

## Task 1. Preparation of a New State Rail Plan

### Subtask 1. The Role of Rail in Virginia's Transportation System

**OBJECTIVE:** Illustrate the current and proposed future role of rail in Virginia's multimodal transportation system. Describe how the state is organized to provide political, legal, and financial support to rail development. Ongoing work for other recent-year, rail-related plans will be referenced, as appropriate, in this task and all other Virginia SRP tasks.

- 1.1. Describe the state's goals for the multimodal transportation system and options to maximize integration and efficiency between rail and other transportation modes in Virginia. Discuss how the Virginia SRP will be integrated with the other state plans.
- 1.2. Describe freight and passenger rail transportation's role within Virginia's transportation system, including provision of connections to transit and air modes.
- 1.3. Describe the institutional structure of Virginia's rail program.
- 1.4. Describe state and local agencies involved in delivering rail services.
- 1.5. Describe state authorizing laws and Virginia SRP compliance tasks that document the state's compliance with 49 USC Section 22102, which stipulates eligibility requirement for a long-established FRA rail freight grant assistance program.
- 1.6. Describe Virginia's authority for grant, loan and other financing (e.g. public-private partnerships or PPPs). Specifically, the Consultant will note:
  - How Virginia has used and/or is using these authorities to obtain funds to support rail programs and projects.
  - Virginia's revenue sources dedicated to rail.
  - Rail funding over the past five years.
- 1.7 Summarize freight and passenger rail services. Specifically, the Consultant will provide:
  - A summary of operations, recent initiatives, and plans including such documents as environmental reviews required by NEPA, Service Development Plans (SDPs), and studies sponsored by state, regional, and/or local authorities
  - A Summary of services, initiatives, and plans of private sector railroads, and connections between rail services and other modes in the Virginia transportation system, to the extent known to DRPT

#### SUBTASK 1 DELIVERABLE:

- Technical Memorandum No. 1 documenting the subjects previously described. After one review by the state and incorporation of comments, this technical memorandum will become SRP Draft Chapter 1– The Role of Rail in Statewide Transportation (Overview).

## **Subtask 2. Existing Conditions of Virginia's Rail Network**

**OBJECTIVE:** Provide an overview and inventory of Virginia's existing rail system as a baseline for planning and decision making; describe the trends that will impact the need for rail in Virginia; and identify the needs and opportunities for passenger and freight rail service in Virginia. The Consultant will review the sections of the previous 2013 Virginia Statewide Rail Plan (VSRP) pertaining to the existing rail system to determine what information will need to be developed so that the new SRP fulfills the FRA guidance for Chapter 2 – Virginia's Existing Rail System. In the course of this effort, the freight and passenger railroads operating in Virginia will be contacted for details on their operations, needs, and proposed projects.

2.1. Virginia's Existing Rail System: Description and Inventory - Our team will develop an inventory of Virginia's railroad infrastructure and operations. The Consultant will review and update available data, supplementing as necessary with additional information. The data will be compiled from information from available sources including railroad operations and fixed plant data, and meetings with railroad officials. The railroads serving Virginia will be the primary data sources and will be consulted extensively. A brief history of railroads in Virginia will be included. This task will encompass the following components:

### 2.1.1. Describe Virginia's railroads.

- **Virginia Class I freight rail network:** Mileage within the state, major interchanges, port and other multimodal connections, and maintenance facilities. Descriptions of each railroad subdivision, including route miles, ownership and operating rights, track configuration, allowable speeds, relevant clearance restrictions, signal systems, and description of rail services and markets served. Maps documenting each subdivision and major freight facilities. Existence of major main line operations bottlenecks. Status of Positive Train Control deployment and other improvement plans
- **Virginia Class III (short line) railroad network, including private and any state-owned lines:** Mileage within the state, major interchanges, port and other multimodal connections, and maintenance facilities. Descriptions of each railroad subdivision, including route miles, ownership and operating rights, track configuration, allowable speeds, relevant clearance restrictions, signal systems, and description of services and trains and markets served. Maps documenting each railroad and major freight facilities. Existence of major main line operations bottlenecks. Capacity for handling 286,000-pound car weights. Needs and improvement plan.
- **Virginia intercity rail passenger (Amtrak) network:** Description of service in Virginia. Improvement plans.
- **Virginia commuter rail network:** Description of service in Virginia. Improvement plans.
- **Virginia tourist railroads:** Description of services in Virginia. Improvement plans

