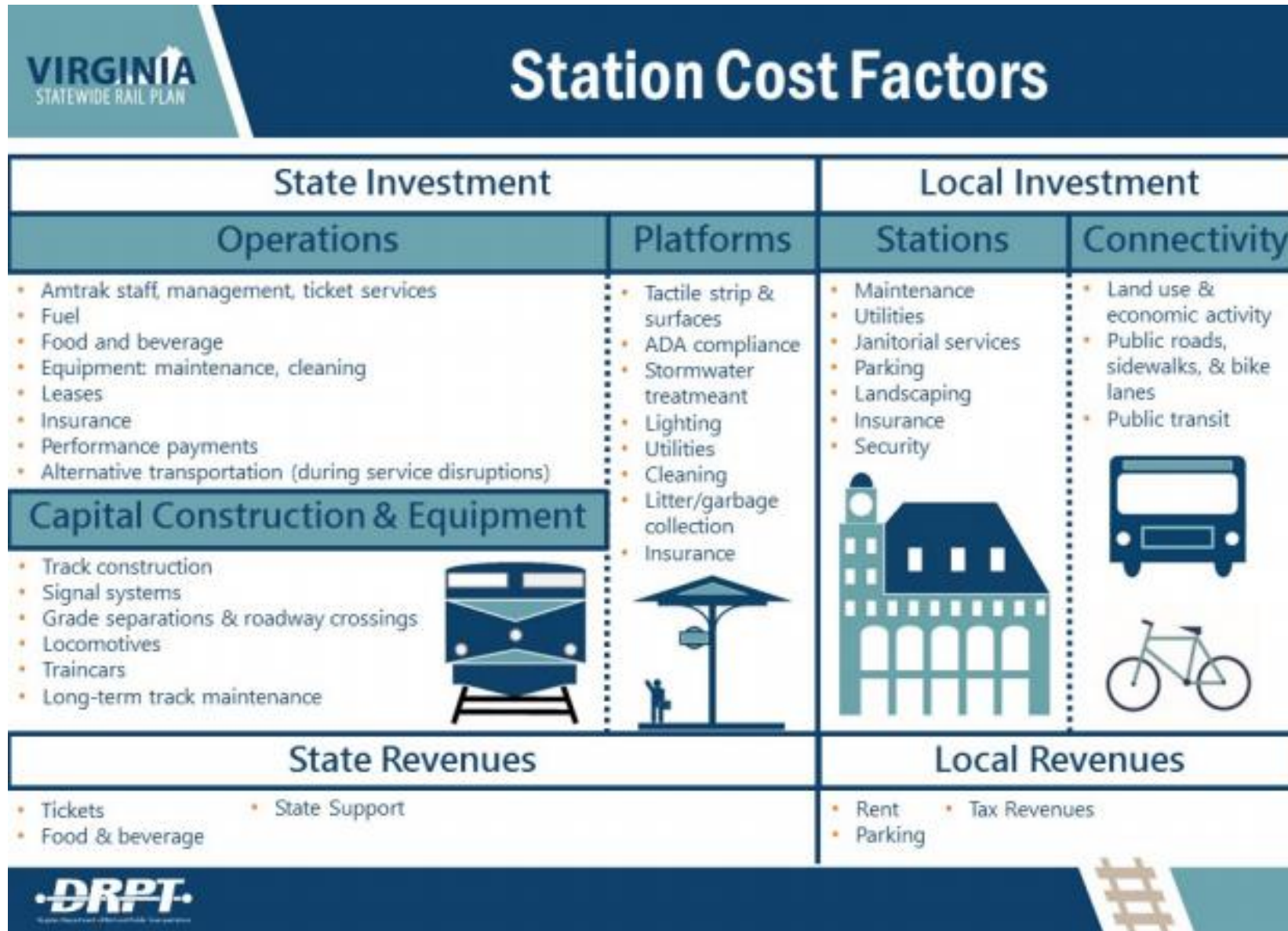

Station Policy, Needs Assessment, and Prioritization Strategies for Station Funding

VPRA Board Meeting – April 26, 2021

Emily Stock, Manager of Rail Planning
Department of Rail and Public Transportation



