
| Table 2. Meeting Attendees | 2 |
| Table 3. Roles and Responsibilities..... | 3 |

ATTACHMENTS

- Attachment A: Meeting Invitation
- Attachment B: Invitation Mailing and Attendee List
- Attachment C: Attendee Handout Packet
- Attachment D: Comments and Discussion on Objectives
- Attachment E: Project Prioritization Activity Results
- Attachment F: Economic Analysis

1. MEETING SUMMARY

The Virginia Department of Rail and Public Transportation (DRPT) hosted the second Stakeholder Workshop meeting to engage a specific group of stakeholders in the development of the State Rail Plan. The meeting was held on Thursday, April 13, 2017, in Richmond, Virginia, and the purpose was to identify the objectives in the Virginia State Rail Plan, review the economic development impact of rail, and prioritize the types of passenger and freight rail projects needed in Virginia.

2. OUTREACH

Email invitations were distributed to 32 recipients. **Table 1** summarizes the invitation outreach efforts for this meeting. See **Attachment A: Meeting Invitation**.

Table 1. Invitation Outreach Efforts

| Outreach | Date | Number of Emails Distributed |
|--|------------|------------------------------|
| State Rail Plan Post Stakeholder Committee Workshop #2 Email | 03/17/2017 | 32 |
| State Rail Plan Stakeholder Committee Mtg #2 LAUNCH 3/20/17 | 03/20/2017 | 32 |
| State Rail Plan Stakeholder Committee Mtg #2 Reminder #1 | 04/03/2017 | 25 |
| State Rail Plan Stakeholder Committee Mtg #2 Reminder #2 | 04/10/2017 | 31 |

3. ATTENDEES

A total of 10 stakeholders attended the meeting including representatives from DRPT, industries related to freight and rail transportation, and special interest groups as shown in **Table 2**. Two stakeholders from VRE participated remotely through a conference call line and Adobe Connects. See **Attachment B: Invitation Mailing and Attendee List**.

Table 2. Meeting Attendees

| Name | Organization |
|-------------------|--|
| Dick Beadles | Virginia Rail Policy Institute |
| Cannon Moss | Virginia Railroad Association / Norfolk and Portsmouth Belt Line |
| Jennifer Wampler | Virginia Department of Conservation and Recreation |
| Dan Swartz | CSX |
| Robb Bohannon | Virginia Railroad Association / Hunton and Williams |
| Scott Plum | Norfolk Southern |
| Will Cockrell | Charlottesville-Albemarle Metropolitan Planning Organization |
| Leonardo Pineda | Hampton Roads Transportation Planning Organization |
| Doug Allen | VRE |
| Christine Heffner | VRE |

4. MEETING ROLES AND RESPONSIBILITIES

Table 3 summarizes the roles and responsibilities of each stakeholder workshop team member.

Table 3. Roles and Responsibilities

| Name | Responsibility |
|------------------------------|-----------------------------|
| Kevin Keller (HDR) | Facilitator |
| Mike Todd (DRPT) | Facilitator |
| Jara Sturdivant-Wilson (HDR) | Floater/Scribe |
| Megan O'Reilly (HDR) | Floater/Scribe/Registration |
| Jessica Snead (HDR) | Floater/Scribe |

5. MEETING AGENDA

The meeting was held Thursday, April 13, 2017, at the DRPT headquarters located at 600 E. Main Street, Richmond, Virginia. Registration began at 10:00 a.m. Each attendee received a handout, an economic analysis for Bristol, and a detailed map of Bristol. See **Attachment C: Attendee Handout Packet**.

Agenda

| Time | Item |
|--------------------|--|
| 10:00 – 10:05 a.m. | <ul style="list-style-type: none"> Welcome and Introductions Safety briefing |
| 10:05 – 10:10 a.m. | Recap of last meeting |
| 10:10 – 10:25 a.m. | Review of objectives * |
| 10:25 – 10:40 a.m. | <ul style="list-style-type: none"> Voting on prioritization of projects * Near-term 1-4 years and long-term 4+ years |
| 10:40 – 10:50 a.m. | Break |
| 10:50 – 11:40 a.m. | <ul style="list-style-type: none"> Voting on prioritization (cont.) * Policies update * |

| Time | Item |
|--------------------|-------------------|
| 11:40 – 12:20 p.m. | Economic update * |
| 12:20 – 12:30 p.m. | Next steps |

* These agenda items were incorporated into the original meeting plan. The group provided a great deal of thought and feedback, so several agenda items were given more time to incorporate group discussion

Welcome, Meeting Purpose and Update

The workshop included a brief introduction from, Pete Burrus, DRPT who thanked stakeholders for attending. Participants, DRPT representatives, and consultants introduced themselves before Mike Todd, DRPT, and Kevin Keller, HDR, discussed the meeting agenda. Together with Keller, Todd also explained the status of the State Rail Plan.

Activity 1: review of Objectives

Todd went through each objective listed in the State Rail Plan. Participants were able to give feedback and discuss their thoughts and concerns for each one. There was a discussion of how the objectives would be implemented and how to more efficiently utilize programs such as rail enhancement. Scribes captured notes and after the session presented each group's findings. See **Attachment D: Comments and Discussion on Objectives** for the full results and comments during the State Rail Plan Objectives activity.

Break

After a short break, Keller introduced the next activity on the agenda.

Activity 2: voting on the prioritization of projects *

To provide the DRPT information regarding what projects are important to stakeholders, participants were separated into two groups to review the rail maps of Virginia to identify project(s) that he/she would prioritize. Participants in each group discussed the short-term and long-term projects on a Virginia Rail map that was placed in front of them. They used markers to make suggestions on the map and emphasize their point visually on the map. See **Attachment E: Project Prioritization Activity Results** for full results from the Project Prioritization activity.



* Although participants did not vote on particular projects, they discussed what projects were important to them and which project they would prioritize because it would add economic value to Virginia and their organization.

Economic Review

After the second activity, participants were brought back together to review the Economic Analysis handout for the Bristol District. This handout was used to highlight the different levels of economic impact wherever possible. Participants gave feedback on the graphics and suggested ways to convey the material to make it easier for localities to comprehend. See **Attachment F: Economic Analysis Feedback** for full results from the Economic review.

Next Steps and Wrap-up

Keller and Todd closed the meeting with a description of the next steps in the plan development. See **Attachment G** for additional comments.

ATTACHMENT A: MEETING INVITATION



VIRGINIA
STATEWIDE RAIL PLAN

March 20, 2017

The second Virginia Statewide Rail Plan Stakeholder Committee Meeting is now scheduled for **Thursday, April 13, 2017**. The initially scheduled date was changed to make sure we have as much stakeholder participation as possible.

Meeting Details

Date: Thursday, April 13, 2017
Time: 10:00 a.m. – 12:30 p.m.
Location: DRPT Headquarters
600 E. Main St.
12th Floor Conference Room
Richmond, VA 23219

With input from our three online surveys and first meeting with the Stakeholder Committee, stakeholders like you have provided information that will continue to guide us as we move forward in developing the Statewide Rail Plan. During this meeting, we will provide a summary of the input we have gathered for the Virginia Statewide Rail Plan. **As we head into our second committee meeting, we need your continued support and input as we begin developing the actual Statewide Rail Plan.**

Join us **Thursday, April 13, from 10:00 a.m. - 12:30 p.m.** as we move into the next steps of the development of the Statewide Rail Plan.

We are excited to see you at our next meeting!

Please R.S.V.P. to Michael Todd, DRPT Manager of Rail Enhancement and Corridor Planning by emailing Mike.Todd@drpt.virginia.gov or calling the project manager directly at (804) 786-1065 by Friday, March 31, 2017.