- **Abandonments and rail-banked lines:** Summary of rail-banked corridors and lines abandoned in Virginia during the last 10 years, with description of previous service/owner/operations (date[s] of abandonment and rail banking), and existing use/ownership of the infrastructure

- **Strategic Rail Corridor Network (STRACNET) facilities**

2.1.2 Describe the major freight and passenger terminals and stations that serve as intermodal connectors, including airports

- For freight terminals, identify commodity handled and capacity.
- For passenger stations (intercity rail), identify service frequency, station type, local transit connections, parking, and non-motorized access

2.1.3 Define service objectives for passenger rail in Virginia

- Minimum service levels by route including frequency and train miles, capacity (seated capacity), projected ridership, and on-time performance

2.1.4 Provide a performance evaluation of intercity passenger services

- Utilize metrics established under PRIIA Section 207 which are available to the public, including: On-time performance, Passenger train-miles operated, Operating deficits (subsidies)
- Identify possible improvements in existing services and potential strategies to achieve these improvements.
- Recommend analysis of performance issues, as appropriate

2.1.5 Describe available and potential public financing for rail projects Identify or provide:

- Current and prospective capital and operating funding resources (relevant, potential, realistic funding sources that might be tapped – including public-private partnerships), public subsidies, state taxation, and other financial policies relating to rail operations and infrastructure development
- Challenges to Virginia’s investment or involvement in rail transportation as posed by the state’s constitution, laws, or regulations, or by implementation of current or proposed federal regulations
- Discussion on reasonableness of revenue assumptions

2.1.6 Summarize rail safety and security programs in Virginia, including major projects funded under Section 130 of Title 23

- Identify rail accident/incident trends in Virginia in the last 10 years

2.1.7 Provide a general analysis of rail transportation's impacts in Virginia, using base data provided by the STB Waybill Sample 2013 data, Freight Analysis Framework (FAF), and other available sources; to include:

- Economic impacts (quantitative treatment)
  - o Estimate the economic impacts of rail freight activity in Virginia emanating from firms providing transportation services and industries that use such services to trade goods. Of these two activities, freight-users generate the most significant impacts.
  - o The U.S. Surface Transportation Board's Rail Waybill freight database will be used to analyze Virginia goods movements. Inbound, outbound, and intrastate commodity volumes and values will be applied, to determine how commodity movements generate direct economic impacts in Virginia. Further, indirect impacts associated with suppliers, and induced impacts associated with the re-spending of income, also will be quantified. Combined, the direct, indirect, and induced types comprise the total economic impacts, with each measured in terms of employment, income, value-added (i.e., Gross State Product), output, and taxes. Impact estimates will be compared to state totals for reasonableness and context.
  - o Further, resultant impact totals will then be broken down by Standard Transportation Commodity Code (STCC) ton movement (at the 4-digit level) to facilitate impact estimates by rail link that can then be used to provide economic context to project evaluation/prioritization.
  - o Lastly, the relatively minor economic impacts associated with passenger rail activity (Amtrak intercity and tourist railroads) will be estimated. Such passenger rail impacts will include impacts associated with the provision of passenger rail transport, as well as the impacts associated with out-of-state visitors arriving by rail. Total impact estimates will include direct, indirect, and induced jobs, incomes, plus indirect and induced impacts. Impacts will include private railroad, Amtrak, VRE, and tourist railroad salary and expenditures in Virginia, as available.
- Socio-environmental/livability impacts (qualitative treatment)
  - o Assess congestion mitigation, safety impacts including the benefit of freight rail compared to freight on public highways, trade and economic development, energy consumption, land use, air quality/climate change (including potential benefits of cleaner power options), noise, community impacts, PTC impacts, vehicle miles of travel saved, and greenhouse gases reduced
- Rail improvements plans of MPOs and other public sector agencies

2.2. Virginia's Existing Rail System: Trends and Forecasts - Describe trends and forecasts for demographic, economic, and transportation demand growth in Virginia and for the likely demand for freight and passenger (intercity) rail service, including:

2.2.1 Virginia's demographic and economic growth factors, including:

- Population growth projections to 2040
- Employment growth projections to 2040
- Personal income growth projections to 2040
- Industrial outlook by sector to 2040

