

APPENDIX P: NOVEMBER 2016 STAKEHOLDER COMMITTEE MEETING SUMMARY



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NOVEMBER 2016 STAKEHOLDER COMMITTEE WORKSHOP SUMMARY

December 2016

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1. MEETING SUMMARY

The Virginia Department of Rail and Public Transportation (DRPT) hosted the first Stakeholder Workshop meeting to engage a specific group of stakeholders in the development of the State Rail Plan. The meeting was held on Tuesday, November 22, 2016, in Richmond, Virginia, and consisted of three interactive exercises that focused on the following:

- Identifying bottlenecks, chokepoints, and economic development areas in Virginia;
- Prioritizing the types of rail and freight rail projects needed in Virginia; and
- Determining the level of effort and impact of the State Rail Plan strategies.

2. OUTREACH

Email invitations were distributed to 31 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
You're Invited: State Rail Plan Stakeholder Committee	11/4/2016	31
RSVP to State Rail Plan!	11/10/2016	31
State Rail Plan Stakeholder Committee Workshop Information	11/18/2016	31

3. ATTENDEES

A total of 17 stakeholders attended the meeting including representatives from DRPT, industries related to freight and rail transportation, and special interest groups. See **Attachment B: Invitation Mailing and Attendee List**.

4. MEETING ROLES AND RESPONSIBILITIES

Table 2 summarizes the roles and responsibilities of each stakeholder workshop team member.

Table 2. Roles and Responsibilities

Kevin Keller (HDR)	Facilitator
Mike Todd (DRPT)	Facilitator
Eric Nelson (HDR)	Scribe
Jara Sturdivant-Wilson (HDR)	Floater/Scribe
Amanda Lutke (HDR)	Floater/Scribe/Registration
Megan O'Reilly (HDR)	Floater/Scribe/Registration

5. MEETING AGENDA AND OUTCOMES

The meeting was held Tuesday, November 22, 2016, at the DRPT headquarters located at 600 E. Main Street, Richmond, Virginia. Registration began at 1:00 p.m. Each attendee received a handout, a rail and highway mapbook of Virginia, and a voting device. See **Attachment C: Attendee Handout Packet**.

Agenda

TIME	ITEM
1:00 – 1:15 p.m.	Meeting purpose/State Rail Plan history and current update
1:15 – 1:30 p.m.	<ul style="list-style-type: none"> State Rail Plan team and committee member introductions Ice breaker
1:30 – 2:00 p.m.	Activity 1: State Rail Map
2:00 – 2:30 p.m.	Activity 2: TurningPoint: Project identification
2:30 – 2:45 p.m.	<ul style="list-style-type: none"> Break Ice breaker
2:45 – 3:30 p.m.	<ul style="list-style-type: none"> State Rail Plan schedule Activity 3: TurningPoint: Voting on draft goals/priorities
3:30– 4:00 p.m.	Next steps and wrap-up

Welcome, Meeting Purpose /State Rail Plan History, and Update

The workshop included a brief introduction from Mike Todd, DRPT. Participants, DRPT representatives, and consultants introduced themselves before Todd went into further details regarding the meeting purpose. Together with Kevin Keller of HDR, Todd also explained the history of the State Rail Plan and the approach for updating it.

Activity 1: State Rail Map

Participants were separated into two groups to review the rail map of Virginia to identify bottlenecks, chokepoints, and economic development opportunities in the Commonwealth. Keller introduced the different components each group would discuss. Maps were placed at each group and attendees identified their responses with markers and/or voting stickers. Scribes captured notes and after the session presented each group's findings. See **Attachment D** for full results from the State Rail Map activity.

Activity 2: TurningPoint- Project Identification

To provide the DRPT information regarding what projects are important to stakeholders, participants used TurningPoint devices to identify project(s) that he/she would fund/build if they had the opportunity within the following categories:

- Congestion relief



- Economic development
- Safety
- Environment
- Reliability

See **Attachment E** for full results from the Project Identification activity.

Break and Schedule Review

After a short break, Keller reviewed the delivery schedule for the State Rail Plan. While DRPT representatives and consultant members developed the priorities for the final voting activity, Keller reviewed the State Rail Plan schedule.

Todd noted the second meeting for spring and brought the group's attention to the Rail Plan website that includes a formal comment area on the site. Todd noted that feedback was the first step of this workshop. The second step of the workshop was to develop and vote on priorities for the State Rail Plan. See **Attachment F** for schedule.

Activity 3: Voting in Draft Goals/Priorities

Consultants and DRPT representatives developed a draft list of priorities based on the afternoon's discussion. Once the priorities were developed, attendees were able to vote on the level of effort and level of impact that each priority would have on optimizing rail operations in the Commonwealth. See **Attachment G** for full results for Draft Goals/Priorities Results.

Next Steps and Wrap-up

Keller and Todd closed the meeting with a description of the next steps in the plan development.

ATTACHMENT A: MEETING INVITATION



VIRGINIA

STATEWIDE RAIL PLAN

Don't forget! Our first Virginia Statewide Rail Plan Committee Workshop is next week! If you haven't sent your RSVP, there's still time!

Before Tuesday's meeting, we invite you to review the attached rail service map of Virginia. On Tuesday, we will ask you to identify the bottlenecks and chokepoints in the region. We will also want to know what points of economic development are in the region.

We have a full afternoon and look forward to hearing from each of you!

Meeting Details

Date: Tuesday, November 22, 2016

Time: 1:00 p.m. – 4:00 p.m.

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

Meeting Agenda

1:00 – 1:30 p.m.: Welcome and Introductions

1:30 – 3:30 p.m.: Interactive Workshop Activities

3:30 – 4:00 p.m.: Next Steps and Wrap Up

Parking

There are many parking locations in the area for you to choose from. We suggest parking at the public parking lot at the intersection of 4th & Main.

Make sure you let us know if you'll be joining us by Friday, November 18. We look forward to seeing you!

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
Rex Montgomery	Bristol, TN Metropolitan Planning Organization	
Will Cockrell	Charlottesville-Albemarle Metropolitan Planning Organization	✓
Dennis Morris	Crater Planning District Commission (Tri-Cities Area MPO)	
Leah Manning	Danville Metropolitan Planning Organization	
Paul Agnello	Fredericksburg Area Metropolitan Planning Organization	
Camelia Ravanbakht	Hampton Roads Transportation Planning Organization	
Bonnie Riesdesel	Harrisonburg-Rockingham Metropolitan Planning Organization (CSPDC)	
Dan Brugh	New River Valley Metropolitan Planning Organization	
Gary Christie	Virginia's Region 2000 Local Government Council (Central Virginia MPO)	
Martha Shickle	Richmond Regional Planning District Commission (Richmond Regional TPO)	
Wayne Strickland	Roanoke Valley-Alleghany Regional Commission (Roanoke Valley TPO)	
Cristina Finch	Roanoke Valley-Alleghany Regional Commission (Roanoke Valley TPO)	✓
Bonnie Riesdesel	Staunton-Augusta-Waynesboro Metropolitan Planning Organization (CSPDC)	



Contact	Organization	Attended
Karen Taylor	Winchester-Frederick Metropolitan Planning Organization	
Randy Marcus	CSX	
Cannon Moss	Virginia Railroad Association/ Norfolk & Portsmouth Belt Line	✓
Jeff Florin	The Port of Virginia	
Dick Beadles	Virginia Rail Policy Institute	✓
Danny Plaughter	Virginians for High Speed Rail	
Scott Plum	Norfolk Southern	
Doug Allen	Virginia Railway Express	
Lance Arey	Shenandoah Valley Railroad	
Robb Bohannon	Virginia Railroad Association/ Hunton & Williams	✓
Joe Swartz	Virginia Railway Express	
Oscar Gonzalez	Virginia Railway Express	
Jay McArthur	Amtrak	✓
Patricia Lusk-Milam	Amtrak	✓
Barry DuVal	Virginia Chamber of Commerce	
Sandra Adams	Virginia Department of Agriculture and Consumer Services	
Kathryn Paxton	Virginia Department of Agriculture and Consumer Services	✓
Jennifer Wampler	Virginia Department of Conservation and Recreation	✓



Contact	Organization	Attended
John Warren	Virginia Department of Mines, Minerals and Energy	
Tracey Wiley	Virginia Department of Small Business and Supplier Diversity	
Erik Johnson	Virginia Department of Transportation - Freight	✓
Leonardo Pineda	Hampton Roads Transportation Planning Organization	✓
Whittington Clement	Hunton & Williams (on behalf of Norfolk Southern)	✓



ATTACHMENT C: ATTENDEE HANDOUT PACKET



Stakeholder Committee



Tuesday, November 22



1:00 – 4:00 p.m.



