



Station Needs Assessment

A statewide state-of-good-repair

There is a range...



Long Bridge



Staples Mill Station baggage room door



Why did we do this study?

- Identify state of good repair needs and costs
- Provide local stakeholders with data to inform station capital spending decisions
- Secure a dedicated funding source at state level for these improvements
- Provide amenities, features, and services for a consistent Amtrak customer experience statewide



Guiding Philosophy

Safe and dry

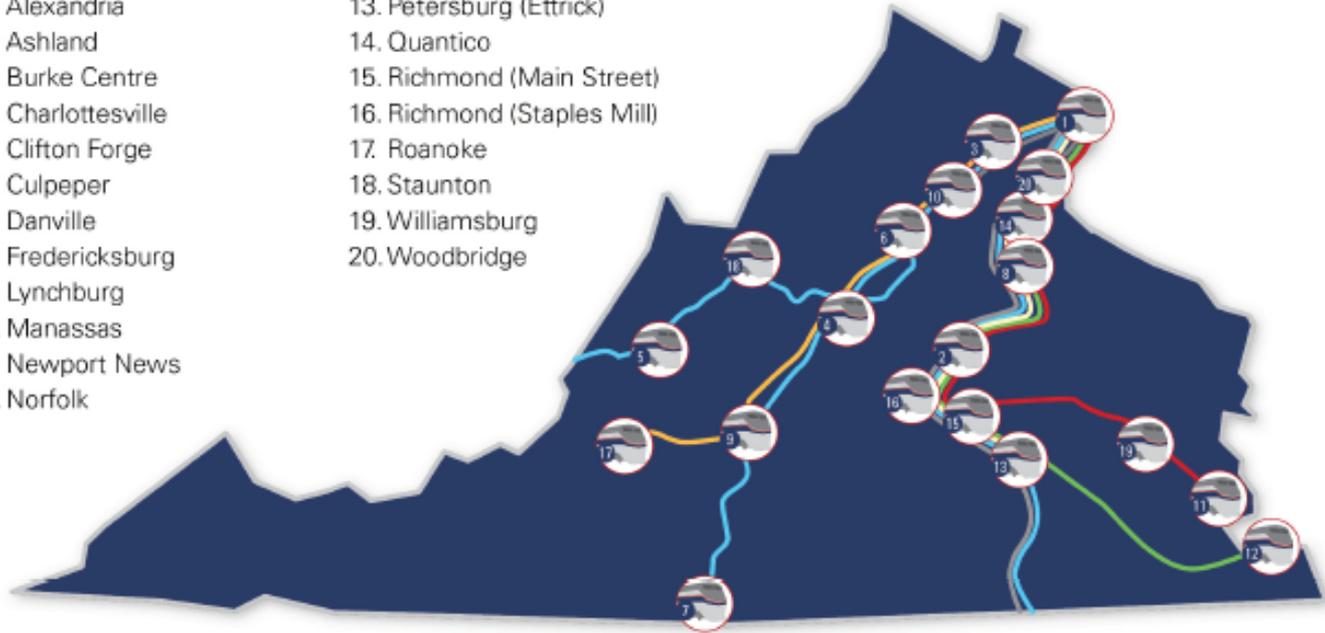
If you build it, they will ride!



We left no station's stones unturned

DRPT VIRGINIA STATION NEEDS ASSESSMENT

- | | |
|--------------------|-----------------------------|
| 1. Alexandria | 13. Petersburg (Ettrick) |
| 2. Ashland | 14. Quantico |
| 3. Burke Centre | 15. Richmond (Main Street) |
| 4. Charlottesville | 16. Richmond (Staples Mill) |
| 5. Clifton Forge | 17. Roanoke |
| 6. Culpeper | 18. Staunton |
| 7. Danville | 19. Williamsburg |
| 8. Fredericksburg | 20. Woodbridge |
| 9. Lynchburg | |
| 10. Manassas | |
| 11. Newport News | |
| 12. Norfolk | |



- | | | |
|------------------------------------|---|----------------------|
| Washington-Roanoke (Route 46) | Washington-Richmond (Route 51) | Amtrak Long Distance |
| Washington-Newport News (Route 47) | VRE Commuter Rail System | |
| Washington-Norfolk (Route 50) | Other Amtrak State-supported (Carolinian) | |