2.2.2 Freight demand and growth by type of service, e.g. intermodal, commodity, manifest

- Estimate most recent year's rail freight movements by direction (outbound, inbound, intrastate, and through) and term (tons, carloads, and values) using Waybill Sample data. Directional movements and terms will be summarized by the top two-digit STCC commodity movements. Data presentation will include summary graph for ease of visually identifying important commodity movements and related observations, substantiated with backup tables.
- Identify Gross State Product by industry sector
- Identify freight tonnage by mode and commodity

2.2.3 Passenger travel demand and growth

- Identify projected vehicle miles traveled and passenger miles traveled growth for statewide intercity travel from statewide transportation demand model, if available
- Identify passenger demand by intrastate and regional interstate city pairs from statewide transportation demand model
- Estimate growth in ridership of existing services, in collaboration with Amtrak and VRE

2.2.4 Virginia fuel cost trends over recent years

2.2.5 Virginia rail congestion trends, with input as available from railroads and publicly available sources

2.2.6 Virginia highway and air congestion trends, with input from state highway and airport planners

2.2.7 Virginia land use trends, from publicly available sources

## 2.3. Virginia's Existing Rail System: Rail Service Needs and Opportunities

2.3.1 Based on the findings from the above tasks, summarize the key issues, service gaps, improvement needs (including connectivity to other modes), and financial deficits facing the state's rail system, inclusive of:

- Rail freight services (Class I, II, and III railroads)
- Intercity rail passenger services (Amtrak and VRE)
- Tourist railroad operators

The rail needs will be developed in consultation with the railroads, rail users (freight shippers and passenger rail advocates), and other rail stakeholders (the public, MPOs and economic development agencies) as part of the outreach process and data gathering effort. State funding needs for rail will be identified in consultation with DRPT.

2.3.2 The Consultant will identify the opportunities to address those issues, gaps, needs and deficits for freight, intercity passenger, and tourist railroad operations. The rationale and basis for the rail improvements proposed will be presented, including projected shifts in the nature and type of passenger and freight movement and emerging markets.

### **SUBTASK 2 DELIVERABLES:**

- Six (6) field visits to review Virginia's railroad network and infrastructure.
- Virginia Rail Network Maps as an interactive geodatabase, with appropriate GIS layers in a DRPT-approved format. These maps will illustrate Class I railroads identifying railroad subdivisions and major facilities and Class III railroads identifying the systems and major facilities for each.
- Virginia Rail Assets Map as an interactive geodatabase, with appropriate GIS layers in a DRPT-approved format. This map will illustrate transload site, rail-served intermodal, and public dock facilities.
- GIS maps will be posted on the project website.
- Technical Memorandum No. 3 documenting the subjects above. After review by DRPT and incorporation of comments, this technical memorandum will become SRP Draft Chapter 2 – Virginia's Existing Rail System.

### **Subtask 3. Proposed Passenger Rail Improvements and Investments**

**OBJECTIVE:** Describe the improvements and investments that could address the passenger rail needs of Virginia. A guiding principle in the development of a project list will be the prioritization of options to maximize service integration and efficiency between rail and other modes of transportation in Virginia. The Consultant will review information from the 2009 Virginia Rail System Plan and previous passenger rail studies to determine what information is needed to keep the new Virginia SRP in compliance with the FRA guidance for developing Chapter 3 –

Proposed Passenger Rail Improvements and Investments. The Consultant will develop the necessary information to be included in Chapter 3 of the SRP. This task will be coordinated with the Virginia's and passenger rail and transit stakeholders.

Under this task, the Consultant will interview key staff at Virginia's Class I and Class III railroads, selected jurisdictions, and other stakeholders and will develop a plan for potential new intercity passenger rail services that reflect the consensus of the agencies and good practices now being implemented in Virginia and other states. The plan will leverage Virginia's past and present study of expanded intercity passenger rail service to and within the state. DRPT has been working with other states on the Southeast High Speed Rail Corridor initiative, especially North Carolina, to implement intercity passenger rail service from Washington, DC to Charlotte. Phased implementation of service expansions from the Washington, DC area to Richmond, Virginia, is currently being studied by DRPT.

In addition to conventional intercity passenger rail corridors, other items to be studied will include multimodal terminals; connections between rail, air, and transit; and joint passenger-freight rail improvements for each scheduled station stop. A score card will illustrate passenger connections in each community to bus, light rail, rental car, and walking networks accessible to hotels, businesses, restaurants, education facilities and convention centers. This score card will be shared with all the communities on the passenger rail network, with a station, as a means of benchmarking station services along the passenger corridor. Connection to regional centers for freight and passenger movement will be examined. Recommendations for commuter rail options (if any) will be included.