Current Passenger Rail Stop Policy



Recent Changes Related to Stations

- Developed as part of Statewide Rail Plan adopted in 2018 and approved by CTB Rail Committee
- Policy was prepared under IPROC/REF paradigm; now a single Commonwealth Rail Fund
- Predates concept of ownership of stations and platforms to be transferred to VA from CSX
 - VA now has responsibility for ADA compliance at platforms it owns (previously Amtrak responsibility)
- Policy assumed DRPT responsibility for stations; now future station improvements will be implemented by VPRA
- New River Valley expansion will be first expansion agreement since 2013

Current Station Responsibilities

Amtrak

- Operates staffed and unstaffed stations
- O&M costs (non-VRE) proportionately billed to Virginia using PRIIA 209 Methodology
- Shares costs with VRE for those dual-served stations

Virginia

- Does not operate any stations, but owns portion of land under one (Richmond-Staples Mill)
- Pays for O&M costs billed by Amtrak under PRIIA 209
- Pays for track-side capital costs, including platforms
- Ensures local modal connectivity

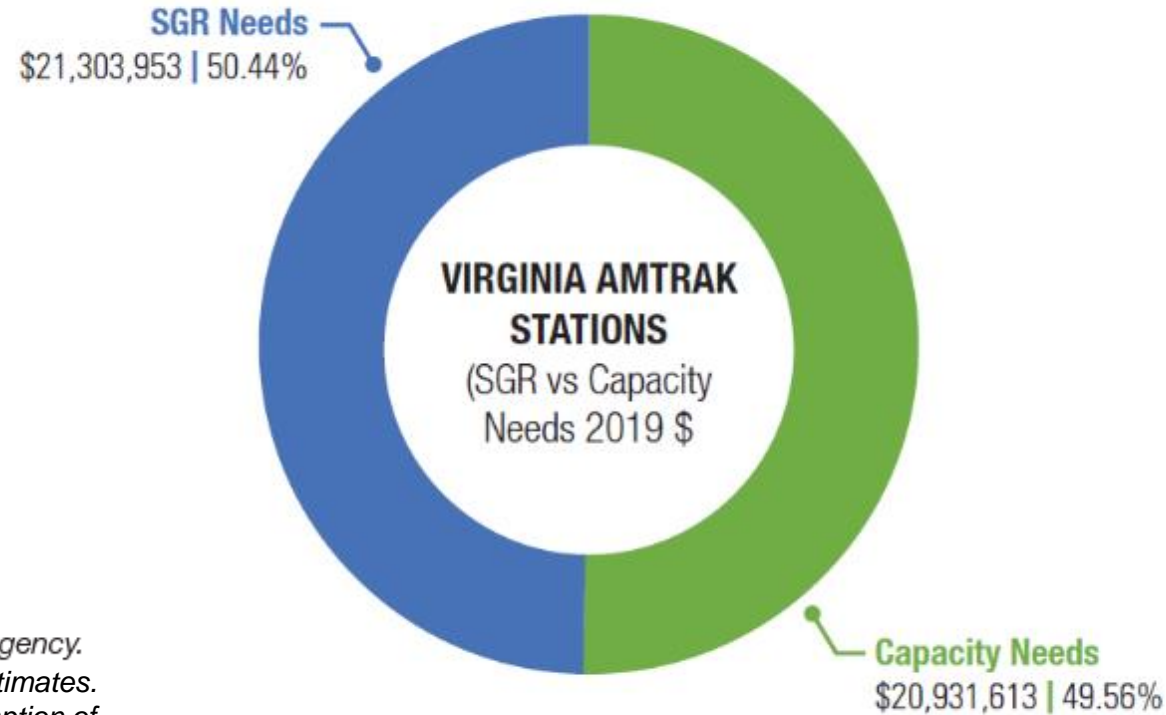
2019 Station Needs Assessment

TOTAL COSTS¹

2019: \$42,235,566

2022: \$46,827,327

¹All costs listed include a contingency.
These are planning-level cost estimates.
Cost estimates are not an assumption of
VPRA responsibility.



State of Good Repair Needs

A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM).