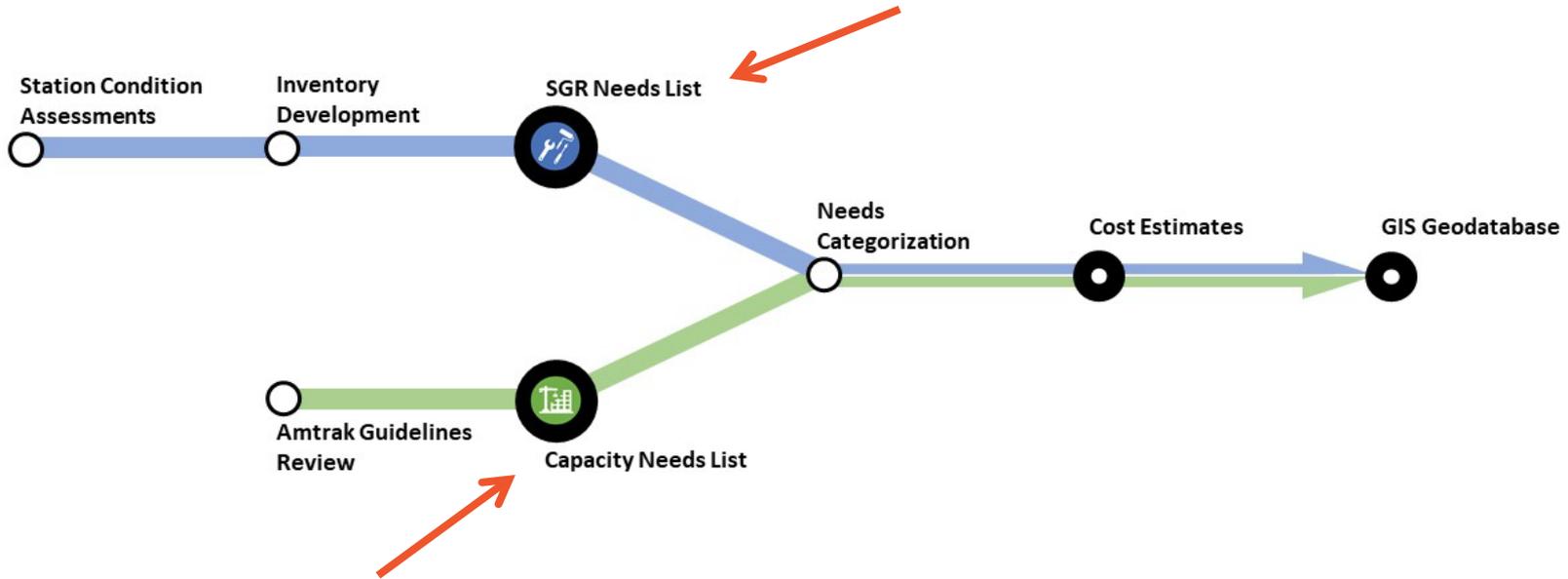


What makes a “need”??



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*.



What is State of Good Repair?



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).

1-Poor	2-Marginal	3-Adequate	4-Good	5-Excellent																		
<table border="1"> <thead> <tr> <th>Rating</th> <th>Condition</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>Excellent</td> <td>No visible defects, new or near new condition, may still be under warranty if applicable.</td> </tr> <tr> <td>4</td> <td>Good</td> <td>Good condition, but no longer new, may have some slightly defective or deteriorated system(s), but is overall functional.</td> </tr> <tr> <td>3</td> <td>Adequate</td> <td>Moderately deteriorated or defective system(s); but has not exceeded useful life.</td> </tr> <tr> <td>2</td> <td>Marginal</td> <td>Defective or deteriorated system(s) in need of replacement; exceeded useful life.</td> </tr> <tr> <td>1</td> <td>Poor</td> <td>Critically damaged system(s) or in need of immediate repair; well past useful life.</td> </tr> </tbody> </table>					Rating	Condition	Description	5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable.	4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated system(s), but is overall functional.	3	Adequate	Moderately deteriorated or defective system(s); but has not exceeded useful life.	2	Marginal	Defective or deteriorated system(s) in need of replacement; exceeded useful life.	1	Poor	Critically damaged system(s) or in need of immediate repair; well past useful life.
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Source: FTA Facility Condition Assessment Guidebook