DRPT Headquarters

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

Welcome!

The purpose of today's meeting is to introduce you to the Virginia Statewide Rail Plan, capture your input and comments on the current and future roles of rail in Virginia and detail your role in the planning process.

Today We Will

- Provide a history and summary of the Virginia Statewide Rail Plan;
- Gather comments on both current and future thoughts on rail in Virginia; and
- Provide ways to stay connected with the Virginia Department of Rail and Public Transportation.

Background

The Passenger Rail Investment and Improvement Act of 2008 tasks states with producing a Statewide Rail Plan to establish policy, priorities and implementation strategies for freight and passenger rail transportation within its boundaries, enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the state. PRIIA requires State Rail Plans be submitted to the Federal Railroad Administration for review and approval, and be consistent with transportation planning efforts at the state level. **Therefore, the Virginia Department Rail and Public of Transportation, under the request of Commonwealth Transportation Board, is working to develop a new SRP for 2017.**

The SRP will include both a short-term and long term planning horizon; preferably four and 20 years respectively, in accordance with FRA guidance. The SRP will be not only a document which conforms to the FRA requirements for state rail plans, but also serves as a unifying vision for advancing passenger and freight rail initiatives in the Commonwealth. The plan will be innovative and creatively structured, and highlight the advantages of investing in the rail network, specifically the return on investment, for maximum impact and influence. In addition, digital and print multimedia should accompany the plan to allow more accessibility to the general public.

DRPT will consult and coordinate with various industry stakeholders including freight and passenger rail owners and operators, governmental and non-governmental entities (including municipalities and regional planning organizations), the general public, elected officials and interest groups, in order to produce a long-range strategic rail plan that fosters growth throughout the Commonwealth's rail network. The Virginia SRP will identify proposed improvements in urban and rural areas and those who travel through it. The SRP outlines freight planning activities that will achieve the objective for the Commonwealth to provide a safe, efficient and convenient freight transportations system to Virginians. The SRP is a way

(continued from page 1)

to connect all of these initiatives and allow them to move forward towards a common goal of optimal passenger and freight transportation in the Commonwealth. In addition, the SRP will guide DRPT's investment decisions to maintain and improve the rail transportation system, and ultimately strengthen the Commonwealth's economy and raise the quality of life for its citizens.

The development of a comprehensive Virginia SRP offers an opportunity for DRPT to accurately define what the rail system in the state looks like today and in the future.

The final product will be a document that DRPT and the Commonwealth of Virginia will utilize to be the catalyst for economic development initiatives based on specific local/regional opportunities and advantages, spur economic activity, generate environmental benefits, and prioritize numerous advancements in the Commonwealth's rail transportation network.

State Rail Plan Purpose

The primary purpose of the SRP is to serve as a statewide, long-range rail planning document, fully integrated with other state planning initiatives.

Stay Involved



Visit us at:
www.varailplan.org.



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



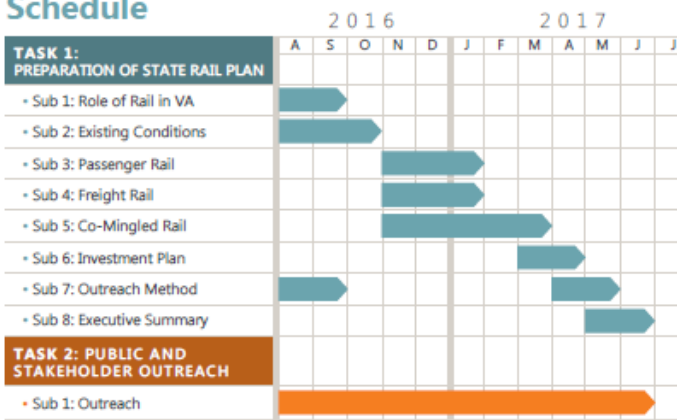
Send us an email at: Mike.Todd@drpt.virginia.gov.

The SRP will integrate current and future freight and passenger rail projects into a multimodal framework, identify economic benefits, align initiatives with Virginia priorities, and unify common rail interests.

Federal Guidelines

The federal government requires each state to develop plan for rail transportation. The last Virginia SRP was published in 2013. The 2016 SRP will meet federal guidelines and will be available in late summer 2017. The plan under development meets this federal requirement.

Schedule



What's Next?

There will be a number of opportunities for the public to provide feedback on the plan in the next year.

Visit www.varailplan.org for upcoming events.

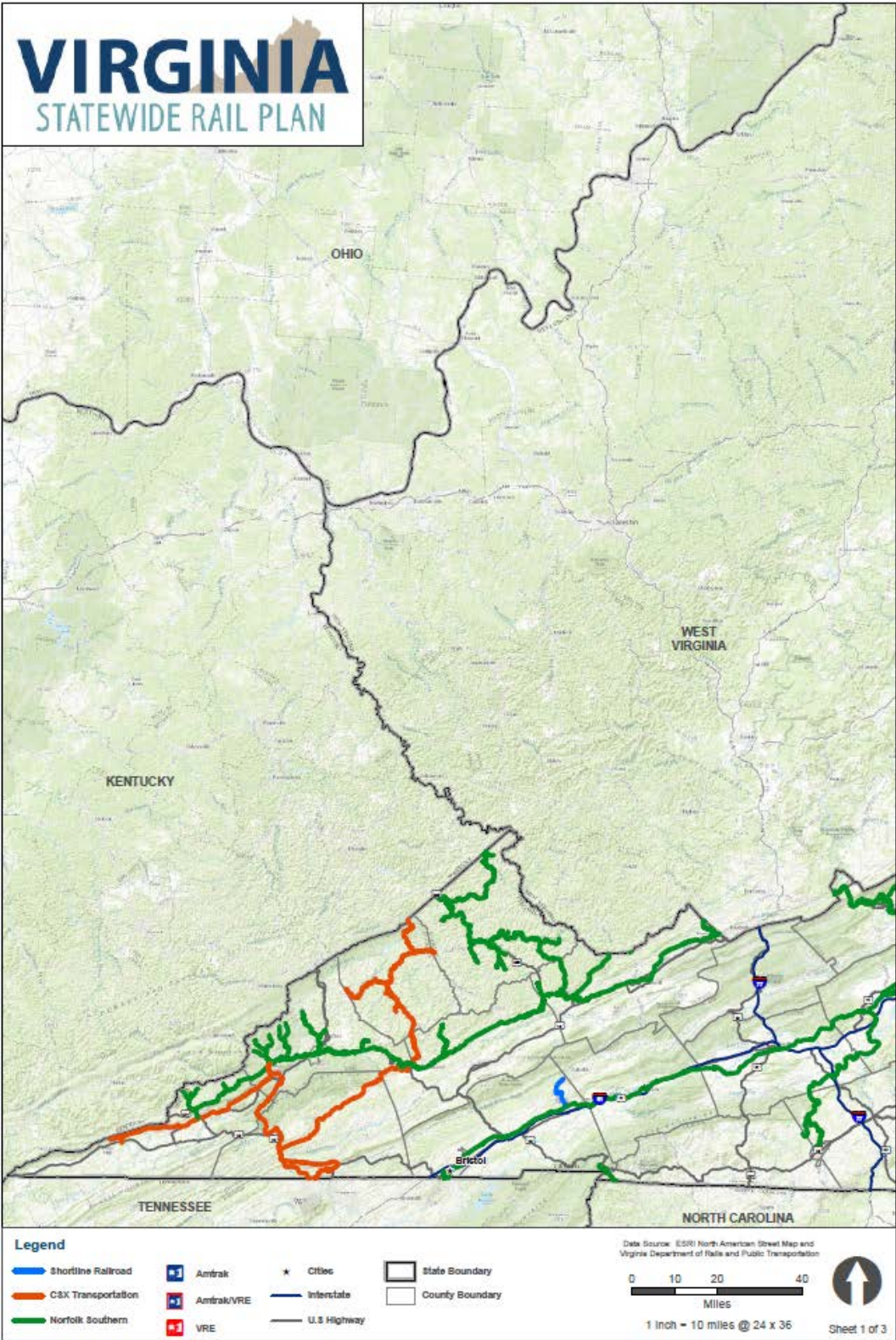
Provide Comments
Have a comment for the
Statewide Rail Plan?

Share it here:

www.varailplan.org.

