

# **APPENDIX R: OCTOBER 2017 STATE RAIL PLAN STAKEHOLDER COMMITTEE MEETING SUMMARY**



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# **OCTOBER 2017 STATE RAIL PLAN STAKEHOLDER COMMITTEE WORKSHOP SUMMARY**

**October 2017**

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# ATTACHMENTS

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- Attachment B: Invitation Mailing and Attendee List
- Attachment C: Executive Summary Annotations

# 1. MEETING SUMMARY

The Virginia Department of Rail and Public Transportation (DRPT) hosted the third and final Stakeholder Workshop meeting to engage a specific group of stakeholders in the development of the Statewide Rail Plan. The meeting was held on Tuesday, October 17, 2017, in Richmond, Virginia, and the purpose was to review the annotated version of the executive summary and discuss thoughts and perspective from the group.

# 2. OUTREACH

Email invitations were distributed to 38 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 Stakeholder Meeting #3 Invite	09/19/2017	38
State Rail Plan Stakeholder Meeting #3 Invite Reminder 2	10/03/2017	38

### 3. ATTENDEES

A total of five 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 Connect. See **Attachment B: Invitation Mailing and Attendee List**.

**Table 2. Meeting Attendees**

Name	Organization
Dick Beadles	Virginia Rail Policy Institute
Leo Pineda	Hampton Roads TPO
Robb Bohannon	Virginia Railroad Association / Hunton and Williams
J. Lee Cochran	Norfolk Southern
Chris Wichman	Richmond TPO
Cannon Moss	Virginia Railroad Association / Norfolk and Portsmouth Belt Line

### 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
Jennifer Mitchell (DRPT)	Facilitator
Mike Todd (DRPT)	Facilitator
Jeremy Latimer (DRPT)	Facilitator
Colin Burch (DRPT)	Facilitator
Carey Burch (HDR)	Support
Mike Estes (HDR)	Support

## 5. MEETING AGENDA

The meeting was held Tuesday, October 17, 2017, at the DRPT headquarters located at 600 E. Main Street, Richmond, Virginia. Registration began at 10:00 a.m. Each attendee received a copy of the Executive Summary and reviewed a PDF of Executive Summary Annotations on the screen. See **Attachment C: Executive Summary Annotations**.

### Agenda

Time	Item
10:30 – 10:35 a.m.	Welcome and Introductions
10:35 – 10:40 a.m.	Recap of last meeting
10:40 – 11:10 a.m.	Review of Executive Summary
11:10 – 11:20 a.m.	Break
11:20 – 11:50 a.m.	Status and timeline for VA State Rail Plan
11:50 – 12:20 p.m.	Categories of priority improvements and investments
12:20 – 12:30 p.m.	Next steps
10:30 – 10:35 a.m.	Welcome and Introductions

### Introduction to the State Rail Plan

The workshop included a brief introduction from Director Mitchell, DRPT, who thanked stakeholders for attending. She provided a brief update on the upcoming CTB meeting and overall comments for the State Rail Plan. Comments on the State Rail Plan will be taken until November 3, 2017. Based on the type of comments received, the CTB may or may not be asked to adopt the plan in December. If there are policy level comments, additional coordination with the CTB Rail Committee may be warranted.

### Overview of Meeting

Mike Todd provided an overview of the meeting and agenda. He discussed how the State Rail Plan incorporates work to date by various entities, including this stakeholders group. Two prior work



sessions were held with this stakeholder group in November 2016 and April 2017. The plan is now 95 percent complete and DRPT is looking for final updates. Todd explained that the focus of the October meeting was to walk through an annotated version of the executive summary and discuss thoughts and perspectives from the group.

## Vision and Benefits of Rail

Mike Todd provided an introduction of the vision and goals for the State Rail Plan. He explained how DRPT's mission and VTrans helped achieve the existing visions and plans. Todd noted the importance of investing in the rail network as a Commonwealth and the benefits from investing in the rail network.

The group discussed whether the benefits included capture the value of the rail network. Discussion included how some of the statistics could be made more relatable to the general public and that depicting cost savings, likely the biggest driver, would translate well. The save money graphic was well received. There was then discussion of growing volumes on the rail network and how these can be translated to benefits, potentially through discussion of the price of goods. The costs of shipping via highway versus rail were also covered, and one attendee noted that only the shipper/receiver might benefit from that metric and suggested that the plan demonstrate ways to increase freight or ridership, and how these increases would in turn save "X" amount of money. Todd thanked the stakeholders for their input and noted that a more specific point could be included in the executive summary.

## Existing Conditions (Passenger and Freight Rail)

Mike Todd asked the group to review the maps for accuracy. No corrections to the maps were noted.