In this task, the Consultant will:

- 3.1. For the passenger opportunities described in Subtask 2, describe in summary terms – minimally at a program level – all passenger rail proposals under consideration, by corridor, including:
  - New services, including higher speed rail, commuter rail, and tourist rail lines
  - Station improvements at existing rail stations, including non- motorized traffic access
  - Improved intermodal connections to other passenger modes
  - State of good repair projects
  - Rolling stock improvements
  - Opportunities for improved coordinated or integration with freight rail services
  - Unfunded concepts
- 3.2. Distinguish service changes from physical improvements and whether they are improvements or new additions to the existing rail network in Virginia
- 3.3. Organize projects by corridor and type of service (i.e. intercity or commuter or both), and describe how each proposal will address gaps in service, climate change adaptation, and financial deficits identified in Subtask 2.
- 3.4. Identify potential operating subsidies and sources
- 3.5. Reference relevant studies and reports

- 3.6. Describe proposed intercity rail passenger service, including higher speed opportunities. Highlighted for each will be:
- Potential ridership and revenue, referencing existing modeling work from the statewide ridership model and other sources, as available
  - Conceptual implementation capital costs, operating costs and subsidies, referencing existing studies, as available
  - Funding plans, as available.
- 3.7. Summarize proposed commuter rail passenger service, highlighting ridership, and revenue and costs cited in previous studies.
- 3.8. Describe proposed tourist train service expansion, if any.
- 3.9. Develop strategies for delineating responsibility of operations, safety, and liability of new services on track shared with freight railroads.
- 3.10. Conceptualize economic benefits from and performances measures for proposed passenger rail investments.
- 3.11. Acquire projected related GIS data in shapefile, tabular, or geodatabase format to create maps, analyze data, and create new data layers. The Consultant will use Esri ArcGIS software to develop maps and conduct analysis. Data including hard copy maps and formatted layer files and/or map packages will be generated using DRPT standards

**SUBTASK 3 DELIVERABLES:**

- GIS-based map showing locations of passenger rail needs in Virginia.
- Technical Memorandum No. 4 documenting the subjects above. After review by DRPT and incorporation of comments, this technical memorandum will become SRP Draft Chapter 3 – Proposed Passenger Rail Improvements and Investments.

**Subtask 4. Proposed Freight Rail Improvements and Investments**

**OBJECTIVE:** Describe the improvements and investments that could address the freight rail needs of Virginia. A guiding principle in the development of a project list will be the prioritization of options to maximize service integration and efficiency between rail and other modes of transportation in the state. The Consultant will review information in the 2013 VSRP to determine what information is needed to keep the new Virginia SRP in compliance with the FRA guidance for developing Chapter 4 – Proposed Freight Rail Improvements and Investments. This task will be coordinated with DRPT's other planning activities and freight rail operators in the state. For the freight opportunities described in Subtask 2, the Consultant will describe in summary terms all freight rail proposals under consideration by railroad company and corridor, to the extent that the requisite information is available.

The Consultant will describe the relationship between improved freight transportation (via branch lines and short line railroads) and its impacts on Virginia's trade and economic development. The Consultant will identify rail transportation-dependent industries and describe that dependency. The measures of dependency will be used to determine the impacts of rail transportation on Virginia's economy. The Consultant also will identify and quantify major rail flows over the Virginia rail network in terms of origins, destinations, and commodities. This will include goods traveling between Virginia and import/export ports. The Consultant will also

identify trends in industry, supply chains, and freight shippers that have an effect upon rail transportation in Virginia. Knowledge of these flows and trends may assist other potential Virginia shippers in identifying potential markets for their products. The Consultant will compile a list of active river and deep water port facilities that could potentially apply to Virginia trade and goods movement and promote intermodal connectivity. Most importantly, the Consultant will identify potential opportunities for rail service enhancement whereby existing supply chains are not currently cost effective. Our team's recent economic impact studies for South Carolina, Kansas, Mississippi, and Louisiana will serve as a model.

