

MEETING NOTES

*Rail Enhancement Task Force
January 28, 2016
600 East Main Street, 12th Floor
Richmond, VA 23219*

Introductions/Kick-Off

- DRPT initiated the meeting by briefly describing the agenda for the meeting.

- Attendees were asked to sign-in and introduce themselves. Rail task force member organizations include:
 - o CSX Transportation
 - o Norfolk Southern
 - o Virginia Railway Express
 - o Virginia Port Authority
 - o Virginia Railroad Association
 - o Virginia Railroad Policy Institute
 - o Virginian's for High Speed Rail
 - o Virginia Senate Finance
 - o Virginia House Finance

Review Rail Enhancement Project Evaluation Criteria

- DRPT presented a summary of the benefit-cost-analysis (BCA) methodology, including a description of how the BCA fits into the overall project prioritization checklist, the major inputs and outputs of the model and the primary updates the BCA has undergone.
 - o Major updates to the model include more recent and more Virginia specific input values; increased transparency through the use of publicly available data sources and by making the model publicly available; and improved user interface.
- Representatives from Moffatt & Nichol, the creators of the updated model, provided a demonstration of the model using example data. Moffatt & Nichol showed the detailed input fields, calculation criteria and results.
 - o Task force members had multiple questions regarding the capability and functionality of the model, including how to interpret specific values within the model and how to manipulate different inputs.
 - o The task force also requested two follow-up items:
 - Can DRPT provide the draft model for internal review by task force member organizations?
 - Can DRPT run the new model using existing REF project criteria for comparative purposes?

Review Rail Enhancement Scorecard

- DRPT introduced the scorecard concept that could be used to demonstrate the value of the REF program throughout Virginia. The scorecard breaks down the Virginia rail network by major corridor and provides a summary snapshot of the strategic value of each corridor, the REF investment in each corridor and the benefits that have been realized by investing in the rail network.
- Task force members had a generally positive reaction to the scorecard sample provided, noting that it would help clearly and succinctly illustrate the value of the rail network and the high return on Commonwealth investment in the network. Specifically, feedback from the task force included:
 - o Simplify the scorecard by combining or choosing fewer measures that are similar and using more graphic representations.
 - o Combine freight and passenger benefits for a corridor measurement
 - o Need a frame of reference (trucks diverted vs. total truck traffic in a corridor)
 - o Include a percentage of traffic capture by rail going through the Port of VA
 - o Focus on safety and congestion relief.
 - o Improve understanding for the general public by providing a better frame of reference (suggested using truck equivalent units or amounts of CO2 rather than dollar figures).
 - o Make a more direct comparison of costs and benefits to highlight the rate of return.
 - o Reduce project details included in scorecard.
 - o Some other suggested measures to include:
 - Reliability, dwell time, project delivery/readiness, velocity, port delivery tables

Future Tasks

- Update the Scorecard based on task force feedback
- Run 2-3 existing projects through new model
- Distribute draft BCA model for review
- Create and distribute meeting minutes
- Distribute electronic meeting materials