## Future of Rail

Mike Todd discussed the future of rail and the industry drivers. Discussion on the topic included talk of eight rail industry drivers, with a big picture/macro driver of freight/passenger traffic, as well as changes in energy production. Three changing demographics in the state were referenced for their impact to travel and included an aging population, an increase in urbanization, and an influx of younger populations, which have an increased preference for public transportation. In looking forward, aging infrastructure was cited by the short line stakeholders, who highlighted that projects will far exceed what preservation projects can sustain and that there are big ticket items that need to be prepared for in advance. Director Mitchell posed a question about drivers to the group, asking if there are operating trends/characteristics that DRPT should be concerned with, or any trends the industry sees affecting the network. The following discussion included conversation of modernization, Positive Train Control (PTC), and autonomous trucks. Autonomous trucks push railroads to figure out autonomous trains/one man crews, and changes in the trucking industry impact the competitiveness of freight rail. Norfolk Southern

employs the Leader System, a computer program that helps with dispatch, and CSXT uses precision railroading. The group further discussed changes to the “changes in rail governance framework” component, suggesting it could be restructured to include over-arching and pertinent industry trends. “Technology” was discussed as a new driver that could be added to the plan.

## Goals and Objectives

Mike Todd provided background information on the goals and objectives and the evolution of these based on input from the stakeholder group. In response to conversation on issues surrounding station stop policy, it was suggested to reference Appendix O. Next, Todd reviewed the addition of an eighth goal intended to strengthen connection to regional economic development. The MPOs suggested that DRPT form closer relationships with the regions and extend overall outreach beyond attending meetings. Todd next asked if any major goals or objectives were missed within the plan, and no comments were provided.

## Priority Improvements & Investments

Mike Todd reviewed the priority improvements and investments in the plan. The importance of corridors, their significance, and contribution to the Commonwealth were covered, as well as the major projects in each corridor. Each corridor shown in the plan includes a reference to its drivers and most important goals. Todd asked the stakeholder group to notify DRPT if a significant theme is missing, noting that write-ups can be edited and that the short line write up was challenging, in particular. Positive feedback was received from a member of the stakeholder group.

## FRA Compliance for the State Rail Plan

Mike Todd discussed the overall process for FRA Compliance and the State Rail Plan. He explained that there is redundancy in the last few pages to ensure FRA compliance, and that a major focus of the plan was for the Executive Summary to serve as a go-to document in cleaner format than FRA’s required structure in detailed rail plan. The rail plan contains the extra details from Executive Summary, as well as regional economics information.

## General Discussion

Mike Todd noted that the comment period is open until November 3, 2017, and that comments can be provided directly to him. The group discussed anticipated commenters, which included Virginians for High-Speed Rail, short lines, Norfolk Southern, the Hampton Roads TPO and the Richmond TPO.

## ATTACHMENT A: MEETING INVITATION



## VIRGINIA

STATEWIDE RAIL PLAN

September 19, 2017

We invite you to attend the third stakeholder committee meeting for the Virginia Statewide Rail Plan! The purpose of this meeting is to receive your input on the final 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.

### Meeting Details

**Date:** Tuesday, October 17, 2017  
**Time:** 10:30 a.m. – 12:30 p.m.  
**Location:** DRPT Headquarters  
600 E. Main St.  
12th Floor North Conference Room  
Richmond, VA 23219

Please RSVP to Michael Todd, DRPT Manager of Rail Enhancement and Corridor Planning by emailing [Mike.Todd@drpt.virginia.gov](mailto:Mike.Todd@drpt.virginia.gov) or calling (804) 786-1065 by Friday, October 13, 2017.

If you are unable to attend, please send a representative from your organization. To view the Draft Rail Plan and previous meeting materials, click the link [here](#).

Sincerely,

Michael Todd  
Project Manager, Virginia State Rail Plan



## VIRGINIA

STATEWIDE RAIL PLAN

October 3, 2017

The Draft Statewide Rail Plan was presented to the Commonwealth Transportation Board Rail Committee on September 19th, 2017, and was made available for public review at [www.varailplan.org](http://www.varailplan.org).

Please review the draft plan and be prepared to discuss any comments, questions or concerns you may have. Your expertise and guidance in this process is crucial and we are looking forward to hearing from you.

### Meeting Details

**Date:** Tuesday, October 17, 2017  
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If you are unable to attend, please send a representative from your organization..

Sincerely,

Michael Todd  
Project Manager, Virginia State Rail Plan

Virginia Department of Rail and Public Transportation  
600 E Main St #2102  
Richmond, VA 23219



## **ATTACHMENT B: INVITATION MAILING AND ATTENDEE LIST**



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



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





Contact	Organization	Attended
Oscar Gonzalez	Virginia Railway Express	
Leonardo Pineda	Hampton Roads Transportation Planning Organization	✓
J. Lee Cochran	Norfolk Southern	✓
Chris Wichman	Richmond TPO	✓



# **ATTACHMENT C: EXECUTIVE SUMMARY ANNOTATIONS**



The vision for the Virginia Rail Plan is included in Chapter 1 and highlights the benefits of rail, and the need for further investment. The statement also references rail's role in supporting other existing Virginia initiatives, such as VTrans.



Virginia's rail network is a valuable asset that drives the economy, reduces congestion, improves safety, and saves taxpayer money. Continued investment in rail infrastructure will ensure the mission and vision of the Commonwealth's transportation network is achieved.