Sincerely,

Michael Todd
Project Manager, Virginia State Rail Plan



VIRGINIA

STATEWIDE RAIL PLAN

April 3, 2017

Don't forget to RSVP for next week's stakeholder committee meeting for the Virginia Statewide Rail Plan! As you know, your expertise and guidance in this process is crucial and we are looking forward to hearing from you. The meeting details including the time, date, and location are below. If you have any questions please reach out and we will assist in any way we can.

If you are unable to attend, please send a representative from your organization.
We need your input and have extended the RSVP deadline.

During this meeting, we will review the proposed Goals and Objectives of the Statewide Rail Plan, discuss project prioritization, and provide a policy and economic update.

Meeting Details

Date: Thursday, April 13, 2017
Time: 10:00 a.m. – 12:30 p.m.
Location: DRPT Headquarters
600 E. Main St.
12th Floor Conference Room
Richmond, VA 23219

If you were not able to attend the first meeting, you can review the meeting presentation results [here](#).

Please RSVP to Michael Todd, DRPT Manager of Rail Enhancement and Corridor Planning by emailing Mike.Todd@drpt.virginia.gov or calling (804) 786-1065 by **Friday, April 7, 2017.**

Sincerely,

Michael Todd
Project Manager, Virginia State Rail Plan



VIRGINIA

STATEWIDE RAIL PLAN

April 10, 2017

Don't forget the stakeholder committee meeting for the Virginia Statewide Rail Plan is in three days! As you know, your expertise and guidance in this process is crucial and we are looking forward to hearing from you. The meeting details including the time, date, and location are below. If you have any questions please reach out and we will assist in any way we can.

During this meeting, we will review the proposed Goals and Objectives of the Statewide Rail Plan, discuss project prioritization, and provide a policy and economic update.

Below is an agenda for Thursday's meeting.

VIRGINIA STATEWIDE RAIL PLAN STAKEHOLDER COMMITTEE

| | |
|---------------------------|--|
| 10:00 - 10:05 a.m. | Welcome and Introductions Safety briefing |
| 10:05 - 10:10 a.m. | Recap of last meeting |
| 10:10 - 10:25 a.m. | Policies update |
| 10:25 - 10:40 a.m. | Economic update |
| 10:40 - 10:50 a.m. | Break |
| 10:50 - 11:20 a.m. | Review of objectives |
| 11:20 - 12:20 p.m. | Voting on prioritization of projects Near-term 1-4 years and long-term 4+ years |
| 12:20 - 12:30 p.m. | Next steps |

Meeting Details

Date: Thursday, April 13, 2017
Time: 10:00 a.m. – 12:30 p.m.
Location: DRPT Headquarters



Meeting Details

Date: Thursday, April 13, 2017
Time: 10:00 a.m. – 12:30 p.m.
Location: DRPT Headquarters
600 E. Main St.
12th Floor Conference Room
Richmond, VA 23219

If you were not able to attend the first meeting, you can review the meeting presentation results [here](#).

If you are unable to join us in person, please use the following:

Conference Call Line: 866-583-7984

Conference Call Code: 108-9695

Adobe Screen Share: <https://meet66663673.adobeconnect.com/staterailplan/>

Sincerely,

Michael Todd
Project Manager, Virginia State Rail Plan

Virginia Department of Rail and Public Transportation
600 E Main St #2102
Richmond, VA 23219
[Opt Out](#)



ATTACHMENT B: INVITATION MAILING AND ATTENDEE LIST



| Contact | Organization | Attended |
|--------------------|--|----------|
| Barry DuVal | Virginia Chamber of Commerce | |
| Bonnie Riesdesel | Central Shenandoah Planning District Commission | |
| Camelia Ravanbakht | Hampton Roads Transportation Planning Organization | |
| Cannon Moss | Virginia Railroad Association/ Norfolk & Portsmouth Belt Line | ✓ |
| Cristina Finch | Roanoke Valley-Alleghany Regional Commission (Roanoke Valley TPO) | |
| Dan Brugh | New River Valley Metropolitan Planning Organization | |
| Danny Plaughter | Virginians for High Speed Rail | |
| Dennis Morris | Crater Planning District Commission (Tri-Cities Area MPO) | |
| Dick Beadles | Virginia Rail Policy Institute | ✓ |
| Doug Allen | Virginia Railway Express | |
| Erik Johnson | Virginia Department of Transportation - Freight | |
| Gary Christie | Virginia's Region 2000 Local Government Council (Central Virginia MPO) | |
| Jay McArthur | Amtrak | |
| Jeff Florin | The Port of Virginia | |
| Jennifer Wampler | Virginia Department of Conservation and Recreation | ✓ |
| Joe Swartz | Virginia Railway Express | |
| John Warren | Virginia Department of Mines, Minerals and Energy | |
| Karen Taylor | Winchester-Frederick Metropolitan Planning Organization | |



| Contact | Organization | Attended |
|---------------------|--|----------|
| Kathryn Paxton | Virginia Department of Agriculture and Consumer Services | |
| Lance Arey | Shenandoah Valley Railroad | |
| Leah Manning | Danville Metropolitan Planning Organization | |
| Martha Shickle | Richmond Regional Planning District Commission (Richmond Regional TPO) | |
| Patricia Lusk-Milam | Amtrak | |
| Paul Agnello | Fredericksburg Area Metropolitan Planning Organization | ✓ |
| Dan Swartz | | ✓ |
| Randy Marcus | CSX | ✓ |
| Rex Montgomery | Bristol, TN Metropolitan Planning Organization | |
| Robb Bohannon | Virginia Railroad Association/ Hunton & Williams | ✓ |
| Sandra Adams | Virginia Department of Agriculture and Consumer Services | |
| Scott Plum | Norfolk Southern | ✓ |
| Tracey Wiley | Virginia Department of Small Business and Supplier Diversity | |
| Wayne Strickland | Roanoke Valley-Alleghany Regional Commission (Roanoke Valley TPO) | |
| Will Cockrell | Charlottesville-Albemarle Metropolitan Planning Organization | ✓ |
| Oscar Gonzalez | Virginia Railway Express | |





ATTACHMENT C: ATTENDEE HANDOUT PACKET



Stakeholder Committee



Thursday, April 13, 2017



10:00 a.m. – 12:30 p.m.



DRPT Headquarters
600 E. Main St.
12th Floor Conference Room
Richmond, VA 23219

Stakeholder Committee Workshop Summary

DRPT hosted the first Stakeholder Workshop meeting to engage a specific group of stakeholders in the development of the plan. The meeting was held on Tuesday, November 22, 2016, in Richmond, Virginia, and consisted of three interactive exercises.

Statewide Rail Plan Purpose

The federal government requires each state to develop a plan for rail transportation. The last Virginia plan was published in 2013. The 2016 plan will serve as a statewide, long-range rail planning document, fully integrated with other state planning initiatives. The plan will integrate current and future freight and passenger rail projects and will be available in late summer 2017.

Welcome!

The purpose of today's meeting is to identify the objectives in the Virginia State Rail Plan and prioritize the types of passenger and freight rail projects needed in Virginia.

Today We Will

- Provide a recap of the last stakeholder meeting;
- Gather comments on the current objectives;
- Consider the prioritization of projects, and
- Review economic development impact of rail.



Groups identified bottlenecks, chokepoints, and economic development areas in Virginia using the Statewide Rail Map.

Rail Plan Goals

- Optimize Return on Investments
- Ensure Safety, Security and Resiliency
- Efficiently Deliver Programs
- Consider Operational Improvements and Demand Management First
- Ensure Transparency and Accountability, and Promote Performance Management
- Improve Coordination Between Transportation and Land Use
- Ensure Efficient Intermodal Connections



Passenger Projects in Virginia



Freight Projects in Virginia



What's Next?