VIRGINIA

STATEWIDE RAIL PLAN



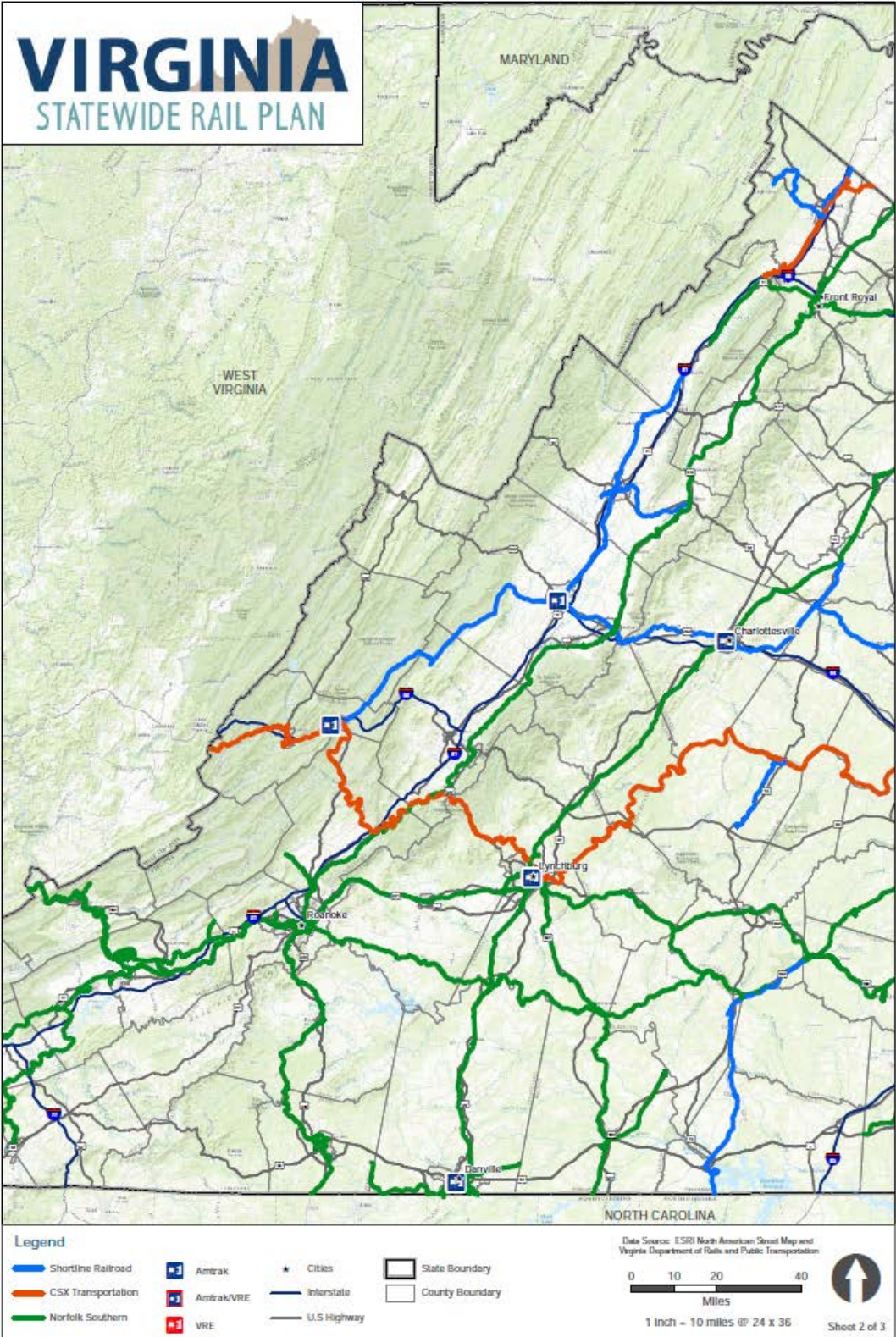
STATEWIDE RAIL PLAN

STATE OF VIRGINIA RAIL AND HIGHWAY NETWORK
STAKEHOLDER MEETING | NOVEMBER 22, 2016



VIRGINIA

STATEWIDE RAIL PLAN



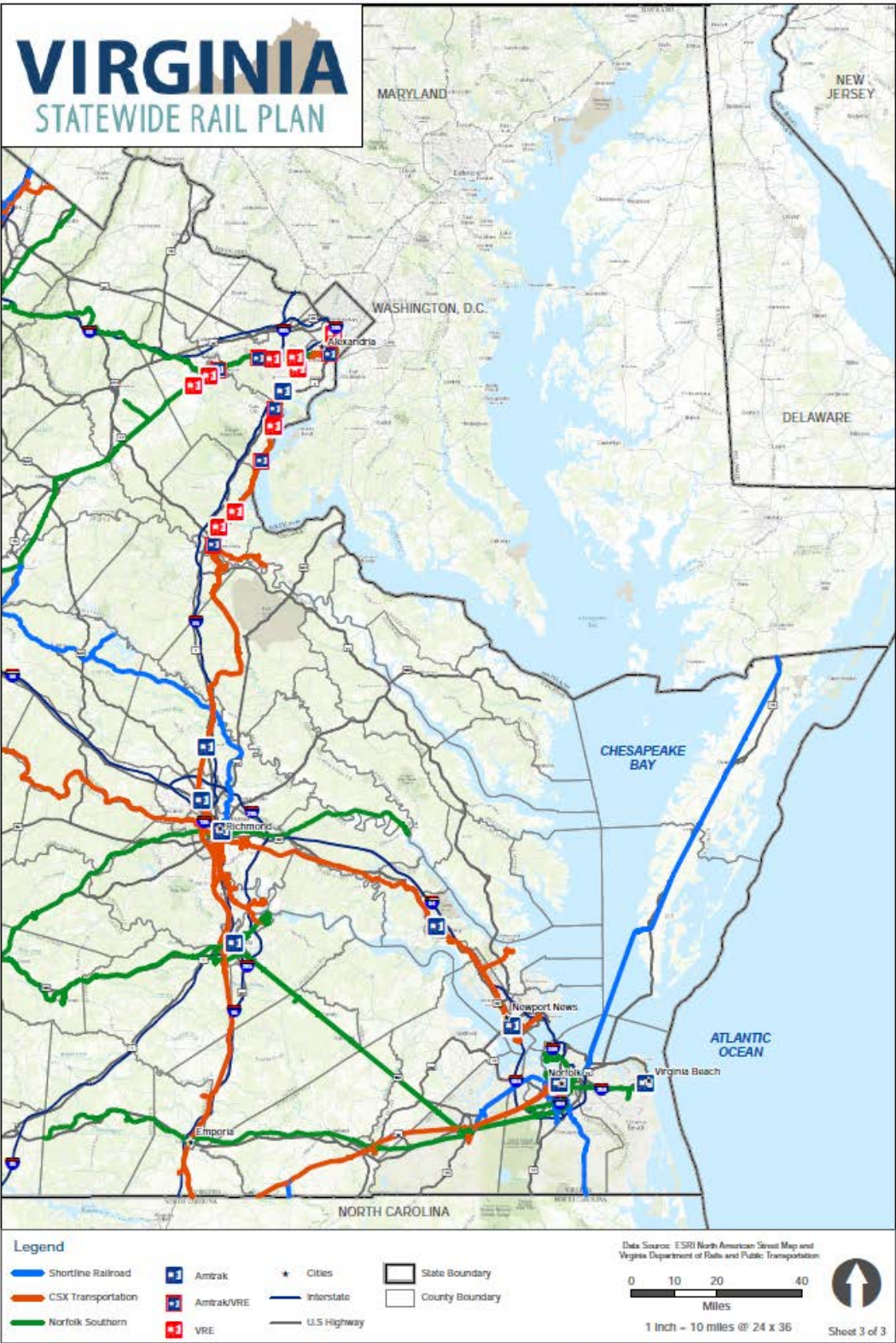
STATEWIDE RAIL PLAN

STATE OF VIRGINIA RAIL AND HIGHWAY NETWORK