### CONTENTS

02	BENEFITS OF RAIL IN VIRGINIA
07	FUTURE OF RAIL IN VIRGINIA
09	VIRGINIA'S VISION FOR THE FUTURE
15	PRIORITY IMPROVEMENTS AND INVESTMENTS

### BENEFITS OF RAIL IN VIRGINIA

**VIRGINIA'S RAIL SYSTEMS**  
Virginia's rail network is a valuable asset for the Commonwealth. It provides an efficient means of moving freight and passengers both within and through the

state. The Commonwealth recognizes the privately owned rail network as part of a multimodal system with public benefits and growing economic impacts. Since the 2000s,

significant state investments have leveraged private and federal funds to improve freight and passenger rail transportation and support the overall transportation system.

#### GROW THE ECONOMY

RAIL SERVICES DRIVE 6% OF VIRGINIA'S TOTAL ECONOMY.  
MORE THAN 6,000 JOBS CREATED DIRECTLY BY RAIL NETWORK

**FREIGHT RAIL**  
**\$2.2 BILLION**  
in annual benefits

about 9 cents per ton-mile of rail use

**PASSENGER RAIL**  
**\$190 MILLION**  
in annual benefits

about 46 cents per passenger-mile of rail use

Benefits are largely realized from savings from diverting freight and passengers from highways to rail and include congestion savings and crash reduction benefits.

#### BREATHE EASIER

3M TONS OF CO<sub>2</sub> EMISSIONS AVOIDED  
(6.4% OF TOTAL IN VIRGINIA PER YEAR)

On average, railroads are **four times** more fuel efficient than trucks

Moving freight by rail instead of truck generates **75% less** greenhouse gas emissions

The total estimated level of rail service in Virginia in 2015 was about **25 billion ton-miles**

#### TRAVEL SAFE

18 LIVES SAVED AND 3,000 CRASHES AVOIDED EACH YEAR

Shipping by rail avoids about **1.7 billion miles** of truck travel in Virginia

Passenger travel by rail avoids about **271 million miles** of personal driving in Virginia

#### SAVE MONEY

\$123M PAVEMENT MAINTENANCE SAVINGS  
(6% OF ANNUAL VDOT MAINTENANCE BUDGET)

**8 = 240**  
PASSENGER RAILCARS PASSENGER VEHICLES

**100 = 340**  
FREIGHT RAILCARS SEMI-TRAILER TRUCKS

The CTB Rail Committee prioritized the development of rail related metrics to highlight the benefits of the rail network. These measures highlight the significant return on investment achieved by the rail network.



Virginia is an important crossroads in the national and international transportation network. The Rail Plan serves both the needs of Virginians, and also supports the movement of people and goods beyond our borders.

The Virginia Constitution prohibits investment in the rail network unless there are direct benefits to the road network. Therefore, the Rail Plan is built on the foundation that investment in the rail network relieves capacity issues on Virginia's roadways.



Virginia's Rail Systems, continued

**By diverting freight and passenger traffic from road to rail, Virginia's rail network relieves congestion, saves lives, improves air quality, helps grow the economy, and complements the Virginia highway network while reducing capital and maintenance expenditures.**

Modernizing states, it connects the state's ports, businesses, and communities to other major population centers, customers, and manufacturing regions throughout the nation and the world. Corridors within the Commonwealth have unique characteristics that provide alternative transportation options and diverse public benefits to the economy. Many of Virginia's freight corridors also carry passenger trains. All of the freight corridors are privately owned and serve the Port of

Virginia in Hampton Roads in some capacity.

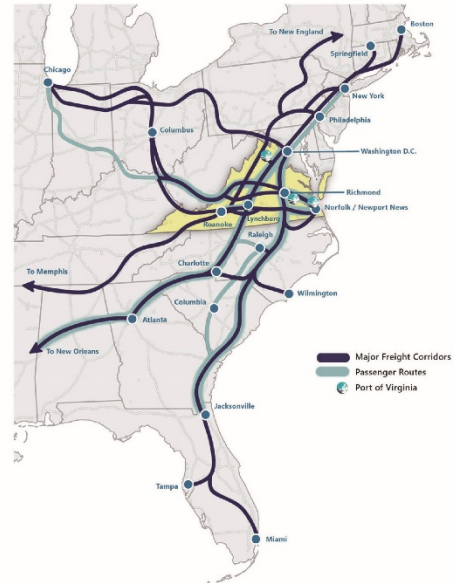
- CSX Transportation's I-95 Corridor spans the entire Eastern U.S., linking cities, ports, and manufacturing regions along the eastern seaboard. This corridor also carries the majority of Virginia's Amtrak passenger services, and serves as the gateway to Washington, D.C. for Virginia Railway Express commuter trains.
- CSX's National Gateway also uses the I-95 Corridor route through Virginia. This key rail artery diverges from the I-95 Corridor in Washington, D.C. to link the Port of Virginia and other mid-Atlantic ports with cities and markets in the U.S. Midwest.
- Norfolk Southern's Crescent Corridor runs from north to south, serving consumer markets and manufacturing regions between New Orleans, Memphis, and the Northeast. In Virginia, the

Crescent Corridor serves the Virginia Inland Port – an intermodal container transfer facility in Front Royal – and carries several Amtrak services into the Northeast.

- Norfolk Southern's Heartland Corridor links Virginia's Port to Midwest markets, carrying intermodal containers from the docks in Hampton Roads to consumers in Chicago.