In this task the Consultant will:

- 4.1. Distinguish service changes from physical improvements and whether they are improvements or new additions to the existing rail network in Virginia.
- 4.2. Organize projects by railroad company and corridor, and describe how each proposal would address gaps in service, climate change adaptation, financial needs, and options for improvements identified in Subtask 2.
- 4.3. Reference relevant studies and reports, including the ongoing DC2RVA project. Make efficient use of the existing modeling work that has previously been completed and will be provided by DRPT.
- 4.4. Describe how investments in the freight rail network both leverage, and are leveraged by, investments to the highway and transit systems, as well as to river port and air facilities.
- 4.5. Identify opportunities for improved coordination or integration with passenger rail services.
- 4.6. Conceptualize economic benefits from and performance measures for proposed freight rail investments.
- 4.7. Document current and future freight rail traffic flows to, from, and through Virginia. The traffic flows will be described and mapped by commodity and origin-destination at a level that preserves the confidentiality of the source data. All data used for developing maps for the project will be input into GIS. Key data sources include STB Waybill Sample, Freight Analysis Framework (FAF), and the Brookings Institute Mapping Freight Database.

**SUBTASK 4 DELIVERABLES:**

- GIS-based map showing locations of freight rail needs in Virginia.
- Technical Memorandum No. 5 documenting the subjects above. After review by DRPT and incorporation of comments, this technical memorandum will become SRP Draft Chapter 4 – Proposed Freight Rail Improvements and Investments.

**Subtask 5. Co-Mingled Rail Improvements and Investments**

**OBJECTIVE:** Much of Virginia's rail network includes co-mingled service and, therefore, many projects will not solely benefit either the passenger or freight rail network. Rather, certain investments will benefit both networks. The dual benefits of the freight and passenger rail improvements and investments analyzed in Subtasks 3 and 4, will be described where applicable.

#### **SUBTASK 5 DELIVERABLES:**

- Summary of proposed co-mingled rail improvements and investments, and their potential benefits.

#### **Subtask 6. Rail Service Investment Plan**

**OBJECTIVE:** Describe Virginia's long-term vision for rail service and its role in the statewide multimodal transportation system. Prioritize the specific projects and programs and identify policies, strategies, and funding necessary to achieve that vision and describe their financial and physical impacts. The State Rail Vision and Goals will be finalized following completion of the outreach activities noted in Task 2.

The Consultant will complete the following:

- 6.1 Vision: Describe the state's Final Rail Vision and Goals over a 25-year time horizon. Include a map of the vision for a passenger rail network, including intercity and potential commuter corridors, as well as potential communities where intercity rail stations could be located. The map will depict opportunities for improved and expanded rail service that relate to the goals and policies described in the plan.
- 6.2 Program Coordination: Describe how the Final Rail Vision integrates with other transportation efforts, including the Virginia State Freight Plan, other state plans, and State Rail Plans from neighboring states.
- 6.3 Rail Agencies: Describe planned state rail agency organizational changes and proposed policy or legislative changes and new programs within the 4- and 25-year time horizons (to 2040).
- 6.4 Program Effects: So as to prioritize individual projects or corridor programs, describe the effects of the passenger and freight rail elements in the 4- and 25-year plans on:
  - Virginia's transportation system
  - Public and private benefits that exist and are anticipated with the 4-year and full 25-year plan and the correlation between public funding contributions and the expected public benefits
  - Rail capacity and congestion by corridor
  - Transportation system capacity, congestion, safety, and resiliency including the individual and combined effects on local transit, highway, aviation, and river-borne modes
  - Environmental, economic, and employment conditions, including energy consumption and greenhouse gas emissions
  - Distribution of benefits to regions (regional balance)

The program effects of the 4-year program phase of the plan should be described at a project level, while more aggregate corridor level data will be used to describe the program effect of the long range 25-year vision. To assess costs and benefits, consider traditional costs (e.g. capital, credit for residual value, and operations and maintenance) with traditional benefits (e.g. revenue [potentially including taxes], travel time savings, safety improvements, congestion reduction), and wider economic benefits (e.g. passenger/freight capacity improvements, state of good repair, productivity improvement) of providing rail service in a given corridor or network. Projects for the first 4 years will be prioritized by the anticipated costs and benefits. THE CONSULTANT will rely on existing information for evaluation of specific projects. No new analysis of projects will be conducted absent specific direction from DRPT.