STAKEHOLDER MEETING | NOVEMBER 22, 2016



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STATEWIDE RAIL PLAN



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STATE OF VIRGINIA RAIL AND HIGHWAY NETWORK
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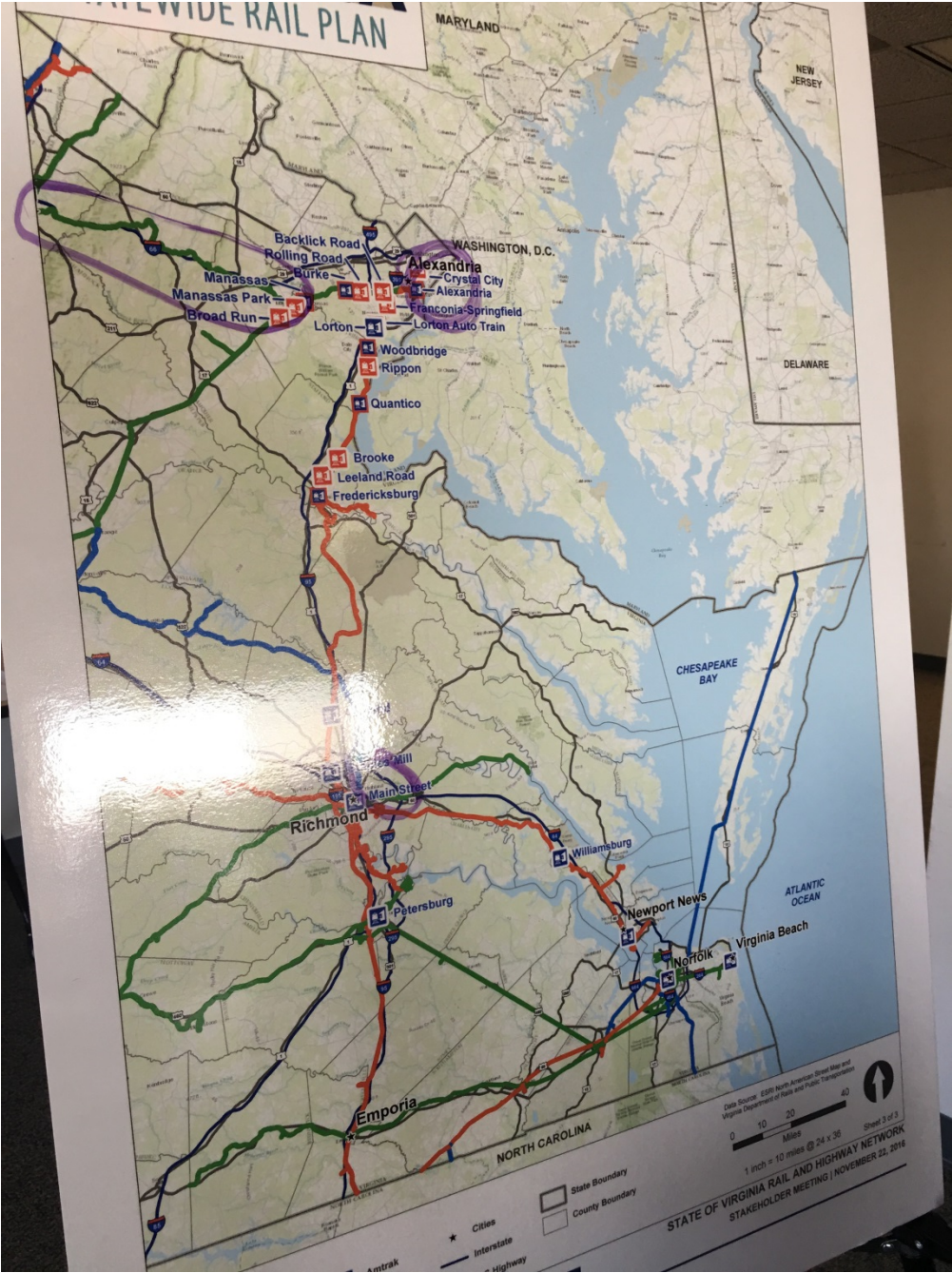