Amtrak services are shown on the map as light blue shading along the privately owned freight corridors. Amtrak services operate over privately-owned railroads in Virginia. State-supported regional trains provide one seat miles from Virginia's major cities to Washington, D.C. and the Northeast Corridor, while Amtrak long-distance trains carry passengers through Virginia between the Northeast, Southeast, and Midwest.

#### VIRGINIA IS A CRITICAL LINK IN THE NATIONAL RAIL NETWORK



# VIRGINIA

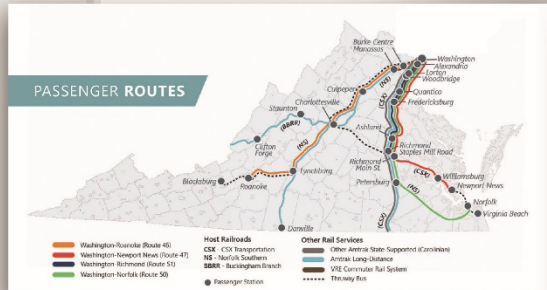
## STATEWIDE RAIL PLAN

### VIRGINIA

#### STATEWIDE RAIL PLAN

The Virginia passenger rail network includes multiple services aimed at multiple constituencies, including commuter, regional, and long distance services. Many passenger services aim to get Virginia residents to and from the Northeast Corridor.

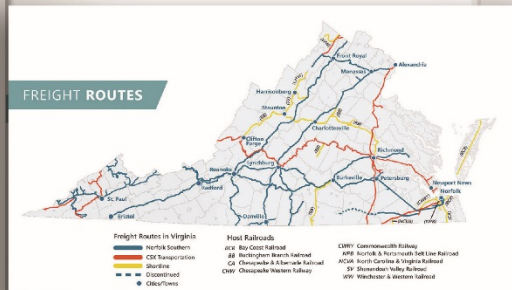
Rail line owner's and operators know their network better than we do, we gathered their input to create this map, including a few critical updates since the last plan.



Passenger trips to, from, and within Virginia are growing and highways in Virginia are increasingly congested. Passenger rail service provides an alternative to congested highways, and the Commonwealth therefore invests in Amtrak intercity passenger routes, as well as Virginia Railway Express commuter service to improve mobility and meet the growing demand for travel. Projects and plans underway in CSX's RFA/P subdivision and the Long Bridge across the Potomac to Washington, D.C. will alleviate

existing rail bottlenecks to better connect the entire Southeast region with Amtrak's Northeast Corridor. Since 2013 Virginia has provided dedicated funding to support and expand intercity passenger rail operations across the state. Virginia's busiest passenger rail routes parallel the heavily traveled I-95 corridor, where a growing number of state-supported Amtrak trains serve Richmond, Newport News, and Norfolk. Additional state-supported Amtrak services extend southwest

from Washington, D.C. to Lynchburg and Roanoke. Passenger volumes on state supported Amtrak service totaled over 830,000 riders in FY2016. When combined with long distance service, passenger volumes exceeded 2.5 million riders. Virginia also supports commuter rail operations provided by Virginia Railway Express, which serves the heavily congested I-95 Corridor from Fredericksburg to Washington, D.C. as well as the I-66 Corridor between Manassas and Washington, D.C.



As the economy grows, so do the freight demands on Virginia's highways. The Commonwealth recognizes the public benefits and economic impact of investments in a multimodal freight transportation system. The freight rail network has a unique role supporting the Port of Virginia's target markets in the Midwest. Both CSX and Norfolk Southern have

intermodal rail corridors that connect Virginia to the nation, providing a cost-effective way to bring needed raw materials and products to our ports, manufacturers, and consumers and to carry Virginia-made products and materials to destinations throughout the nation. In 2012, Virginia's rail network carried more than 800,000 carloads of coal, 534,000 carloads of mixed

gonds, 120,000 carloads of chemical products, 103,000 carloads of food products, and 85,000 carloads of pulp and paper products, keeping more

**5.5 million trucks off the Commonwealth's highways.**

maintenance costs alone are estimated to be over \$123 million per year, almost 6% of VDOT's annual maintenance budget.



5

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These driving factors inform our outlook for the future. The Rail Plan goals, objectives and investment priorities aim to incorporate and react to these rail industry drivers.

### FUTURE OF RAIL IN VIRGINIA



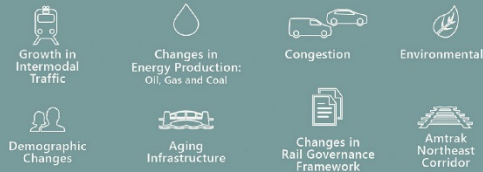
#### FUTURE OF RAIL

Virginia's passenger and freight rail networks are affected by many external factors that drive demand for services. Freight rail corridors serving the Port of Virginia and the main north-south freight routes are experiencing growth in intermodal traffic, while changes in domestic energy production and use

are reflected in a decrease in coal traffic. Population growth, an aging population, and increasing highway congestion along the "urban crescent" between Washington and Hampton Roads is helping drive demand for environmentally friendly and safe alternatives to automobile travel. The Commonwealth

invests in the rail network as part of a multimodal approach to meet the growing demand for freight and passenger transportation service and support the economic changes and travel preferences of Virginians.