## 6.5 Passenger Element

The Consultant will complete the following:

### 6.5.1 Describe how passenger rail capital projects were analyzed for their effects on:

- Ridership, passenger-miles traveled, modal diversion from highway and air, revenue and cost associated with existing, 4- and 25-year passenger rail service in the aggregate and broken down by commuter, intercity, and high speed rail projects. The revenue assumptions section will include a short discussion substantiating the likely availability of the 4-year project stream of revenues and the reasonableness of the 25-year revenue/ cost alignment
- Livability, including land use changes and improvements in walkability

### 6.5.2 Capital Financing Plan: Describe the 4- and 25-year financing plans for capital expenditures associated with the project list including potential funding sources, capital costs required both initially and in subsequent years to maintain a state of good repair costs and to recapitalize as necessary to sustain the initially proposed level of service or higher levels of service. The Consultant will rely on existing documentation to describe financing plans. The Consultant will:

- Present the estimates for capital expenditures annually in year of expenditure, as available.
- Specify potential funding strategies, e.g., grants, loans, private activity bonds (PABs), public-private partnerships (PPPs), and other finance mechanisms for each project.
- Provide financial data on a year-by-year basis for projects listed in the first 4 years, based on existing documentation, as available. In the outer years, include prospective financial data in an aggregated, more general format.

### 6.5.3 Operating Financial Plan: Describe the 4- and 25-year financing plan for supporting operating costs associated with any proposed state-financed

passenger rail services, including funding sources. The Consultant will need to rely on existing documentation.

- 6.5.4 Describe qualitatively the public and private economic benefits that exist and are anticipated with the 4- and 25-year plans and the correlation between public funding contributions and expected public benefits.

## 6.6 Freight Element

The Consultant will complete the following:

- 6.6.1 Financing Plan: Describe the 4- and 25-year capital financing plans for public and private investments in freight rail (Class I and III railroads) capital expenses associated with the projects and exclusive of operating and maintenance costs. For private freight railroads, the Consultant will need to rely on input provided by the freight railroads. The Consultant will:

- Provide an operating financing plan for any operating deficits (with funding sources) of any state-owned railroads
- Include capital contributions estimated annually in year of expenditure
- Specify the potential strategy for using grants, loans, PABs, PPPs, or other financial mechanisms for each project.

The foregoing is dependent on private railroad data being made available

- 6.6.2 Describe qualitatively the potential public and private economic effects that exist and are anticipated with the 4- and 25-year plans and the correlation between public funding and contributions and expected public benefits

- 6.7 Rail Studies and Reports: Describe existing and needed planning studies to develop corridor service plans for passenger rail (including high speed rail); develop coordinated regional or multi-state rail policies and plans; evaluate freight operations and policies; address economic, environmental or safety topics; or address other related rail topics. List all planned rail studies for the next 4 years, organized by corridor, and provide the following information:

- Title
- Short description of study
- Estimated total cost by year in current year dollars and sources of funding
- Estimated completion date (year and quarter)

- 6.8 Passenger and Freight Rail Capital Program: Prepare a list of all selected projects organized by rail corridor for the next 4 years and another list for years 5 to 25 that present the following information by project:

- Title
- Short project description, including needs addressed
- Estimated total capital costs, by year of expenditure
- Non-public involvement and source of funds, including public- private partnerships (if any)
- Non-federal public cost and source of funds
- Federal cost
- Estimated impact, by year, on operating subsidy requirements for the affected service(s); rough estimates can be used for outer years if detailed cost estimate for individual projects are not available

6.9 Other Recommendations: Prepare a list of other recommendations that Virginia can enact to improve rail service.

- Based on the public and stakeholder input received, identify other recommendations that would facilitate improved freight and passenger rail service in Virginia
- Identify policies and strategies utilized by other states, and noted in their state rail plans, as to how they implement new and improved rail services

**SUBTASK 6 DELIVERABLES:**

- Virginia Passenger Rail Vision Map
- Technical Memorandum No. 6 documenting the subjects above
- After one review by DRPT and incorporation of comments, this technical memorandum will become SRP Draft Chapter 5 – The State’s Rail Service and Investment Program

**Subtask 7. Public and Stakeholder Outreach Methodology**

Objective: This task has three objectives. First is to create and engage a Statewide Rail Steering Committee (SRSC) for their input into state rail planning process. The SRSC input will guide the development of the Virginia SRP. Second is to craft a Public Involvement Plan (PIP) to secure broad stakeholder input for the SRP. The PIP will guide the outreach effort. Third is to conduct a broad range of outreach activities aimed at refining the draft State Rail Vision and Goals based on input from stakeholders (described in Task 2). The Consultant will document the outreach and coordination process, the issues and recommendations raised, and how they were addressed. The resulting document will fulfill the FRA’s guidance requirements for Virginia SRP Draft Chapter 6 – Coordination and Review.

For specific public involvement activities, please see the Public Involvement Plan for the Rail Plan.