ATTACHMENT D: STATE RAIL MAP ACTIVITY FULL RESULTS



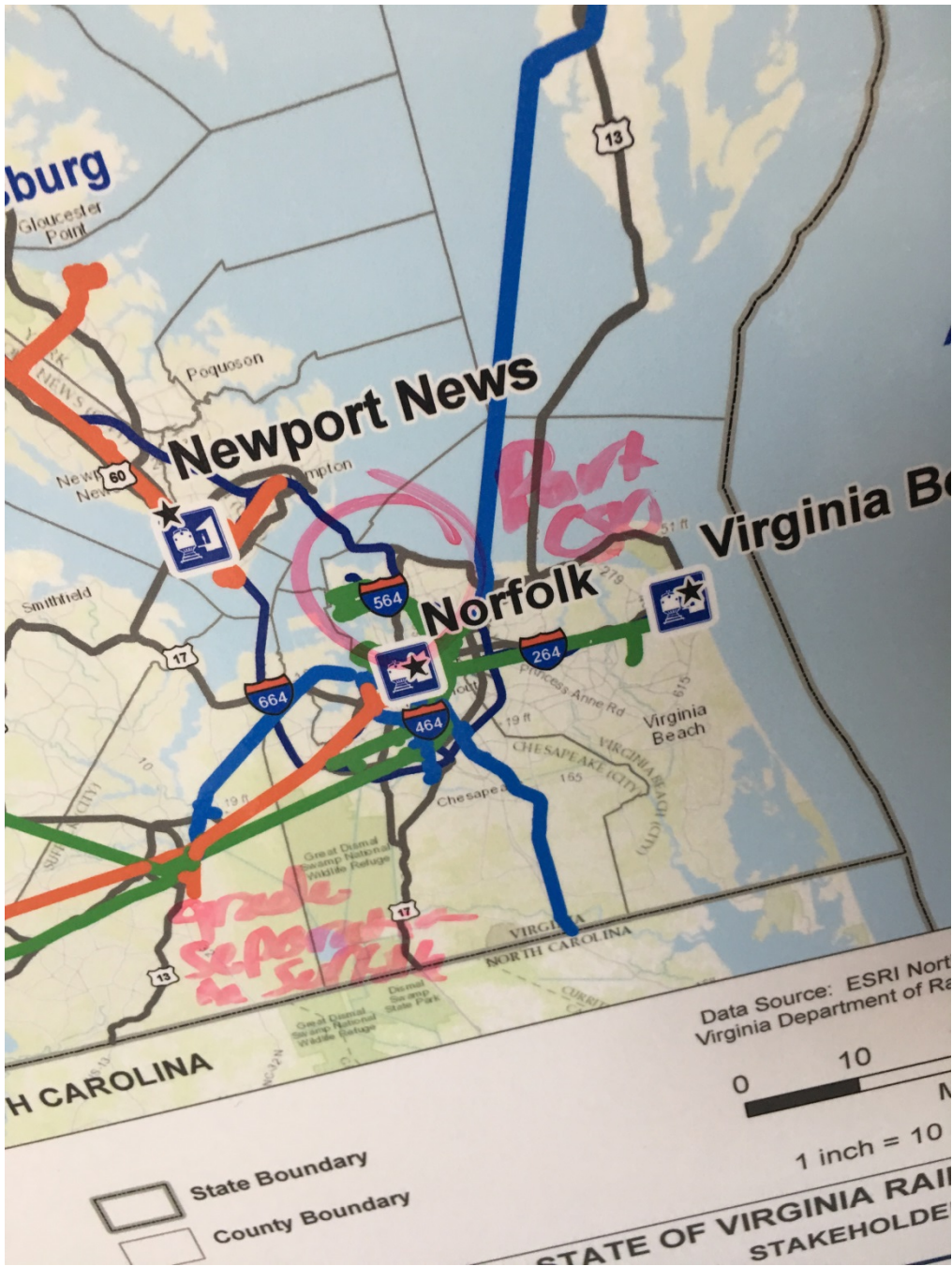
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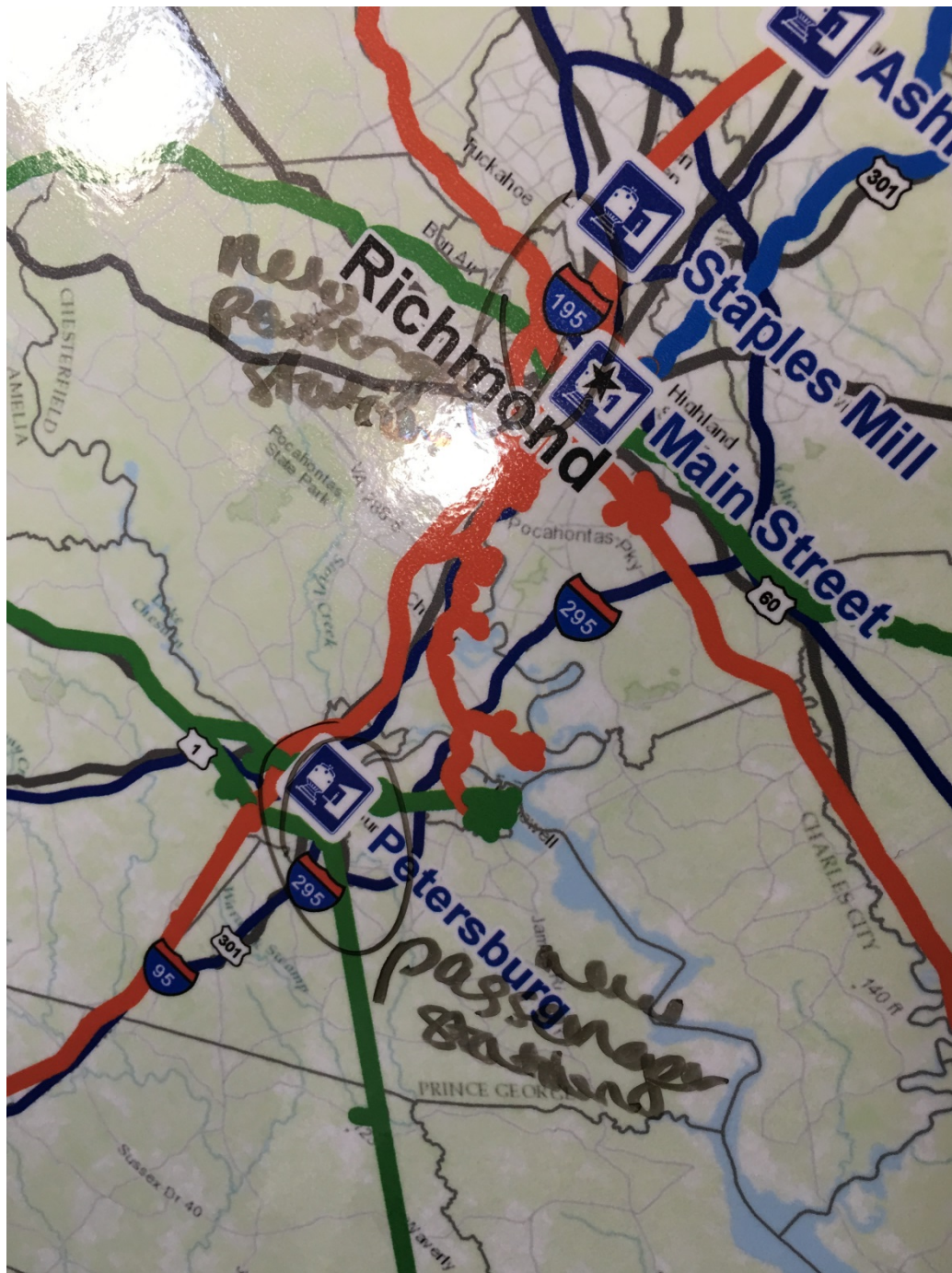
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