#### RAIL INDUSTRY DRIVERS



### FREIGHT



Freight tonnage is expected to grow by 50% in Virginia by 2040. Movement by rail will increase by 14% additional rail investment can enhance rail's modal share and keep additional freight from congested roadways.



#### Port of Virginia Shipments

TEUs anticipated to more than triple from 2.1 M in 2012 to 7.2 M in 2040. Capacity to move 45% by rail in 2040, up from 33% today.



#### Expected Evolution of Major Freight Markets

Growth in intermodal traffic will impact operational approach to major freight corridors. Intermodal movement relies on tight timetables and high demand for on-time performance.

### NETWORK SIGNIFICANCE



The Washington, D.C. metropolitan area has the nation's highest rate of congestion.

The Hampton Roads area also experiences high levels of congestion.

(Measuring Traffic Congestion in Virginia: Virginia Department of Transportation)



Vehicle use per road-mile has been increasing for decades. Since the mid-1960s Virginia has experienced a decline in relative capacity as both population and state gross domestic product (GDP) have steadily risen.

(Measuring Traffic Congestion in Virginia: Virginia Department of Transportation)



Economic Growth Virginia's rail network is a key link between two mega regions, the Northeast mega-region and the Piedmont Atlantic mega-region in the south. Most of the nation's population growth and economic expansion is occurring in ten emerging mega regions.

### PASSENGER



Population concentrated in the urban crescent Since 2010, the share of Virginia's total population growth in the urban crescent rose to 93 percent, up from 81 percent between 2000 and 2006.



Population is growing older - 1 in 8 Virginians is 65 or older, and the largest concentration of Virginia's aging population lives in the urban crescent. (2013 Data: Population and Health)



Increasing demand for public transportation Urban environments conducive to public transportation and an older demographic create more reliance on multi-modal options.





## VIRGINIA'S VISION FOR THE FUTURE



### Goals

#### VTrans Vision

*Good for business, good for communities, and good to go.*

#### State Rail Plan Vision

*Virginia's rail network is a valuable asset that drives the economy, reduces congestion, improves safety, and saves taxpayer money. Continued investment in rail infrastructure will ensure the mission and vision of the Commonwealth's transportation network is achieved.*



### Objectives

*Goals and objectives link visions to prioritize investments in rail.*

Virginia's Statewide Transportation Plan (VTrans2040) provides a planning framework for all transportation modes in the state, including rail and public transit. Virginia's vision for its multimodal transportation system, described in VTrans2040, is to be "Good for Business, Good for Communities, and Good to Go."

Virginians will benefit from a sustainable and reliable transportation system that advances Virginia businesses,

attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

The Department of Rail and Public Transportation (DRPT) serves as Virginia's lead agency for rail and public transportation, with the mission to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-

effective manner. DRPT is also responsible for administering funds for rail investments and public transportation agency formula funds.

The Virginia State Rail Plan recognizes Virginia's vision and DRPT's mission and provides a framework for achieving both of these desired future outcomes through investments in Virginia's rail network as part of a multimodal transportation system supporting economic growth.

## GOALS AND OBJECTIVES

### RAIL PLAN GOALS AND OBJECTIVES

The Virginia Rail Plan goals are listed in blue and reflect the Vtrans2040 Guiding Principles. Corresponding objectives for each goal are shown in tan on the right. The objectives show how DRPT can advance freight and passenger rail through

planning efforts and funding programs under DRPT's purview. Together the Rail Plan goals and objectives are tools to evaluate and prioritize short-term and long-term planning efforts and investments.



## GOALS AND OBJECTIVES



### GOAL: Optimize Return on Investments

*Implement the  
right solution at  
the right price.*

#### OBJECTIVES:

- Leverage previous investments by supporting existing passenger services
- Target growing markets and make efficient use of the Rail Industrial Access Program funds
- Enhance reliability for existing services
- Prioritize improvements to existing service corridors over service expansion capital projects
- Leverage public-private partnerships by prioritizing projects with matching funds
- Target investment where traffic, employment, population, or demand is expected to grow
- Prioritize capacity investments that meet the needs of both the public and private sectors through enhanced data sharing
- Determine on a corridor basis when rail is the most efficient mode to move people and goods



### GOAL: Ensure Safety, Security, and Resiliency

*Invest in projects that harness the safety benefits of moving people and goods by rail.*

#### OBJECTIVES:

- Expand programs that support shortline railroads in maintaining FRA Class 2 track safety standards
- Invest in materials and industry practices that support a resilient rail network
- Prioritize critical infrastructure projects to reduce the risk of failure
- Support "State of Good Repair" projects



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#### OBJECTIVES:



### GOAL: Efficiently Deliver Programs

*Deliver high-quality projects and programs in a cost-effective and timely manner.*

- Update grant guidance annually and develop a grantees workshop to review program guidance and procedural updates
- Proactively identify projects and programs to support the DRPT mission
- Continually update DRPT grant management practices to ensure efficient administrative processes and project implementation
- Work with legislators and appointed officials to ensure policies are up-to-date and understood



### GOAL: Consider Operational Improvements and Demand Management First

*Maximize capacity of the transportation network through increased use of technology and operational improvements before investing in major capacity expansions*