There will be a number of opportunities for the public to provide feedback on the plan in the coming months. Visit www.varailplan.org for upcoming events.

Stay Involved



Visit us at:
www.varailplan.org.



Stay connected and take an online survey at:
<https://www.facebook.com/vdrpt>.



Send us an email at: Mike.Todd@drpt.virginia.gov.

Provide Comments

Have a comment for the
Statewide Rail Plan?

Share it here:

www.varailplan.org.

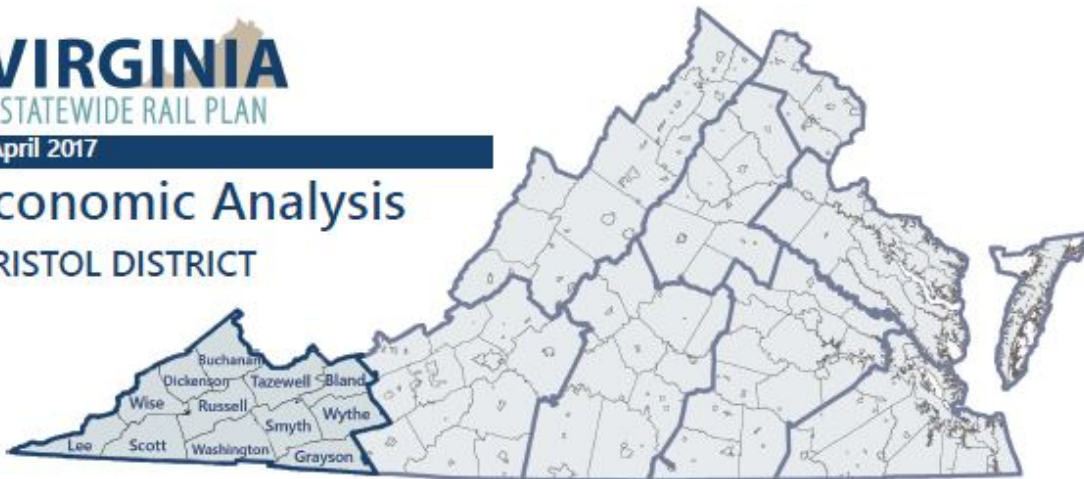
VIRGINIA

STATEWIDE RAIL PLAN

April 2017

Economic Analysis

BRISTOL DISTRICT



Socioeconomics Breakdown and Business Facts

Population
348,739

Unemployment Rate
6.6%

Highest: 10.5%
Buchanan County
Lowest: 4.4%
Washington County

Household Median Income
\$37,033

Highest: \$45,294
Bland County
Lowest: \$27,731
Norton City

The top three sources of employment are:

47%
Coal Mining
and Shipping

8%
Non-Coal
Mining

15%
Fiber and
Fiber Products

Sales volume is primarily driven by:

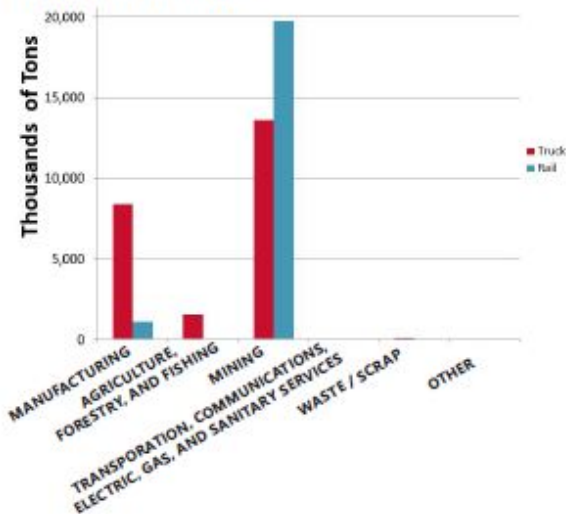
33%
Coal Mining
and Shipping

37%
Bottle
Manufacturing

Source: U.S. Census Bureau, Bureau of Labor Statistics, and InfoUSA

Tonnage Facts

TONNAGE BY INDUSTRY



Network Facts

Bristol has **831** total miles of rail
AND
1006 total miles of highway

Interstates: 81 and 77

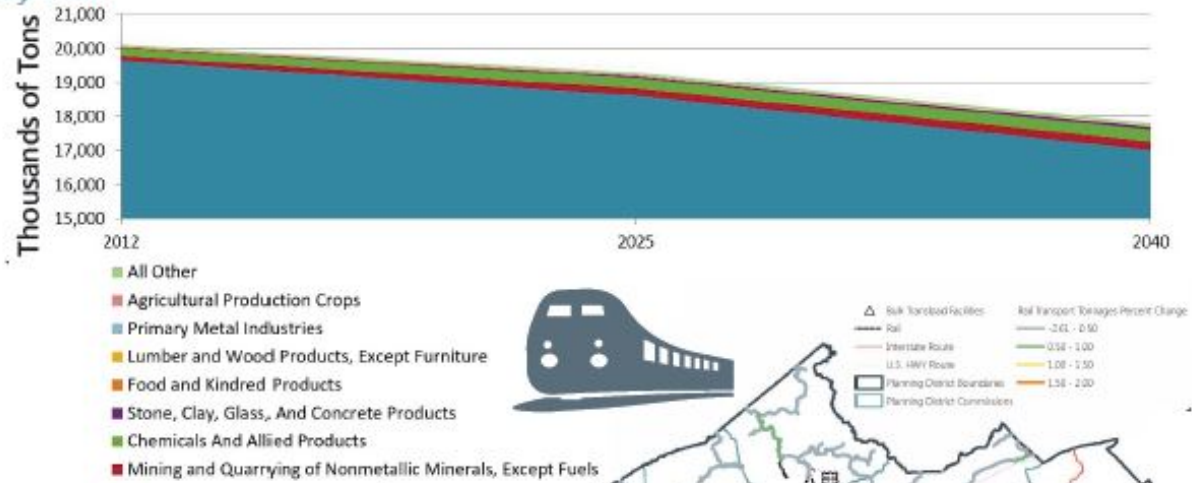
Highways: 58, 421, 23, 19, 460, 52 and 21.