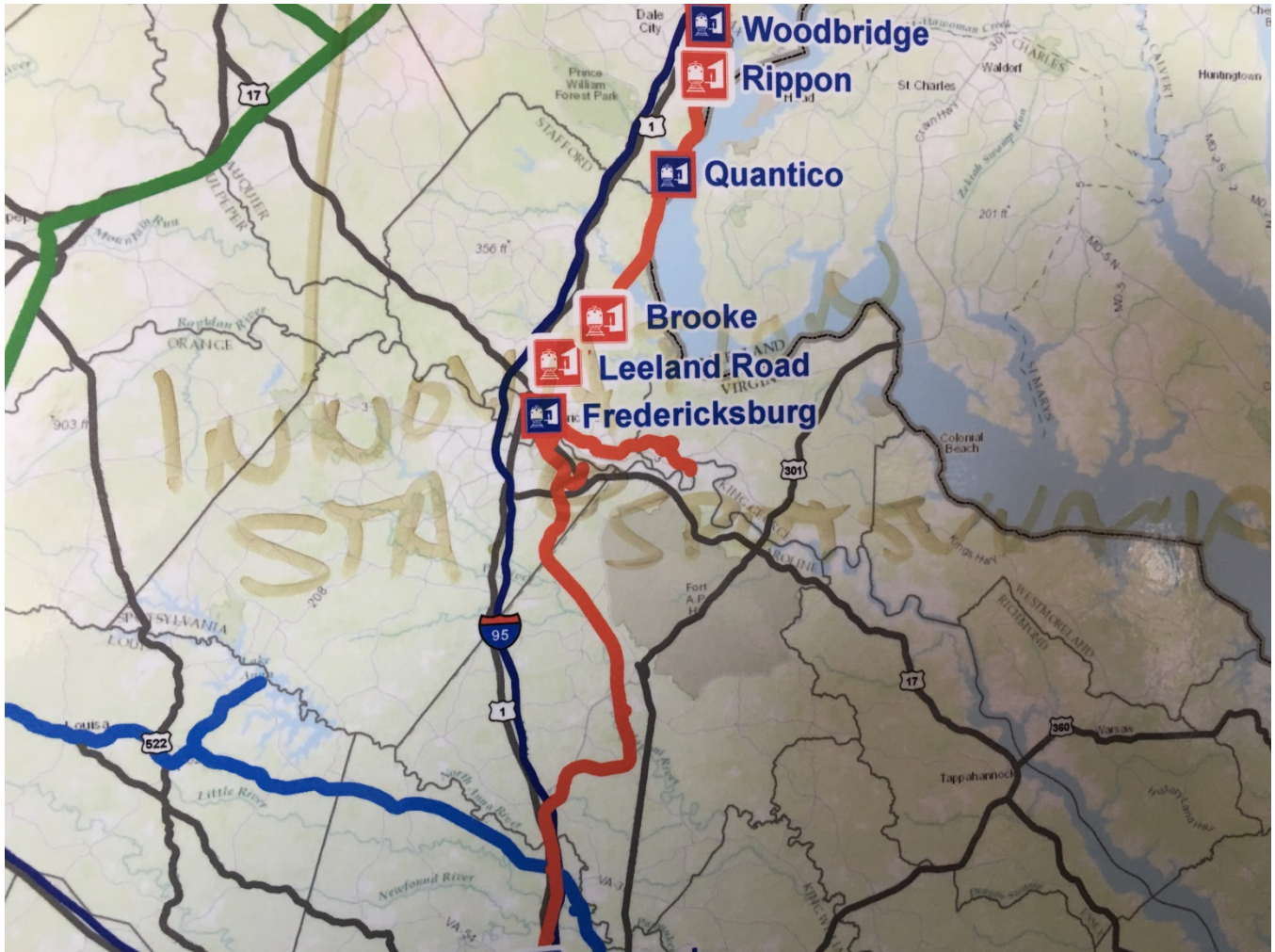
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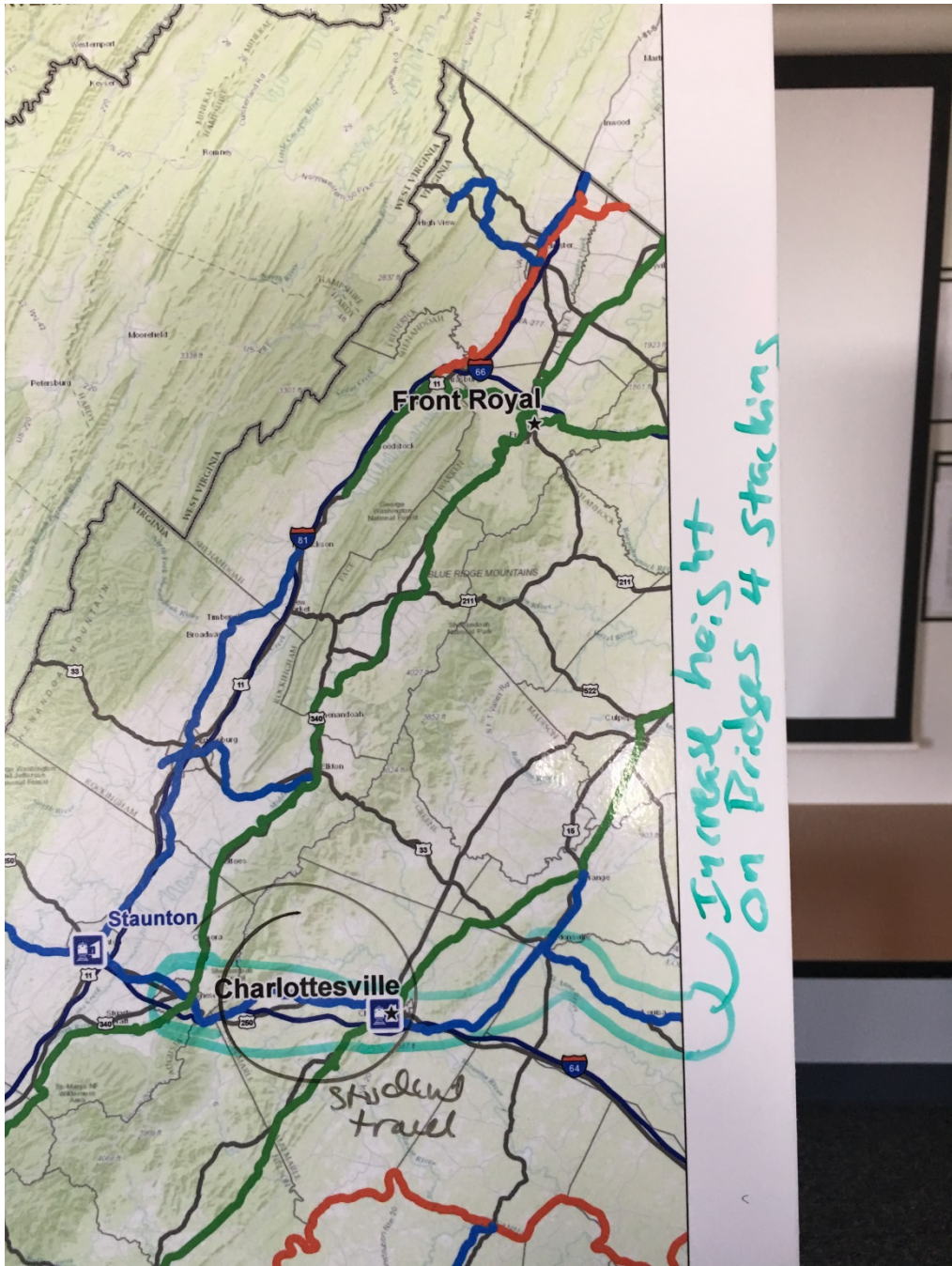
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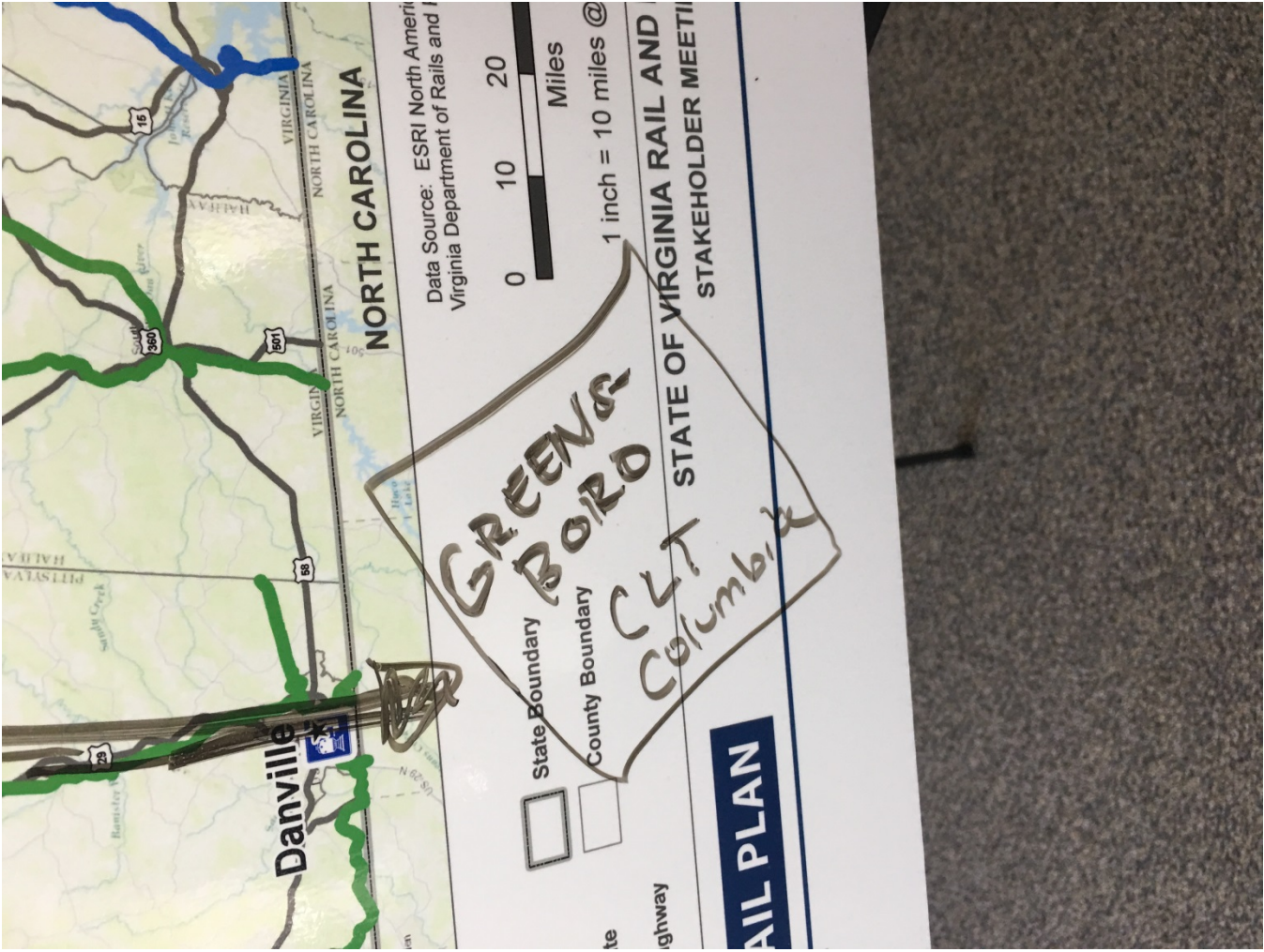