#### OBJECTIVES:

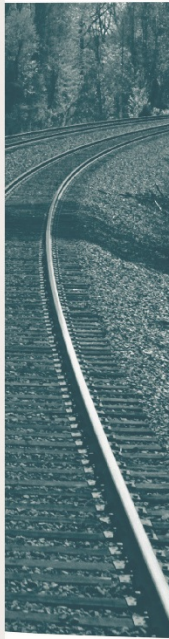
- Encourage use of Intelligent Transportation Systems to improve operational efficiency
- Evaluate operations when considering investment in capacity to ensure the investment yields a lasting benefit
- Incorporate program criteria that prioritize low cost improvements to relieve bottlenecks and provide capacity

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### GOALS AND OBJECTIVES



**GOAL:**  
Ensure  
Transparency  
and Accountability,  
and Promote  
Performance  
Management

*Work openly with  
partners and engage  
stakeholders in project  
development and  
implementation, and  
establish performance  
targets that consider  
the needs of all  
communities*

#### OBJECTIVES:

- Publicize application evaluation metrics and project data for rail funding programs
- Implement passenger rail station stop policy
- Develop program scorecards to measure impact of rail investments
- Market economic impact of rail investment

**GOAL:**  
Improve  
Coordination  
between  
Transportation  
and Land Use

*Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives*

#### OBJECTIVES:

- Encourage local governments to support state funding decisions by making compatible investments and zoning
- Educate localities on appropriate land uses around both freight and passenger rail infrastructure
- Encourage local governments to support rail services with multimodal last-mile connections
- Integrate with and expand upon other state, regional, and local planning efforts

**GOAL:**  
Ensure  
Efficient  
Intermodal  
Connections

*Provide seamless connections between modes of transportation*

#### OBJECTIVES:

- Prioritize rail projects that benefit the highway system and improve mode choice
- Enhance rail service to the Port
- Support "State of Good Repair" and capacity projects with shortlines

**GOAL:**  
Support  
Regional  
Economic  
Development

*Encourage local and regional economic development through investment in the rail network*

#### OBJECTIVES:

- Work closely with Virginia Economic Development Partnership to attract rail conducive industries
- Promote the use of the Rail Individual Access program through education and outreach with local economic development offices
- Include input from local and regional freight railroads in economic development planning and initiatives
- Expand transportation options between regional markets through enhancements to passenger rail service



## PRIORITY IMPROVEMENTS & INVESTMENTS

### WASHINGTON TO NORTH CAROLINA CORRIDOR

- CSX owned/operated
- Intermodal freight service
- Primary north-south route for Amtrak long-distance service



### BACKGROUND

Virginia's Washington to North Carolina Corridor is served by two CSX rail corridors: CSX's LVS Corridor between New York and Jacksonville, and CSX's National Gateway Corridor linking mid-Atlantic ports with the Midwest. The two rail corridors share one alignment that parallels I-95 from Washington, D.C., through Richmond to Petersburg and the south. This corridor also serves as a primary passenger rail route. Amtrak Virginia-supported regional trains from the Northeast Corridor and Washington, D.C. operate on the line to reach terminals in Richmond, Newport News, and Norfolk, while Amtrak long-distance trains from New York and London, Virginia, continue farther south to Savannah, Sanford, Florida, and Miami. VRE Fredericksburg line commuter trains also use the corridor from Spotsylvania County north to Washington, joined at Alexandria by Manassas Line commuter trains.

### SIGNIFICANCE

The Washington to North Carolina Corridor is the most heavily used corridor in Virginia, with increasing freight, regional and long-distance passenger rail, and commuter rail services. The corridor provides a critical link between Amtrak's Northeast Corridor and the federally designated Southeast Corridor. The corridor also provides another rail link between the Port of Virginia and the Midwest, which is a Commonwealth investment helped to clear for double container service. The corridor is the most severe bottleneck in the freight rail network, as across the Potomac River, four track systems merges to just two tracks (the Long Bridge) to cross from Virginia into Washington, D.C. Similarly, the parallel highway facilities, I-95 and US 1, are the most heavily used highway facilities in Virginia. As a result, capacity on the Washington to North Carolina Corridor must be preserved and improved in order to provide

adequate access and multimodal options to both the residents and businesses along this dense and thriving corridor. The passenger rail, commuter rail, and intermodal freight services that use this corridor, including shipments serving the Port of Virginia, require high on-time performance.

**PRIORITY projects include adding capacity to the Long Bridge, a major chokepoint affecting CSX, Amtrak, and VRE service, and a program to improve freight rail service.**

Longer term, additional improvements will be necessary to support improved passenger service. These improvements are outlined in the R2B study, and in the DCRAVIA Tier 2 B5 that is currently underway. The long-term phasing and timing of these improvements will be based on funding availability, congestion levels, and passenger service benefits.

### CRESCENT CORRIDOR

- Norfolk Southern owned/operated
- Intermodal freight service
- Amtrak long distance and regional service



### BACKGROUND

The 2,500-mile Crescent Corridor spans 11 states, from New York to Louisiana and Tennessee. In Virginia it includes Norfolk Southern lines parallel to I-81 (Winchester-Roanoke-Bristol) and a second route parallel to U.S. 29 (Front Royal-Manassas-Lynchburg-Charlottesville). The Crescent Corridor is a primary freight route for intermodal traffic moving through Virginia. The corridor also carries both Amtrak long-distance trains (Crescent and Cardinal) and Virginia-supported regional passenger service connecting Roanoke, Lynchburg, and Charlottesville to Washington, D.C. and the Northeast Corridor. The corridor connects to Norfolk Southern's Heartland Corridor in Roanoke and Atlanta.

