



CTB Rail Subcommittee Meeting
Minutes
March 18, 2015

Members in Attendance: Jennifer Mitchell, Shannon Valentine, Scott Kasproicz, Court Rosen, Jim Dyke (via phone)

The meeting was called to order at 8:03 a.m.

Director Mitchell called the meeting to order. She informed the group that there will be a progressive review of the Rail Enhancement Funds (REF) program for the next few months.

First on the agenda was an update on DRPT Rail Industrial Access (RIA) Projects. Copies of a prepared powerpoint presentation were handed out. Jeremy Latimer, Manager of Rail Preservation and Rail Industrial Access Programs presented:

Please see attached presentation.

The committee agreed that the RIA program should be a performance bond of three years, with the possibility of a three extension that can be granted by the Director of DRPT. The three year extension will need to be bonded during that time frame. The state will also hold a security interest of 15 years. A secondary evaluation can be done using rail/vehicle ratio criteria. This proposal will be brought to the full CTB in April with the caveat for public comment. It was also decided, that if bonding is not viable, then a payback policy will need to be set up.

Recommendations from the CTB Rail Committee based on options presented:

- Applications will ask for a forecast of rail vs truck useage.
- Applications will ask for a rail carload estimate and, if approved, the agreement will base performance on achieving carloads above the threshold for which the grantee was awarded points to achieve 50 points for staff recommendation.
- Performance is reduced to 3 years, with carload achievement in each year.
- DRPT would research performance bonds as an option to secure repayment. If that is not feasible the Performance Policy will remain as a partial performance repayment based on carloads compared to the minimum of the threshold to be achieved.

- If performance is not achieved the Director has the authority to grant one additional 3 year performance period and will consider the rail vs. truck split from the application in the decision to grant the one additional 3 year performance period.
- DRPT will still have a 15 year interest in tracks with the ability to recoup funds if they are removed or taken out of service.

REF was briefly discussed for the April Rail Committee meeting. Members asked for a 2-3 page briefing document that included information about the program, scope of work, any current issues, and an analysis of funding by recipient.

In current events, rail crossing safety was discussed. The federal government is in charge of rail safety overall, and the state has limited impact. There is a state Rail Safety Taskforce scheduled for April 9, 2015 from 3:00 pm until 5:00 pm in the Patrick Henry Building. It was asked if educating the public of rail safety awareness by the police force could be brought to the attention of the Task Force.

Meeting was adjourned at 9:38 a.m.