Railroad systems: Norfolk Southern and CSX

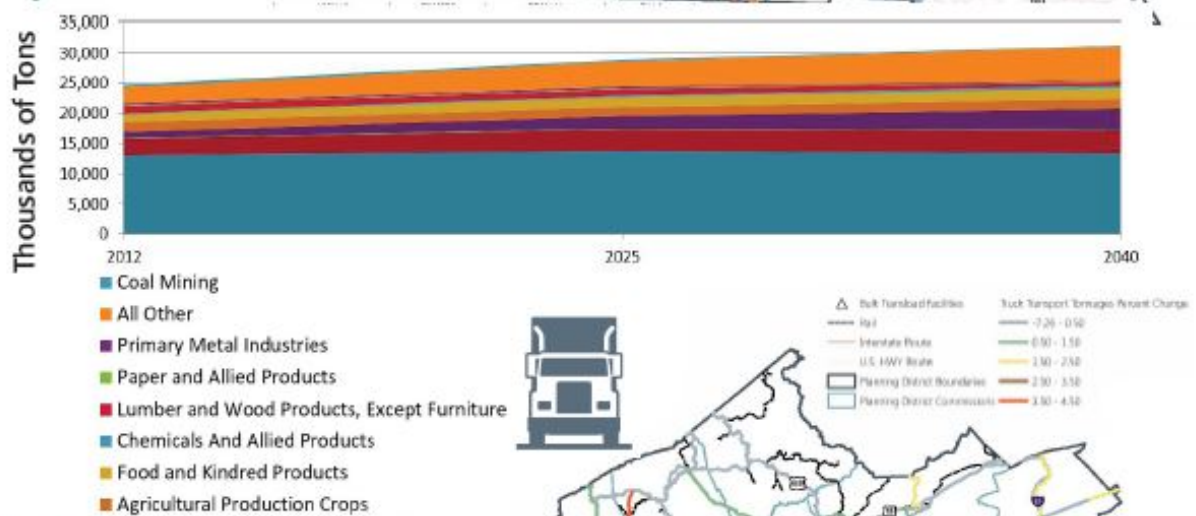


Growth Rate by Commodity

By Rail



By Truck

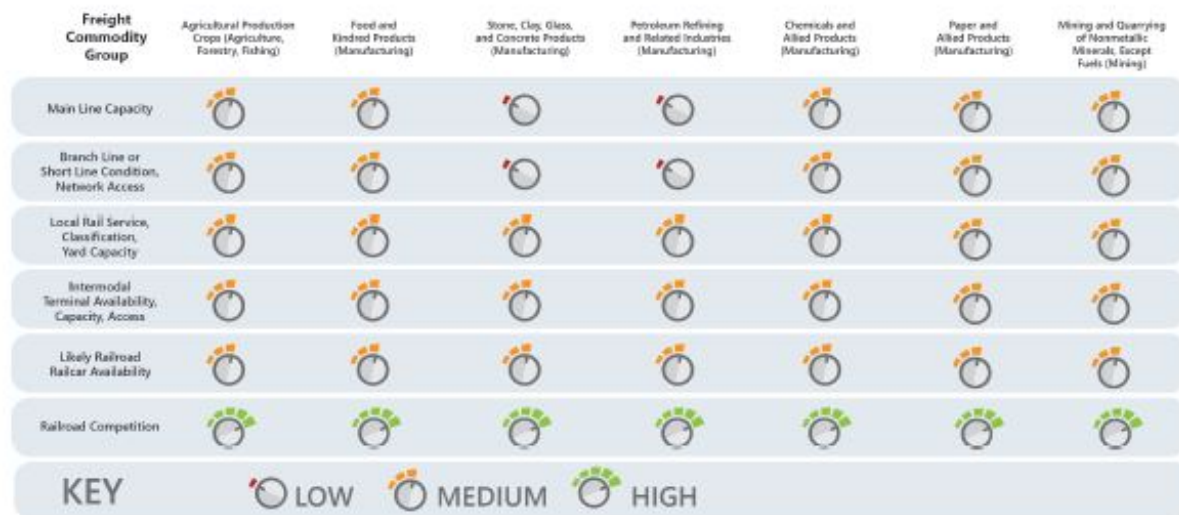


Commodity Growth Explanation

- The products with the largest contribution to Highway truck tonnages in 2012 are: Broken Stone or Riprap (11 million tons), Petroleum Refining Products (2.3 million tons), Gravel or Sand (1.9 million tons), Stemmed or Redried Tobacco (1.2 million tons).
- Truck freight tonnages see an overall increase between 2012 and 2040 of 6.5 million tons leading to a Compound Annual Growth Rate (CAGR) of 0.8%.
- Coal mining dominates rail freight in the Bristol Planning District, accounting for 49% of total freight tons movements either originating or destined for the district.
- Bristol Planning District is forecast to see a fall in rail Coal tonnage of 13% between 2012 and 2040. This is part of a state wide fall in Coal rail tonnage.
- Rail freight tonnages see an overall decrease between 2012 and 2040 of 2.6 million tons leading to a CAGR of -0.4%.

Potential Project Recommendations

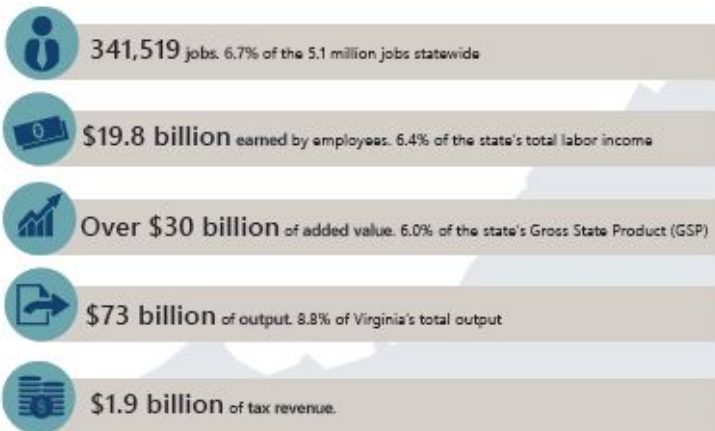
- Develop new uses for underutilized coal rail lines
- Develop rail corridor preservation policies
- Identify new rail shippers based on possible diversion of appropriate commodities from truck to rail



Source: AASHTO

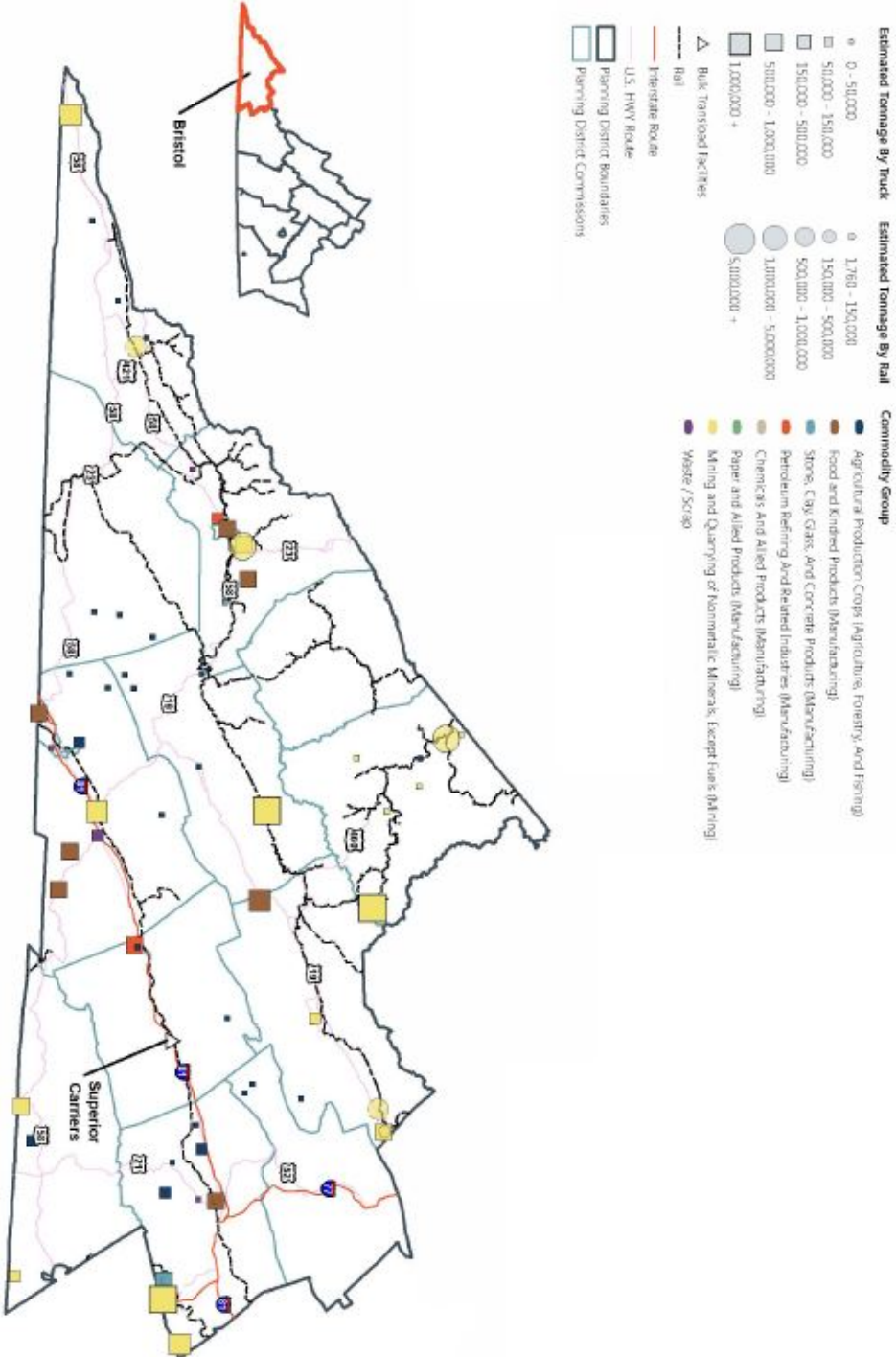
Bristol's Benefits and Economic Impact Results