### SIGNIFICANCE

The Crescent Corridor makes several vital connections to Virginia's shortline railroads, including Winchester & Western, Chesapeake & Western, Shenandoah Valley railroads. In addition, the corridor connects the Virginia Inland Port. Maintaining a seamless connection between maritime freight route and these critical elements of the regional freight network is vital to the success of this corridor and regional economic development. Norfolk Southern estimates the Crescent Corridor keeps 1.3 million long-distance trucks off the highways.

### PROJECTS

Priority projects include expanded passenger service to Lynchburg and Roanoke, and improving capacity and connectivity with shortline railroads and the Virginia Inland Port.

### TOP DRIVERS



### KEY GOALS



### TOP DRIVERS



### KEY GOALS



Each corridor aligns with specific goals and are more heavily influenced by certain rail industry drivers.



The East-West Corridor is a unique corridor that includes two different owners/operators and multiple different passenger and freight services.

#### PRIORITY IMPROVEMENTS & INVESTMENTS

##### EAST-WEST CORRIDOR

- CSX and Buckingham Branch owned/operated
- Primary coal route
- Passenger connection to Newport News



##### BACKGROUND

The East-West Corridor parallels I-66 from Hampton Roads through Richmond to Clifton Forge. It serves as CSX's primary coal route from

##### SIGNIFICANCE

The East-West Corridor serves primarily as a coal route, however, coal traffic has significantly dropped in response to recent changes in

##### PROJECTS

Priority projects include maintaining a state of good repair, particularly on the Buckingham Branch railroad, and supporting existing passenger services. This includes investments to add a new maintenance facility and improvements to reduce conflicts between passenger trains and freight trains on the corridor between Richmond and Newport News.

**Loaded coal trains travel east on CSX's James River line, while empty trains return on the Buckingham Branch.**

**The corridor handles Virginia-supported regional passenger service**

Amtrak long distance Cardinal route with connections to the Midwest and NEC.

##### HEARTLAND CORRIDOR

- Norfolk Southern owned/operated
- Intermodal freight service
- Passenger connection to Norfolk



##### BACKGROUND

The Heartland Corridor is a primary freight route for intermodal traffic traveling between the Port of Virginia terminals in Norfolk and midwestern markets, including Columbus and Chicago. The Heartland Corridor also carries Virginia-supported passenger service between Norfolk and Roanoke, as well as a new service extension between Lynchburg and Roanoke. Both services ultimately connect to the Crescent Corridor in Washington, D.C. and the Northeast Corridor.

##### SIGNIFICANCE

Through significant previous investment, the corridor is cleared for double-stack container service.

**Tight timetables and high demand for on-time performance are critical needs to adequately serve intermodal customers.**

##### PROJECTS

Priority improvements include

**adding two additional round-trip passenger trains to Norfolk**

or higher speed passenger services to Hampton Roads and expanding capacity to the rail network in Roanoke to accommodate freight movements rerouted for additional passenger services in Southwest Virginia.

##### TOP DRIVERS



##### KEY GOALS



##### TOP DRIVERS



##### KEY GOALS

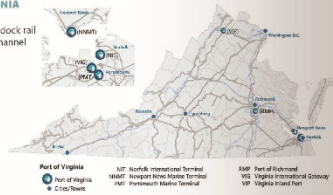


The Port of Virginia carries a significant portion of its traffic via the rail network. We need to ensure that rail infrastructure development can keep up with the increasing demand generated by the Port.

## PRIORITY IMPROVEMENTS & INVESTMENTS

### PORT OF VIRGINIA

- 6 terminals
- 30 miles of on dock rail
- 55 foot deep channel



### BACKGROUND

The Port of Virginia is the 5th largest container port in the nation. Port facilities include 4 deepwater marine terminals (Hampton Roads), an upriver terminal (Richmond), and an inland intermodal terminal (Front Royal). The Port is served by more than 20 international shipping lines.

**More than 33% of the Port's freight arrives and departs by rail,**

Norfolk & Portsmouth Rail Line and the Commonwealth Railway.

The Port primarily ships to customers in Virginia, North Carolina, Maryland, and West Virginia via truck, and to Ohio, Indiana, Illinois, Tennessee, Kentucky, and beyond via Norfolk Southern and CSX.

### SIGNIFICANCE

The Port is one of the most significant drivers of freight rail traffic in the Commonwealth. Due to changes in energy demand and production, intermodal traffic is the most dominant growth sector in freight rail traffic, and the Port is well positioned to continue heavily to fuel growth market. Ensuring efficient loading and unloading of trains, and last mile connectivity to the freight rail network are vital to ensuring that business at the Port continues to run smoothly and drive the Virginia economy forward.

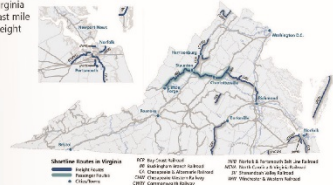
### PROJECTS

Priority projects includes multiple terminal expansions, including VIG, VIP, and NIT, with additional rail capacity.