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STATEWIDE RAIL PLAN

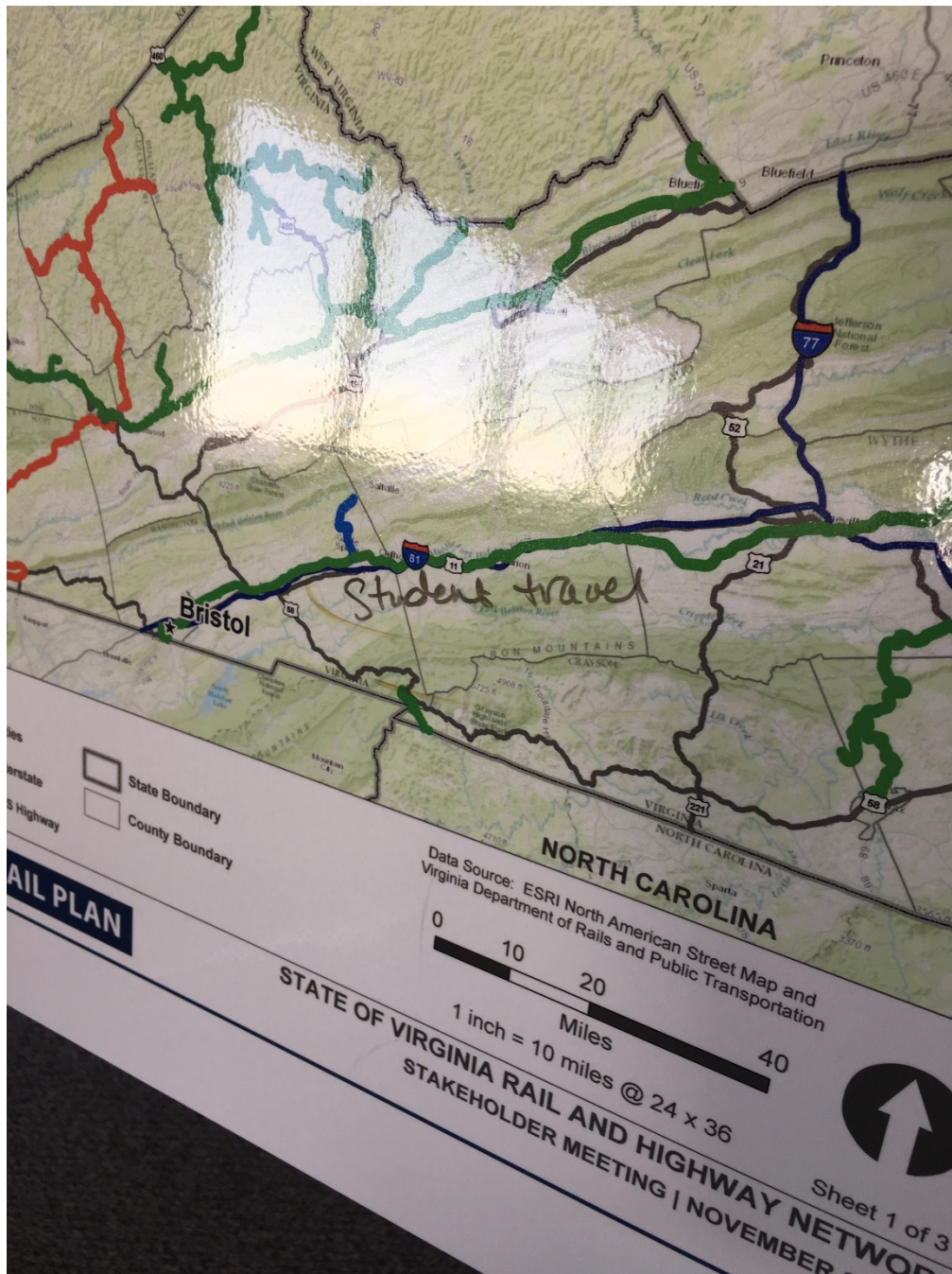






VIRGINIA

STATEWIDE RAIL PLAN



ATTACHMENT E: PROJECT IDENTIFICATION ACTIVITY



1. What investments could be made in Virginia to improve freight rail access, promote economic development, and enhance the state's competitiveness in national markets and the global marketplace?

Polling results:

1. New or enhanced transload facilities – 8 percent
2. **New or enhanced intermodal facilities – 25 percent**
3. New or enhanced industrial track access – 8 percent
4. **New or enhanced multimodal connections – 25 percent**
5. New or enhanced federal, state, local, and public private partnership funding options – 17percent
6. Other options – 17 percent

It was explained that intermodal is associated with containerized freight traveling in domestic and international traffic flows, while regional transload facility acts as a collection facility for predominantly bulk commodities.

It was stated that options 1-3 have specific freight transportation components; transload moves from railcar to truck (or vice versa), intermodal consists of containers or trailers on rail, and industrial refers to an industrial rail spur from which freight can be shifted from the rail mode to the truck mode (or vice versa).

The physical component is easier to solve than the commercial component. The commercial component relates to the policy of the railroads, and primarily with the policy of the Class I railroads. The stakeholder said that interest should be determined before constructing facilities. To date, there is no interest in intermodal except as it relates to the Port of Virginia. It was stated that there need to be capacity improvements, and that reliability and capacity of delivery are key.



2. What investments could be made to enhance the efficiency, velocity, capacity, and safety on the Virginia state rail network?

Polling results:

1. Grade crossing improvements (upgrades to grade crossing signals and surfaces, grade separation, etc.) – 8 percent
2. New or enhanced rail yards and terminals – 0 percent
3. **Infrastructure investments (extend or construct new sidings and multiple main tracks, track and bridge upgrades to accommodate 286,000 lb. cars, wayside signal system upgrades) – 58 percent**
4. Investments targeting state of good repair – 17 percent
5. Advanced technology and innovation – 8 percent
6. Other options – 8 percent

Infrastructure investments (option #3) rated highest with 58 percent. Some responses from stakeholders are captured below.

It was stated by a stakeholder that they did not see infrastructure as the issue.

Regarding option three, a stakeholder asked who pays for maintenance.

A stakeholder asked if all freight railroads welcome sidings. Another stakeholder stated that for many years the siding was pulled up. There were many sidings that have now been eliminated due to the maintenance issues, which gets in the way of recognized track maintenance. It was stated that several large distributors are looking to scale sidings back so they don't have to maintain them. With these several rail funds, and if the railroads are still taking the sidings up, will the state criteria for use of some of these rail funds would cover maintenance. In other states, the cost covers maintenance.

An attendee stated that if the velocity has increased on the railroad, they don't need shorter sidings. It was suggested we get away from maintenance – longer trains, fewer crews.

It was stated commercial interest of the railroads is part of why we're taking a broad stroke with this rail plan. The Commonwealth is running out of highways and air space and there is only so much more the Commonwealth can do. Stakeholders discussed that rail was the first big economic driver that provided connectivity for this country. The question was posed that if the Commonwealth is looking for an economic driver, the Commonwealth should consider suggestions and ideas to see if rail can be our economic activity.



3. What are the bottlenecks and chokepoints on the Virginia state rail network?

Polling results:

1. Congestion in urban terminal areas – 18 percent
2. Constrained capacity on principle freight rail corridors – 9 percent
- 3. Constrained capacity on shared-use passenger and freight rail corridors- 73 percent**
4. Constrained vertical clearances and railcar weight restrictions – 0 percent
5. Other – 0percent

Constrained capacity on shared passenger and freight rail corridors was voted the biggest bottleneck and chokepoint. Co-mingled use is a challenge. One passenger rail train slot takes up four freight train slots. Right now freight rail has capacity, but at other times it will be a major issue.

4. Which environmental effort could yield the most economic benefit to the Commonwealth?

Polling results:

- 1. Transportation technology advances – 42 percent**
2. Fuel efficiency improvements – 17 percent
3. Greenhouse gas emission reduction – 17 percent
4. Community enhancements – 8 percent
5. Other – 17 percent

A stakeholder said that Port of Virginia green initiatives have not worked out so well.

5. What are the most important aspects of passenger rail service to you?

Polling results:

1. Travel speed/time – 18 percent
- 2. Travel reliability – 64 percent**
3. Amenities and comfort (including technology) – 9 percent
4. Frequency of service – 9 percent
5. Other – 0 percent



A stakeholder stated that people would use passenger rail service if it is consistent. A stakeholder indicated that if passenger rail is not reliable, they will report that to their friends and family. VRE riders say they will take the train or their cars.

It was stated that reliability is important but more-so is service frequency.

It was asked if it is important for passenger rail to go as fast as a car, or because it's more reliable, or the comfort of sitting in the train car and being able to do work. A stakeholder responded that the benefit is that he does not have to drive and can be connected, but then needs the right level of service frequency, so every one of the poll options are highly relevant but he believes reliability needs to be at the top of the list.

Cost has to be a consideration. It must be cost effective. It was stated that highways and air travel are not getting any less expensive.

6. What should PASSENGER rail accomplish in Virginia?

Polling results:

1. **Opportunities for short trips, intra-state (i.e., Norfolk-Richmond; Charlottesville-Roanoke) – 50percent**
2. Opportunities for longer trips, interstate (Lynchburg-New York; Richmond-Charlotte) – 0 percent
3. **Opportunities for commuting to and from work – 50 percent**
4. Service to Washington, D.C. – 0 percent
5. Connections to other modes (airports, transit hubs) – 0 percent
6. Other – 0 percent

In Virginia, there are opportunities for interstate travel (options 1 & 2). It was asked if the focus should be on timetables so travelers can set a return trip in the same day. A stakeholder stated that driving to Richmond or Charlottesville is too convenient to need rail service.

A connection north of Washington, DC was suggested. Local travel couldn't be handled if there wasn't an integrated network with the existing Amtrak network.

It was stated that most will drive from Charlottesville to Richmond, but if that is part of a service that is Bristol to Roanoke to Charlottesville to Charlotte, people will use it for intercity travel. They all survive as a whole, not individually.

7. How should Virginia prioritize future PASSENGER rail service decisions?



Polling results:

- 1. More frequencies on existing routes – 73 percent**
2. Same frequencies but improved amenities/performance – 0 percent
3. More stations on existing routes – 0 percent
4. New routes, even if frequencies on existing routes must be reduced – 0 percent
5. New routes, with frequencies on existing routes maintained – 18 percent
6. Same frequencies but improved station services – 0 percent
7. More transit connections – 9 percent

Virginia should prioritize more frequencies on existing routes.