| Benefit Categories | FREIGHT | | PASSENGER | |
|------------------------------|--------------------------------------|--|--|--|
| | Total Freight Service Benefits (\$M) | Freight Service Benefits per Thousand Ton Miles (\$/000 Ton Miles) | Total Passenger Service Benefits (\$M) | Passenger Service Benefits per Thousand Passenger Miles (\$/000 Passenger Miles) |
| User Cost Savings | \$1,635.2 | \$65.2 | \$95.9 | \$232.9 |
| Pavement Savings | \$122.8 | \$4.9 | \$0.5 | \$1.2 |
| Congestion Savings | \$251.1 | \$10.0 | \$60.9 | \$147.9 |
| Truck / Auto Emissions | \$158.3 | \$6.3 | \$4.0 | \$9.7 |
| Truck / Auto Crash Reduction | \$71.2 | \$2.8 | \$28.4 | \$68.9 |
| Total | \$2,239.0 | \$89.3 | \$189.7 | \$460.6 |



Freight-users generate the most significant impact.

ESTIMATED TONNAGE IN BRISTOL



ATTACHMENT D: COMMENTS AND DISCUSSION ON OBJECTIVES



Group discussion:

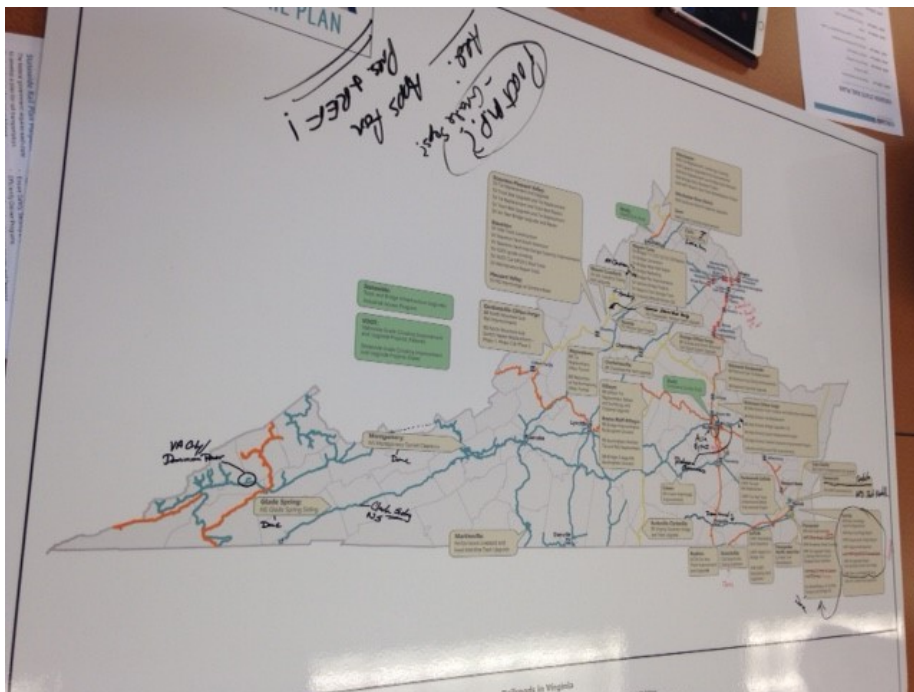
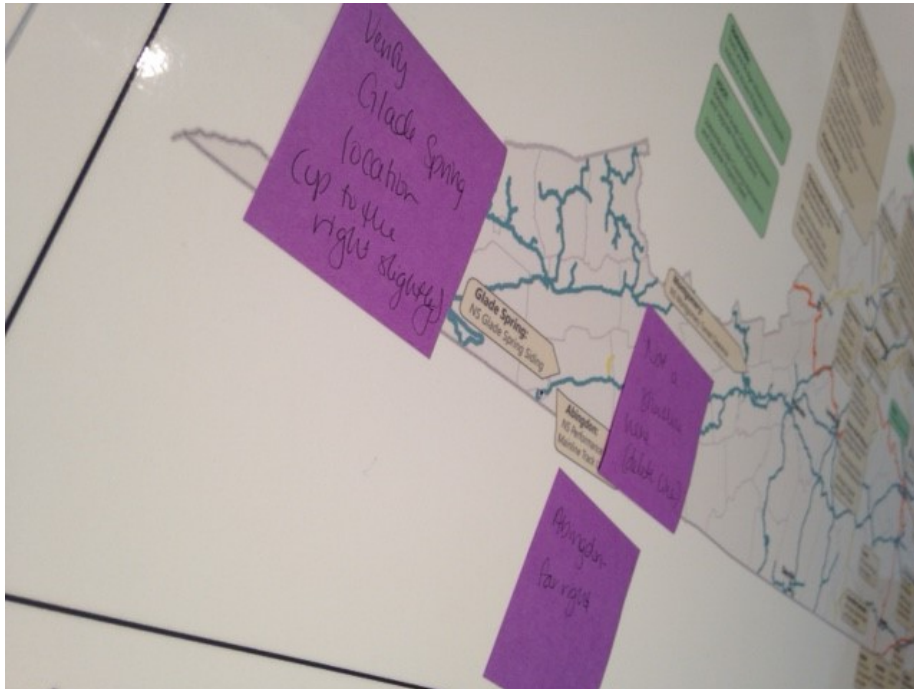
- The return on investment and how much rail enhancement was being utilized.
- The cost benefit that is built into the program
- How to best identify a short-term vs. long-term passenger project
- The rail industrial access program and how to open it up to potential customers who would like to have a rail business.
- Various ways to make businesses aware that they can get assistance in upgrading the private track in order to keep the rail business moving and how to reach out to potential rail shippers who might be interested in switching from truck to rail.
- The ways money can be spent in the Industrial access program.
- Updating the language for the legislation to make it easier to read
- The cost of maintaining rail and the benefits of having a customer held at a Class 2- which is an FRA classification of a good level of economic potential and customer service standard.
- Thinking of the states that surround Virginia to make sure rail beyond the borders are improved and maintained.
- The missing objective is the need to focus on the Northeast and Southeast corridor so that passengers can be better connected to other areas.



