

CTB Rail and Transit Subcommittee Meeting Minutes
Marriott Chesapeake Norfolk
725 Woodlake Drive, Chesapeake, VA 23320
8:30 am
March 20, 2019

The Meeting began at 8:30 am

CTB Rail Subcommittee Members Present: DRPT Director Jennifer Mitchell, Ray Smoot, Mary Hynes, Stephen Johnsen and John Malbon.

1. Approval of February 19th Minutes-The minutes were unanimously approved.
2. Director's Report-Director Mitchell gave her Director's report.
3. Update on Transit Capital Prioritization-Jennifer DeBruhl

Jennifer DeBruhl said that last month she had walked the subcommittee through the prioritization process and that she was coming back to the group with preliminary results. She reviewed the transit capital applications scoring. For state of good repair, items beyond their useful life, customer focused, and operational technology scored best. For minor enhancement projects she said that projects not directly related to provision of service had not done well. Items such as expansion vehicles had done well. Ray Smoot asked for the definition of an expansion vehicle. Jennifer DeBruhl said that it was a vehicle used when a system may change to their routing or expand service requiring additional vehicles. Jennifer DeBruhl reviewed the Major Expansion scoring. She said that this group has the smallest number of projects but the most complex scoring. She said this part of the process is very similar to SMART SCALE. Jen reviewed the next steps of the process. She said that her staff are completing QA/QC on each other's scoring and then they would develop funding recommendations. Jennifer DeBruhl said that 3 systems had submitted applications for electric buses for the funding allocated to the agency from DEQ as part of the VW mitigation settlement. Mary Hynes asked if agencies who submitted the applications for electric buses were eligible for charging stations. Jennifer DeBruhl said that the applications should have been submitted as a package that included everything needed to operate them.

4. Rail Program Six Year Improvement Plan (SYIP) Considerations-Michael McLaughlin and Jeremy Latimer

Mike McLaughlin said that at last month's meeting the Rail team had talked to the subcommittee about their SYIP process. He said that at the April CTB meeting the rail

team would be bringing their recommendations to the subcommittee and the full CTB. Michael McLaughlin said that the top rail program priority is Long Bridge. He said that all passenger trains go through Long Bridge, as well as many freight trains. He said that the cost estimates for the project are near \$2 Billion dollars. Michael said that he will keep the committee updated on these cost estimates as they move forward. Details on the projects comprising the Long Bridge package of projects were discussed. Jennifer Mitchell said that funds for this will have to be pulled together from a lot of federal, state and local sources. Michael and Jeremy discussed the station needs assessment that has been discussed at prior CTB meetings. Michael said that this study has shown that something needs to be done at the Ettrick station sooner rather than later. DRPT wants to make sure all stations remain safe and dry. DRPT is working with Ettrick and Amtrak on this. Michael McLaughlin said that this station is the worst in the state. Per Ray Smoot's question on the availability of funding for Long Bridge, Michael McLaughlin said that the team will come back to the rail subcommittee with funding balances in DRPT programs that are available for Long Bridge. Jennifer Mitchell said that historically the rail program has been reactionary and application based. DRPT is trying to be proactive about programming funding for high priority projects.

5. Positive Train Control-Jeremy Latimer

Jeremy began his presentation by saying that the Federal Railroad Association has nationwide oversight. Positive train control has been mandated by congress. Jeremy discussed the implementation of PTC across the state.

6. Briefing on Boring Tunnel Site Visit-Scott Kasprowicz, CTB Member

Scott informed the CTB that he, Jennifer Mitchell and Mike McLaughlin had gone to California to do a site visit of the Boring tunnel to see if the technology was a realistic option to explore for the Commonwealth. He said that millions of dollars and many years of funding commitments would be necessary to make this feasible. Scott Kasprowicz said that this is not relevant to our planning horizon, but Virginia should keep an eye on it. Michael McLaughlin, in an effort to differentiate the Boring Company's test site and "Loop" technology from the Hyperloop technology Scott mentioned earlier, described the system as a Tesla automated vehicle in a tunnel. He said he was not sure whether people would drive their own cars to the tunnels or if it would be a mass transit system and commuters would use a Tesla-produced vehicle, as the Boring Company is still working through those issues. Michael gave credit to Elon Musk and the Boring Company for trying an innovative approach to solving vexing traffic congestion problems, and stated that the greatest innovation would be whether the Boring Company's \$10 million cost per mile could truly be brought to market, because that is a significant cost savings over current tunneling costs.

7. No one was signed up for public comment.

8. The meeting adjourned at 9:45 am.