Capacity Needs

A Capacity Need is a feature or addition that is required to accommodate the expected number of passengers and employees according to the *Amtrak Station Program and Planning Guidelines*.

Potential Funding Prioritization

Guiding philosophy

- Focus on ADA and Safety/Security first
- All stations should be “safe, dry, and bright”
- Capacity constraints addressed only after basic passenger needs are met



New Station Roles

DRPT

- DRPT and the Statewide Rail Plan (approved by CTB) will provide a station policy and recommend a framework for prioritizing station needs
- DRPT/CTB could also give out grants to help upgrade stations

VPRA

- Prioritization and funding decisions related to VPRA funding for station upgrades will belong to the VPRA Board, particularly since VPRA will be the owner of the station facilities
- VPRA will also be responsible for ADA compliance, as the eventual owners

2022 Rail Plan will Help Establish Data-Driven Priorities

Station Type	Large	Medium	Small	Caretaker
Annual Ridership Threshold	Greater than 400,000	100,000 to 400,000	20,000 to 100,000	Less than 20,000

- Rail Plan to project time at which capacity upgrades will be necessary
- VPRA Board ultimately will determine prioritization of any station improvements to be funded with VPRA funds
- Rail Plan will inform an updated “Station Stop Policy”
- Could use portion of 7% of CRF designated for DRPT for a dedicated “Station Planning Assistance” grant for localities to pipeline SOGR projects (see below):

Virginia Rail Planning and Statewide Initiatives												
Districts	Project Description	Applicant	Funding Source	Previous Allocations	FY21	FY22	FY23	FY24	FY25	FY26	Total Programmed	
All Districts	Station Improvement Planning	DRPT	CRF	-	300,000	600,000	600,000	600,000	600,000	600,000	3,300,000	
Nova, Fredericksburg, Richmond	Statewide Rail Planning	Various	CRF	2,700,780	-	-	-	-	-	-	2,700,780	
Total Rail Planning and Statewide Initiatives					\$ 58,985,780	\$ 1,225,000	\$ 1,175,000	\$ 900,000	\$ 900,000	\$ 1,100,000	\$ 1,100,000	\$ 65,385,780

Projects Already in the Pipeline

Ashland

- Amtrak ADA platform improvements almost complete.

Bedford

- Concept plan developed.

Charlottesville

- Long range Concept planning underway.
- Amtrak implementing ADA improvements - design/construction out for procurement.

Roanoke

- Locality moving closer to station building construction.

Ettrick

- SOGR project partnership with Chesterfield County and Amtrak.
- Working with Amtrak to perform ADA improvements to platform.

Newport News

- Construction underway, will be owned by City of Newport News. Includes servicing facility and level boarding platform.

Staples Mill

- Expansion 30% design soon to be complete.

Transforming Rail in Virginia Effects

Agreement with CSX to result in Commonwealth ownership of station elements (ex: parking lot, platform, or land) at these locations:

Alexandria (VRE)
Ashland
Brooke (VRE)
Charlottesville
Crystal City (VRE)
Franconia-Springfield (VRE)
Fredericksburg (VRE)
Leeland Road (VRE)
L'Enfant (VRE)
Lorton (VRE)
Petersburg
Quantico (VRE)
Richmond - Staples Mill
Rippon (VRE)
Spotsylvania (VRE)
Staunton
Woodbridge (VRE)

Transforming Rail in Virginia Effects

Amtrak Stations that will have Virginia Responsibilities:

Alexandria

Petersburg

Ashland

Richmond - Staples Mill

Charlottesville

Staunton

Fredericksburg

- As landowner, the Commonwealth is obligated to provide Amtrak with facilities that can be used. This includes making ADA improvements for those stations that are not currently compliant.
- New lease agreement requires Amtrak to maintain SOGR, but now the Commonwealth will have the right to fix things at stations if Amtrak fails maintain station facilities.

A photograph of the exterior of a brick building. In the foreground, there is a paved area with a concrete sidewalk. Two blue metal benches are positioned against the brick wall. To the right of the benches is a large black trash can. The building has several windows with white frames and horizontal blinds. A small yellow object is visible near the entrance on the left.

Questions