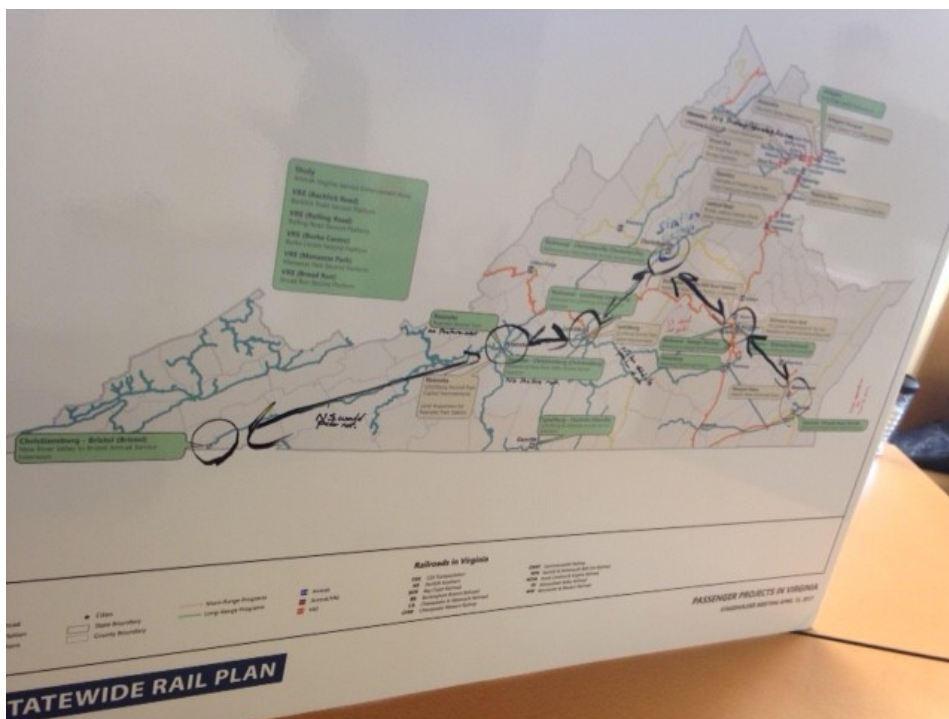
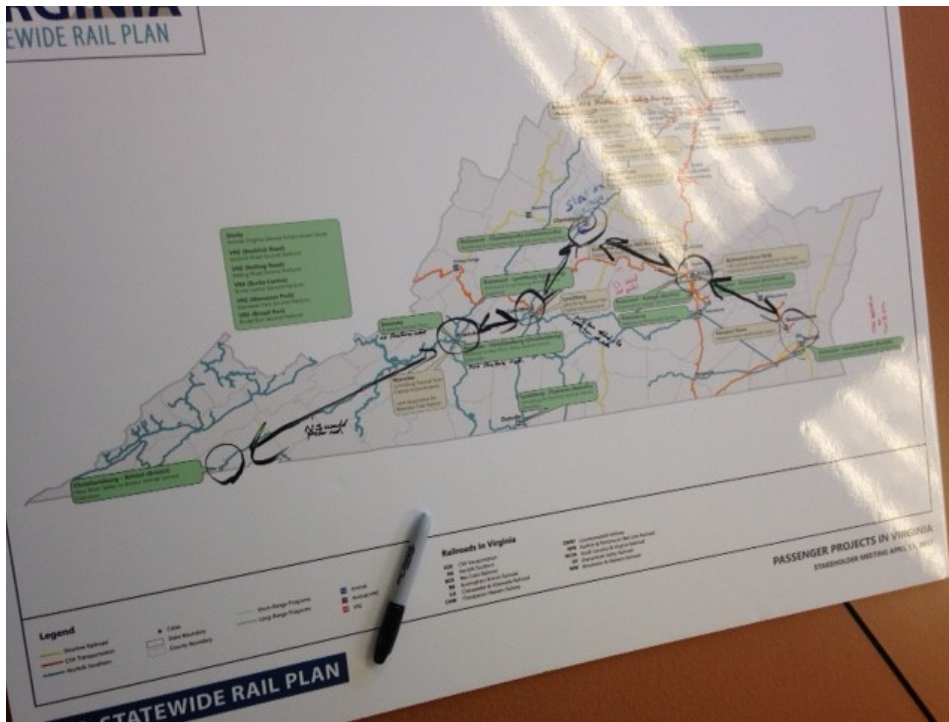
ATTACHMENT E: PROJECT PRIORITIZATION ACTIVITY RESULTS