8. How should Virginia prioritize future freight rail service decisions?

Polling results:

1. Increased speed/reliability to existing distributors – 33 percent
2. Increased access to new distributors – 8 percent
- 3. Alleviate network bottlenecks – 33 percent**
4. Expanded incentive programs – 17 percent
5. Construction of new routes to accommodate economic growth – 8 percent

Virginia should prioritize future freight rail services by increasing speed/reliability and alleviating network bottlenecks. Speed is when it's going to arrive at its destination (qualitative) instead of 40 vs. 60 mph (quantitative)

9. What are the most important aspects of a passenger station to you?

Polling results:

1. Enclosed, climate-controlled waiting room – 18 percent
2. Restroom/water fountain availability – 9 percent
3. Staffed ticket office – 0 percent
4. Checked baggage service/luggage storage – 0 percent
- 5. Good transit connections (Metro, bus) – 64 percent**
6. Bicycle racks – 0 percent
7. Food service option – 0 percent
8. Wi-Fi – 0 percent
9. Other – 9 percent



Location should be the most important.

It was stated that a ticket office is a misnomer these days, as there are security concerns and labor costs associated with a traditional station that do not apply to an automated one.

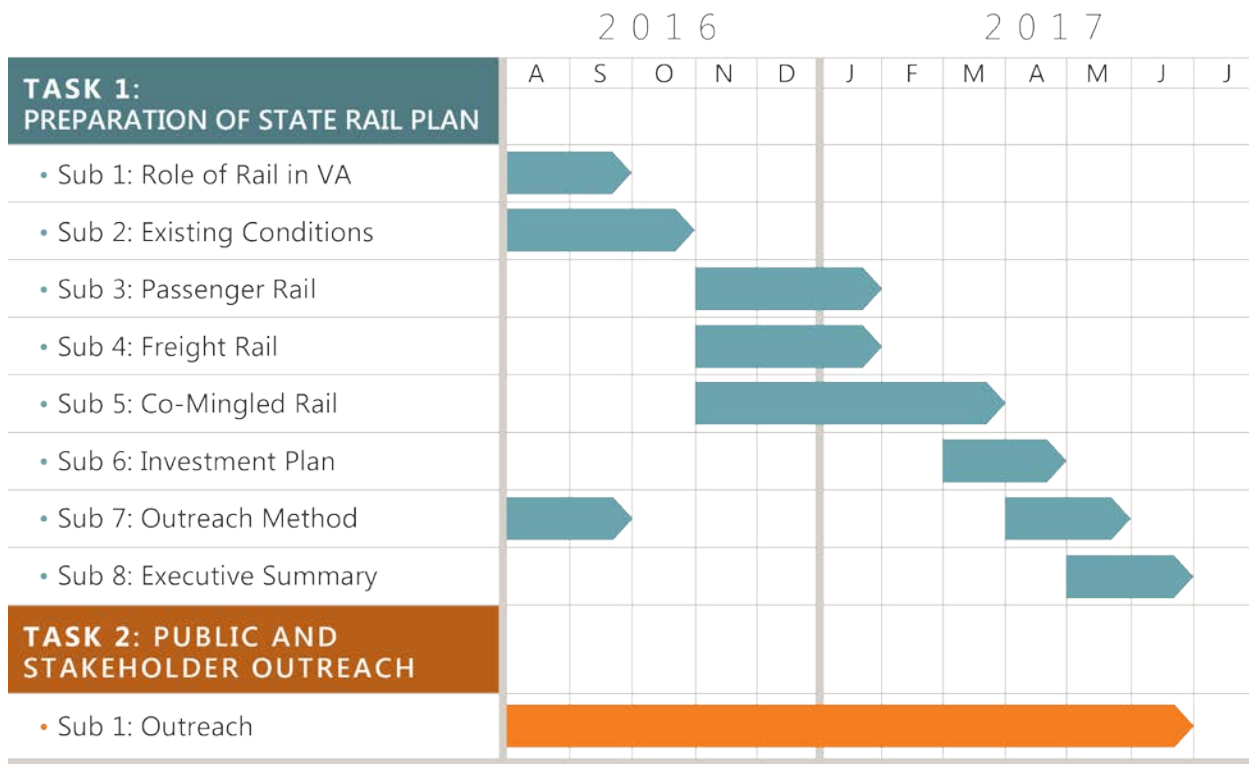
The more reliable a service is, the less you need those other amenities.

It was asked if the barrier to having amenities at a station is the cost of employing staff to support them. A stakeholder responded that the greater distance the passenger is traveling, the more those amenities matter, including baggage service. If it's intermodal, people will hang around a bit to get their train. People aren't going to the train station for amenities, but if they are there and they will spend money, then food options will become available.



ATTACHMENT F: SCHEDULE





ATTACHMENT G: DRAFT GOALS/PRIORITIES RESULTS



A. LAST-MILE CONNECTIONS:

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 0 percent
3. Some Impact on the Desired Outcome – 20 percent
4. **Significant Impact on the Desired Outcome – 80 percent**
5. Greatest Impact on the Desired Outcome – 0 percent

2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Effort on the Desired Outcome – 0 percent
2. Minor Effort on the Desired Outcome – 20 percent
3. **Some Effort on the Desired Outcome – 50 percent**
4. Significant Effort on the Desired Outcome – 20 percent
5. Greatest Effort on the Desired Outcome – 10 percent

B. INCREASE FREQUENCY ON EXISTING LINES:

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 0 percent
3. Some Impact on the Desired Outcome – 20 percent
4. **Significant Impact on the Desired Outcome – 70 percent**
5. Greatest Impact on the Desired Outcome – 10 percent



2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 18 percent
3. Some Impact on the Desired Outcome – 9 percent
4. **Significant Impact on the Desired Outcome – 45 percent**
5. Greatest Impact on the Desired Outcome – 27 percent

C. IMPROVE RELIABILITY ON EXISTING LINES:

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 0 percent
3. Some Impact on the Desired Outcome – 20 percent
4. **Significant Impact on the Desired Outcome – 50 percent**
5. Greatest Impact on the Desired Outcome – 30 percent

2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Effort on the Desired Outcome – 0 percent
2. Minor Effort on the Desired Outcome – 0 percent
3. Some Effort on the Desired Outcome – 18 percent
4. **Significant Effort on the Desired Outcome – 64 percent**
5. Greatest Effort on the Desired Outcome – 18 percent



D. IMPROVE OPERATIONAL EFFICIENCY/POLICIES:

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 0 percent
3. Some Impact on the Desired Outcome – 18 percent
4. **Significant Impact on the Desired Outcome – 64 percent**
5. Greatest Impact on the Desired Outcome – 18 percent

2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Effort on the Desired Outcome – 0 percent
2. Minor Effort on the Desired Outcome – 10 percent
3. **Some Effort on the Desired Outcome – 40 percent**
4. Significant Effort on the Desired Outcome – 30 percent
5. Greatest Effort on the Desired Outcome – 20 percent

E. INCREASE FUNDING PROGRAMS:

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 20 percent
3. Some Impact on the Desired Outcome – 10 percent
4. **Significant Impact on the Desired Outcome – 40 percent**
5. Greatest Impact on the Desired Outcome – 30 percent



2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Effort on the Desired Outcome – 0 percent
2. Minor Effort on the Desired Outcome – 0 percent
3. Some Effort on the Desired Outcome – 18 percent
4. Significant Effort on the Desired Outcome – 27 percent
5. **Greatest Effort on the Desired Outcome – 55 percent**

F. ALLEVIATE CHOKEPOINTS (NETWORK FLUIDITY):

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 0 percent
2. Minor Impact on the Desired Outcome – 0 percent
3. Some Impact on the Desired Outcome – 20 percent
4. **Significant Impact on the Desired Outcome – 60 percent**
5. Greatest Impact on the Desired Outcome – 20 percent

2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Effort on the Desired Outcome – 0 percent
2. Minor Effort on the Desired Outcome – 0 percent
3. Some Effort on the Desired Outcome – 20 percent
4. **Significant Effort on the Desired Outcome – 40 percent**
5. **Greatest Effort on the Desired Outcome – 40 percent**



G. DEVELOP THIRD PARTY POLICY GUIDANCE:

1. To what level of impact will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Impact on the Desired Outcome – 13 percent
2. Minor Impact on the Desired Outcome – 0 percent
- 3. Some Impact on the Desired Outcome – 75 percent**
4. Significant Impact on the Desired Outcome – 13 percent
5. Greatest Impact on the Desired Outcome – 0 percent

2. To what level of effort will this focus area optimize rail operations in the State of Virginia?

Polling results:

1. No Effort on the Desired Outcome – 0 percent
2. Minor Effort on the Desired Outcome – 33 percent
- 3. Some Effort on the Desired Outcome – 44 percent**
4. Significant Effort on the Desired Outcome – 22 percent
5. Greatest Effort on the Desired Outcome – 0 percent

