


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

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Current Passenger Rail Stop Policy



Station Cost Factors

State Investment		Local Investment		
Operations	Platforms	Stations	Connectivity	
<ul style="list-style-type: none"> • Amtrak staff, management, ticket services • Fuel • Food and beverage • Equipment: maintenance, cleaning • Leases • Insurance • Performance payments • Alternative transportation (during service disruptions) 	<ul style="list-style-type: none"> • Tactile strip & surfaces • ADA compliance • Stormwater treatment • Lighting • Utilities • Cleaning • Litter/garbage collection • Insurance 	<ul style="list-style-type: none"> • Maintenance • Utilities • Janitorial services • Parking • Landscaping • Insurance • Security 	<ul style="list-style-type: none"> • Land use & economic activity • Public roads, sidewalks, & bike lanes • Public transit 	
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> Capital Construction & Equipment </div> <ul style="list-style-type: none"> • Track construction • Signal systems • Grade separations & roadway crossings • Locomotives • Traincars • Long-term track maintenance 				 
State Revenues		Local Revenues		
<ul style="list-style-type: none"> • Tickets • Food & beverage 	<ul style="list-style-type: none"> • State Support 	<ul style="list-style-type: none"> • Rent • Parking 	<ul style="list-style-type: none"> • Tax Revenues 	





Changes in Rail Context

- 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

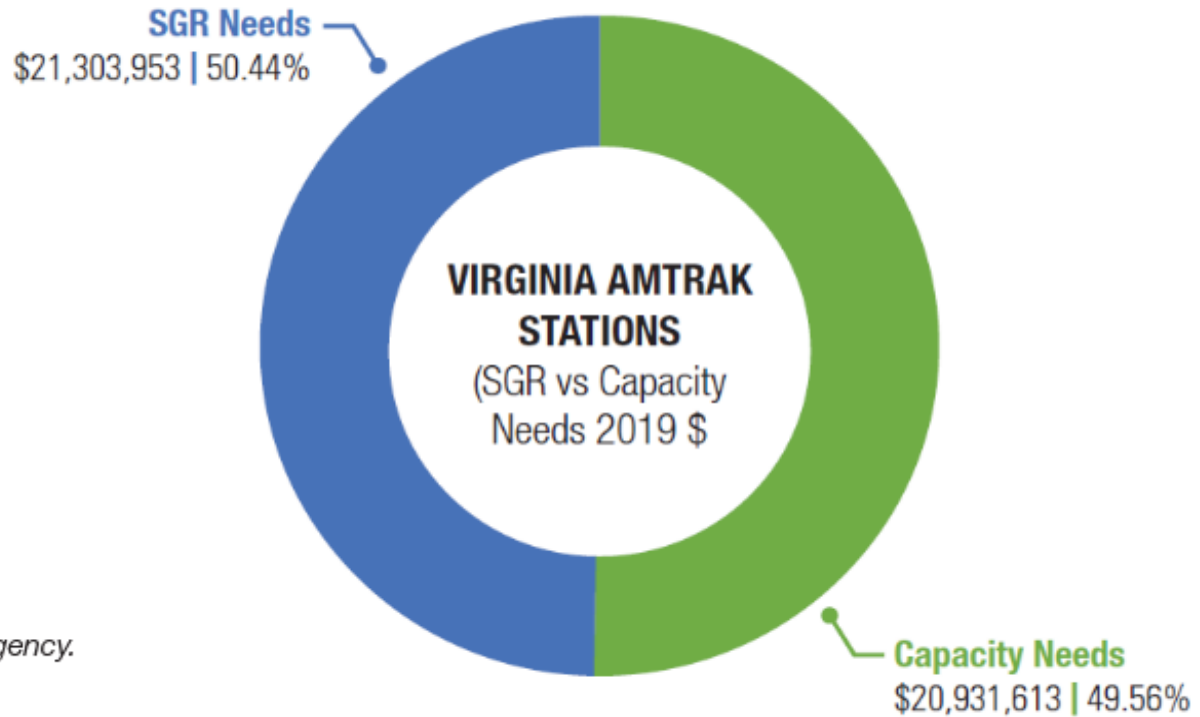
Amtrak

- 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.