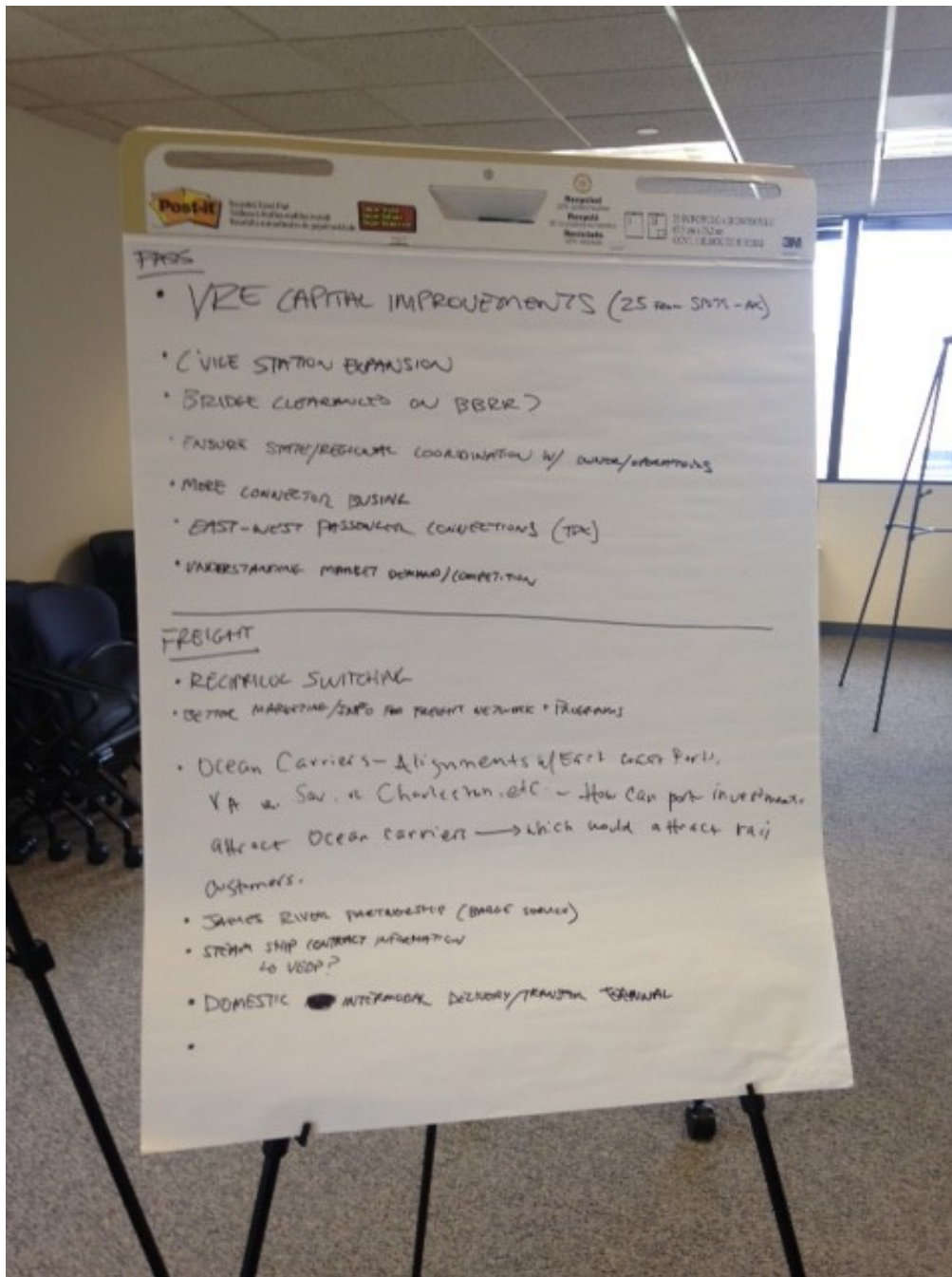
Freight Map Results

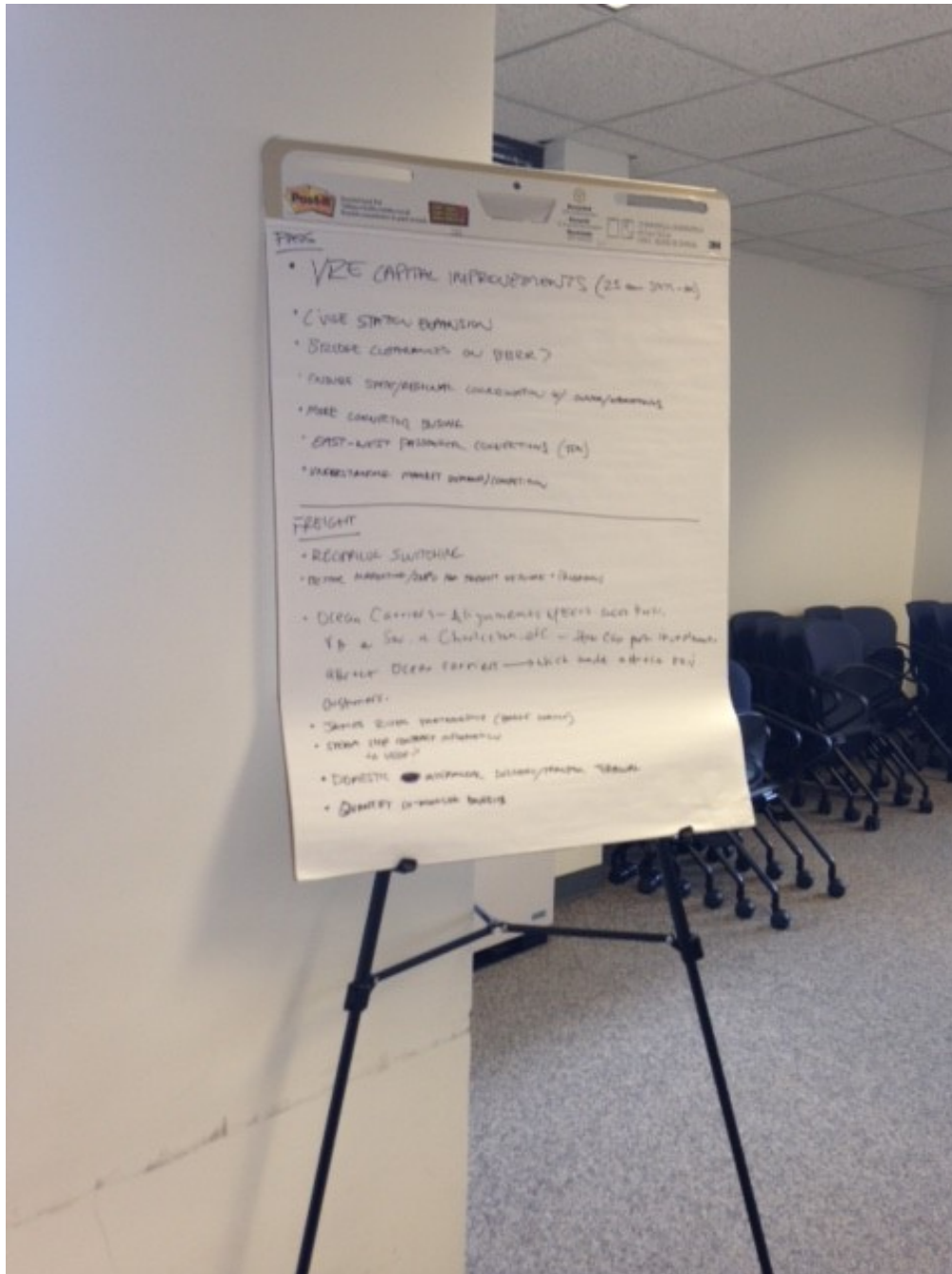


Passenger Map Results



Group Ideas and Comments





Group #1 Discussion on Passenger

- A Charlottesville station expansion would be a good project to add. In discussion with owner currently.
- Concerning freight rail, some bridges are low and can't double stack container on the line. We would want to have increased height on some of the bridges like the Buckingham Branch shortline discussed between Stanton and Richmond.
- As the Rail Plan is pulled together and general list and prioritization is made Norfolk Southern would want to make sure that the strategic planning is checked again to ensure that all entities at Norfolk Southern or Amtrak is vetted and we agree on what projects we want to move forward with together. This corresponds with objectives and has the benefit of both and not the expense of others.
- The 460 line is a huge part of the priority for the Hampton Roads folks. DRPT met with them recently to discuss the second tier environmental study to see about higher speeds in their corridor.
- VRE and coordination with Norfolk Southern- it isn't just coordination with just state plans but coordination with VRE as well.
- West main initiatives include a train to Roanoke which includes an extension of the Lynchburg service and study beyond Roanoke all the way to Bristol to extend service. The Roanoke service startup is only considered if the city builds the station. We are only required to build the platforms to be functional but if there isn't a station then passengers will be waiting on the sidewalk. DRPT wants to educate the passenger service station to understand which transportation aspects are important to passenger rail.
- There is a mix of operational expenses. There are some stations that are funded by the state and others are local.
- Parking concerns at Staples Mill
- Will there be a shuttle service or rail service on the Richmond to Charlottesville project?
- We are missing out on the opportunity to enhance the basic service we have now and improve the connection to busses. Especially in Southwest Virginia. It hardly justifies connecting the train.
- 10,000 annual ridership per year based on an estimated Amtrak number on the Dulles to Blacksburg routes. This is because there are a lot of college towns on that route.
- Amtrak has been running two round trips to Charlottesville-Richmond-Lynchburg. People actually go from Lynchburg to Richmond so it is out of the way or passengers may not know that getting on the bus is half of the trip.
- Cross Commonwealth Proposal: Connecting Hampton Roads to Richmond/Charlottesville/Roanoke.



- We only have bus bridges right now and it would be interesting to see this proposal studied in more detail.

Group #2 Discussion on Passenger

- The Christiansburg to Bristol line is just in the study phase.
- The proposal of a new service line in Vienna.
- Bedford rail is a future plan. We will need two years of ridership from Roanoke to see what to do in the future. Before putting a second train in Roanoke see how the first one runs.
- There are equal lateral improvements in Alexandria and Manassas. It goes south of Lynchburg and it should be renamed to Piedmont Harrisonburg Division Speed Improvements.
- Add that looking into a policy work in terms of passenger rail stations. What do you need to propose a station site? Maybe base ridership criteria based on the Washington State Rail Project has required and tested.
- Hampton Roads stations complement each other and ask Amtrak to look at train schedules to make sure they aren't overlapping. F418 will begin the start of the second frequency to Norfolk and it could be a third line. Having two to Norfolk and Newport News will maximize ridership. The total would be three frequencies from Newport News and six frequencies from Norfolk.
- North Carolina has talked with DC2RVA about a desire to add an additional A line frequency streamlined for Danville.
- In the future freight will probably be running passenger rail again but the liability portion must be considered.
- In Europe passenger and freight are separated as much as possible and have sealed corridors which means higher speeds.
- The amount of infrastructure we have to support because of passenger rail is nowhere near enough to compensate the loss of speed of our own trains and maintenance to have top of the line signals. We give up capacity and lose profits and we feel like we get the short end of the stick.
- Class 1's aren't aware that the state is operating the passenger services which now has congressional funding. Policy issues are increasingly addressed there.