Additional priority projects include expanding the inland port at Front Royal and improving air infrastructure, including grade crossings on tracks serving the Ports.

### SHORTLINE ROUTES IN VIRGINIA

- 9 shortlines in Virginia
- Important first/last mile connection for freight



### BACKGROUND

Virginia's shortline railroads operate at the regional and local level to connect individual customers to the larger freight rail network and make last mile connections to the Port of Virginia. Shortline railroads often serve as either the point of origin or termination for freight carried in and out of Virginia by Norfolk Southern or CSX.

Virginia supports shortlines through the Rail Preservation Program, which funds both capacity and state of good repair projects.

### SIGNIFICANCE

Shortlines provide a critical link to local and regional customers, as well as the Port, loading, unloading, and building trains that eventually traverse the national rail network through Class I freight service. Many of the shortlines inherited track with years of deferred maintenance, requiring additional resources to maintain a state of good repair.

Shortlines are better positioned to accommodate smaller businesses with lower traffic volumes. Virginia supports shortlines as both a partner in economic development opportunities at the port facilities and in rural areas, and as a means to divert trucks from congested highways.

### PROJECTS

Priority projects include improving track to FRA Class 2 safety standards; improving signal systems and technology for more efficient operations; and upgrading bridges and track to accommodate heavier railcars that have industry standards.

**Longer term priority projects includes critical infrastructure rehabilitation such as bridges and tunnels,**

segment safety measures and more, make the entire rail line accessible.

### TOP DRIVERS



### KEY GOALS



### TOP DRIVERS



### KEY GOALS





The structure and order of the Virginia Rail Plan is in accordance with FRA guidance.

## VIRGINIA STATE RAIL PLAN

### VIRGINIA STATE RAIL PLAN

The 2017 Virginia State Rail Plan was developed by the Virginia Department of Rail and Public Transportation (DRPT) under the guidance of the Commonwealth Transportation Board (CTB) Rail Committee to address changes in the rail industry and prioritize Virginia's investments in freight and passenger rail services and infrastructure across the Commonwealth. This State Rail

Plan guides Virginia's vision for railroad transportation to the horizon year of 2040, and lists strategies to achieve that vision. The State Rail Plan meets the federal requirements of the Passenger Rail Investment and Improvement Act of 2008, as amended by the Fixing America's Surface Transportation Act of 2015. In addition, this State Rail Plan

also meets the requirements of the **State Rail Plan Guidance provided by the Federal Railroad Administration (FRA)**

### CHAPTER INDEX

#### 01

##### THE ROLE OF RAIL IN STATEWIDE TRANSPORTATION

Chapter one introduces you to the role and importance of rail in the Commonwealth's transportation network. From a farm-to-market transportation system to an evolving system supporting a thriving economy and the Port of Virginia, rail has helped Virginia grow and prosper.

#### 02

##### THE STATE'S EXISTING RAIL SYSTEM

Chapter two provides an overview and inventory of Virginia's existing rail system and services, and identifies the economic, demographic, and transportation demand forecasts and trends that will affect future

#### 03

##### PROPOSED PASSENGER RAIL IMPROVEMENTS AND INVESTMENTS

This chapter introduces projects and initiatives that will enhance Virginia's passenger and commuter rail services to better serve the mobility needs of the state and region.

#### 04

##### PROPOSED FREIGHT RAIL IMPROVEMENTS AND INVESTMENT

The information in chapter four describes the recent improvements and investments that have been made, and potential future investments, by the state's freight railroads and the Commonwealth.

#### 05

##### THE STATE'S RAIL SERVICE AND INVESTMENT PROGRAM

Chapter five prioritizes short and long range investments for the Commonwealth.

#### 06

##### COORDINATION AND REVIEW

This chapter describes how the DRPT involved stakeholders in the coordination necessary to develop the rail plan.

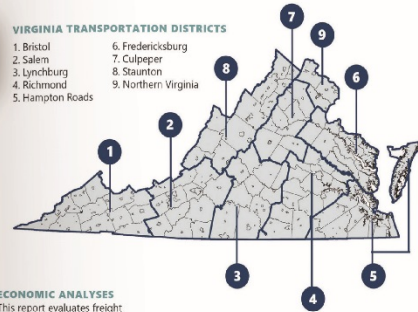
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## ECONOMIC ANALYSES

### VIRGINIA TRANSPORTATION DISTRICTS

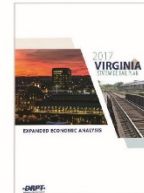
1. Bristol
2. Salem
3. Lynchburg
4. Richmond
5. Hampton Roads

6. Fredericksburg
7. Culpeper
8. Staunton
9. Northern Virginia



### ECONOMIC ANALYSES

This report evaluates freight flows within Virginia by county and corridor. The estimation of volumes by location of shippers and receivers is intended to inform local and state discussions about the opportunities and constraints in the existing rail and road transportation network. The report includes: Freight Demand Baseline Analysis, Freight Forecast, and a Regional Economic Analysis of Expanded Freight Demand. County-level results are aggregated and reported by Transportation District.



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