State of Good Repair Needs

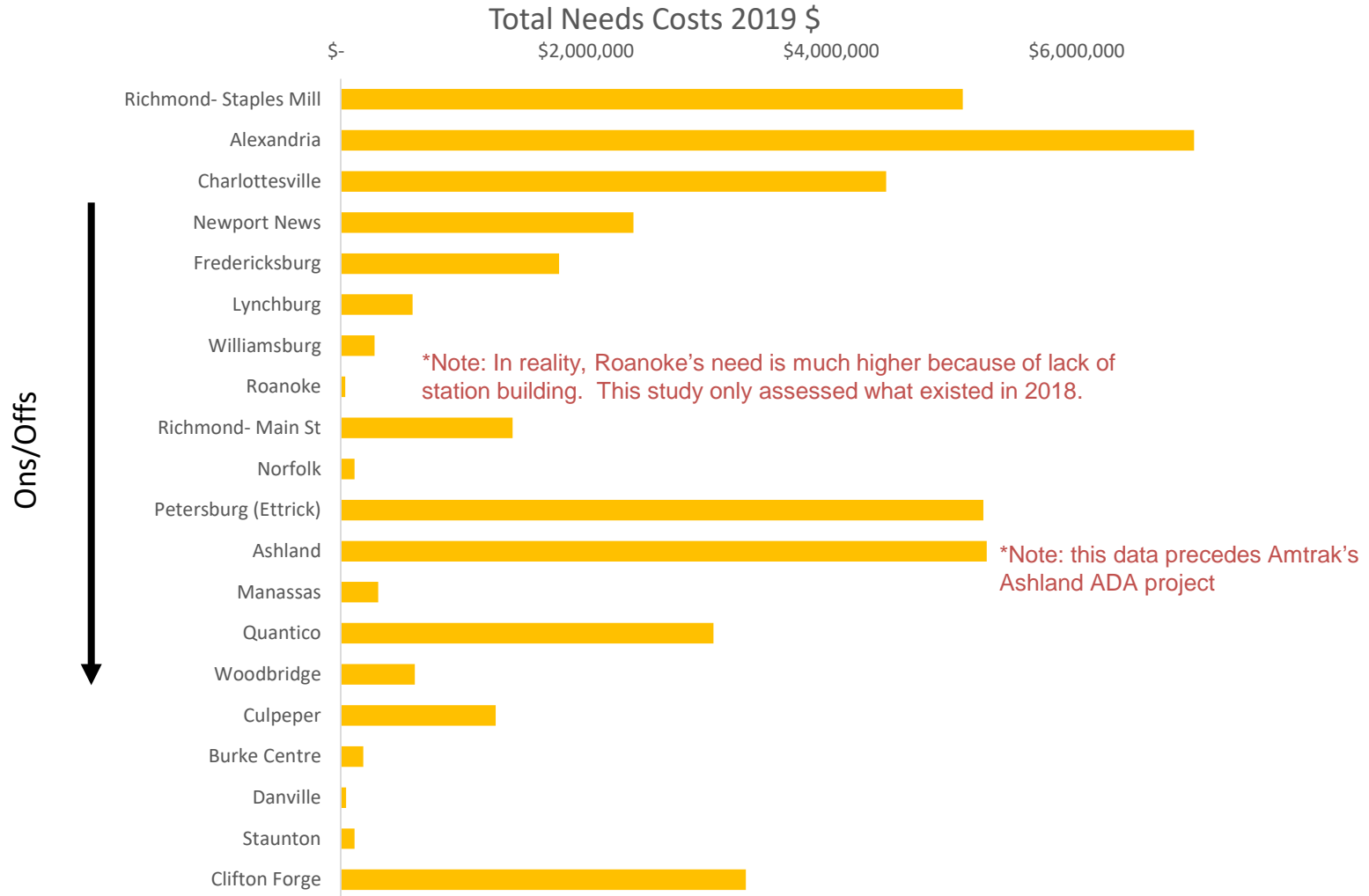
A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM).



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*.

2019 Station Needs Assessment



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



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

- Virginia responsible for ADA improvements by virtue of owning the land.
- Amtrak responsible for maintaining SOGR.
- Virginia can elect to partner with Amtrak for mutually agreed upon capital improvements.



Questions