Group #1 Discussion on Freight

- Move Norfolk projects under Chesapeake
- Mark completed projects and move the others
- NPB KTN Connection and Lead Track was demolished and is closed
- Rail preservation grants is the wish list for short lines and the Enhancement fund
- Discussed unexpected events like coal or crude oil



- Suffolk to Charlottesville line has been discontinued
- Abandoned track
 - Dickenson
 - Buchanan
 - Richmond
 - NS has none on this map that are idled
 - CSX included in their information
- Discontinued advances typically in Norfolk within two years but the one marked on the map they petitioned to S&B. They could not short line with the proposed bid.
- Policies for Consideration
 - Short line tax credit
 - Brace Act
 - Add all the applications
 - Grade separate terminal in Hampton and Norfolk
- What to do with coal line reuse?
 - Some coal moves North to South on CSX lines but majority runs east (St. Paul to Frisco on trackage rights)
- Roanoke IMF isn't happening now
 - You do not want to stop in Roanoke when your TPT facility exists in Roanoke
- Salisbury to Edinburgh has no formal action at STU but is discontinued.
- Add DC2RVA Atlantic Gateway, Long Bridge, Broadway to Mauve Jackson (which is discontinued)
- Discussion on the station stop policy
- How to match commerce products
- Amtrak, Roanoke, Richmond



Group #2 Discussion on Freight

- Rail preservation targets the short lines rail enhancement
- VPA is trying to manage the mode split for rail
- Beadles says we are looking for success stories that we can brag about
- Port business and freight affects NS and others but there is an alliance. Virginia has competition from Savannah, GA and Charleston, SC tonnage out of VPA and there is shipper alliances forming
- What about NS substantial capacity for coal? Could it be used at the Heartland Freight Corridor out of VPA
- Concern over ocean carriers
- Savannah is growing as a competitor because of their investments
- How could DRPT understand and influence negotiations had by the Port?
- Beadles says the Port has overestimated their growth in the last two years
- Dows DRPT participate in the James River Partnership? How does freight get moved up the James River from VPA?
- VPA expecting to double input
- What info would tell what we have got through steamship contracts? Emily noted that VPA is committing more for VA
- Discussion on the Port election
 - Go towards metric and score each to evaluate corridors coming through
 - Trouble is getting all the data or the data isn't telling the story
 - Every data point has a caveat and the struggle is how to digest that data
 - Domestic rail intermodal service is limited and there is a big gap
 - Domestic Intermodal vs. Front Royal Facilities
 - Domestic Intermodal is through Greensboro and mostly trucks into HR)
 - Front Royal Facilities is international goods directly from the Port
- Norfolk Southern commented that in terms of NS vs. DRPT mission, you have short lines and passenger lines. DRPT's underlying issue is to help the highway system. Is there something you need from Norfolk Southern? Is there an opportunity to add passenger rail service to the line?
 - Rail industrial access isn't being used to its fullest
 - More data about supplying customers



- State-driven initiatives are on passenger rail which confirm we don't negatively influence freight by adding a full passenger service. So have a read out to Class I's before adding.
- I don't understand the market demands on the freight side because we are more reactive than proactive.



ATTACHMENT F: ECONOMIC ANALYSIS FEEDBACK



- The economic analysis is helpful to highlight the different levels of economic impact wherever possible.
- This Bristol/Roanoke line – the area is boosting tourism through the addition of trails (hiking, walking), we're trying to get some passenger rail into Bristol with maybe some bus connections.
- On page 3- are you saying you don't need more capacity on the main line? (They need short line access and last-mile connections)
- What if a petroleum company wants to invest in a district, and have the district say that the rail plan says it isn't a good investment?
- Branch capacity shouldn't be a low priority.
- Table is confusing to understand – or that it could be misused by localities.
- The other benefit that's becoming a common metric is how many jobs are you able to reach within a 60-minute distance? (Cross-reference with Smart Scale)



ATTACHMENT G: ADDITIONAL COMMENTS



Comment 1

Additional comments have been provided to Randy Selleck on the specific sections of the plan called Railroad Abandonments and Railbanked Lines. These comments were also submitted to the group for consideration.

Stations: Railroad stations can be economic drivers for communities if they are designed well. Trail connectivity to and through stations can help reduce an ocean of parking, and offer placemaking through interpretive signs and trail-related artwork. Stations should be designed to provide trail connections across railroad tracks, like at the VRE station in Rippon, since railways otherwise can be a barrier to community connectivity. Station upgrades that provide passage across tracks may help to mitigate all the crossings that will be eliminated with high speed rail construction.

Studies: Virginia has fallen behind other states in the development of rails-with-trails. Although DCR is the agency challenged with coordinating these projects when asked by the advocacy community (HB2088), there are no resources available for this coordination. Please consider a study of where these facilities could be accomplished in Virginia, and what it would cost to implement one or two pilot projects that could then be replicated in other parts of the state. Some potential projects that come to mind: A connection from Dahlgren Trail to Fredericksburg along shortline railroad, and providing connections along the East Coast Greenway from Richmond to Raleigh along the High Speed Rail line, where separate corridor is not available. A connection along the shortline railroads from Clifton Forge to Harrisonburg would also provide shared-use path connectivity in a section of the state that is missing these facilities.

With 25 VRE projects in Northern Virginia, the Charlottesville station expansion and potential trail connections to the new Newport News and Colonial Heights stations, there is an opportunity to study seamless connections between modes of transportation and develop a best practices guide for future station upgrades. This study should include transitions from trail to rail as well as trail to bus and airport shuttles.

Survey: The Weldon Cooper Center for Survey Research is conducting the Virginia Outdoors Survey, which we use to update the Virginia Outdoors Plan. This survey and our regional meetings provide valuable feedback for plan updates every five years. Such a survey for the Rail Plan could be used to measure latent demand for passenger and roll-on bike service, as well as connecting bus service. It may identify other passenger needs that could increase returns for railroad passenger service.



Comment 2

The discussion in which Stakeholders participated in with Emily and Jeremy toward the end of the break-out sessions prompts a further suggestion for consideration by the DRPT team.

DRPT has had a difficult job ranking rail projects when none of your “clients” or “stakeholders” are willing to give you the straight stuff! Consequently, it would seem prudent to flag that weakness – in polite language of course – in the final draft of the new State Rail Plan that goes to the CTB. Some members of the CTB may not be aware of the reluctance of applicants for grants to level with DRPT on their business plans and the supporting information that should underlie such plans. DRPT can only respond to such information that is disclosed to the Agency.

We talked about the VA Port Authority – a very important stakeholder and grantee, not to be ignored nor under-rated – however, the observation of VPA projections over the last two decades are that they have always been far too optimistic in their projections for East Coast market share capture, and hence rail funding needs.

As for the Class I freight rails, they cycle through short-swing mood-changes from optimism relative to taking trucks off the road to periodic confessions that there may be precious little cargo susceptible to conversion from highway to rail. Right now it appears that NS may be the more aggressive proponent of going after every truck on the highway, even though the capture rate may be extremely low. But let another hedge fund raider go after NS, and they may just as quickly fold the tent and opt for Hunter Harrison’s three-mile long trains that turn a blind eye to single-car freight customers along the way.

Passenger advocates are almost as bad. It is a hope that Wick Moorman brings some rational thinking to Amtrak, but looking back at Amtrak since 1971, they too have been all over the place. In fairness, neither Amtrak nor the Class I freights have the luxury of making and sustaining long term marketing plans. Wall Street breathes down the neck of freight CEOs, just as Congress tends to micro-manages Amtrak.

DRPT have got a tough job ahead, and it is time to lay the facts out there for the CTB, the Administration, and the Legislature. At a minimum, sharing some draft language along those lines with VPA and CSX and NS might just loosen them up a bit in regard to their obsession with “proprietary” information. Unless we have more transparency for public consumption relative to public investment vs. public benefit, our hard-fought rail program successes may run into trouble in Capitol Square one day soon.