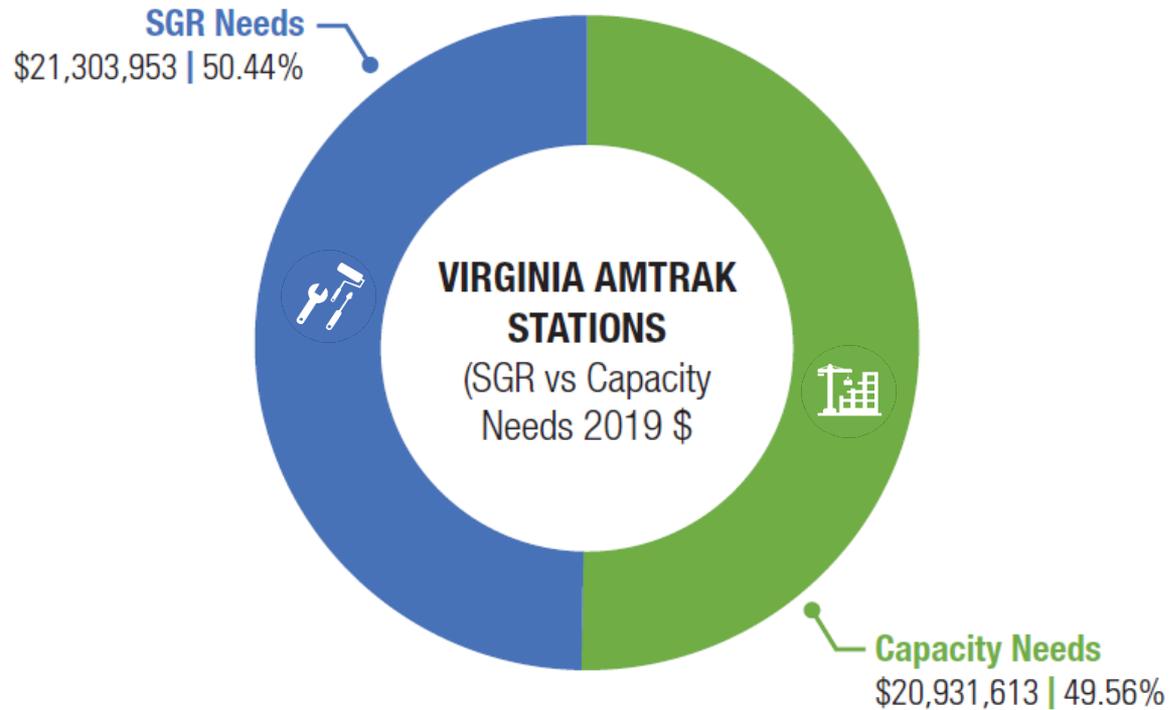


Need Types

Need Types	Examples	Category
ADA	ADA including Passenger Information Display System (PIDS), signage, tactile strips, etc.	ADA
Aesthetic	Art, monuments, etc.	Aesthetic
Amenities	Canopy, benches, water fountain, baggage service, etc.	Amenities
Operational/Structural	Platform, station components	Operational/ Structural
Safety/Security	Trip hazards, lighting, emergency call box, etc.	Safety/ Security



Shown another way...



TOTAL COSTS¹

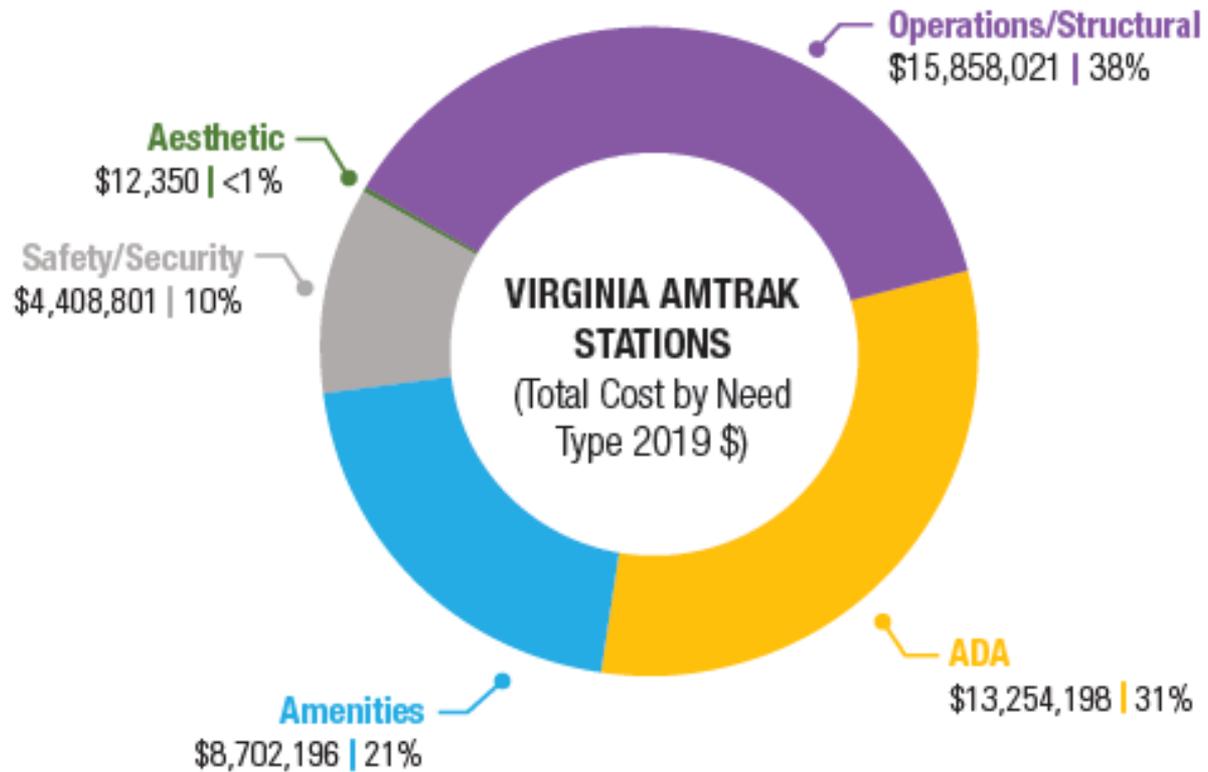
2019: \$42,235,566

2022: \$46,827,327

¹All costs listed include a contingency.



And more specifically:



TOTAL COSTS¹

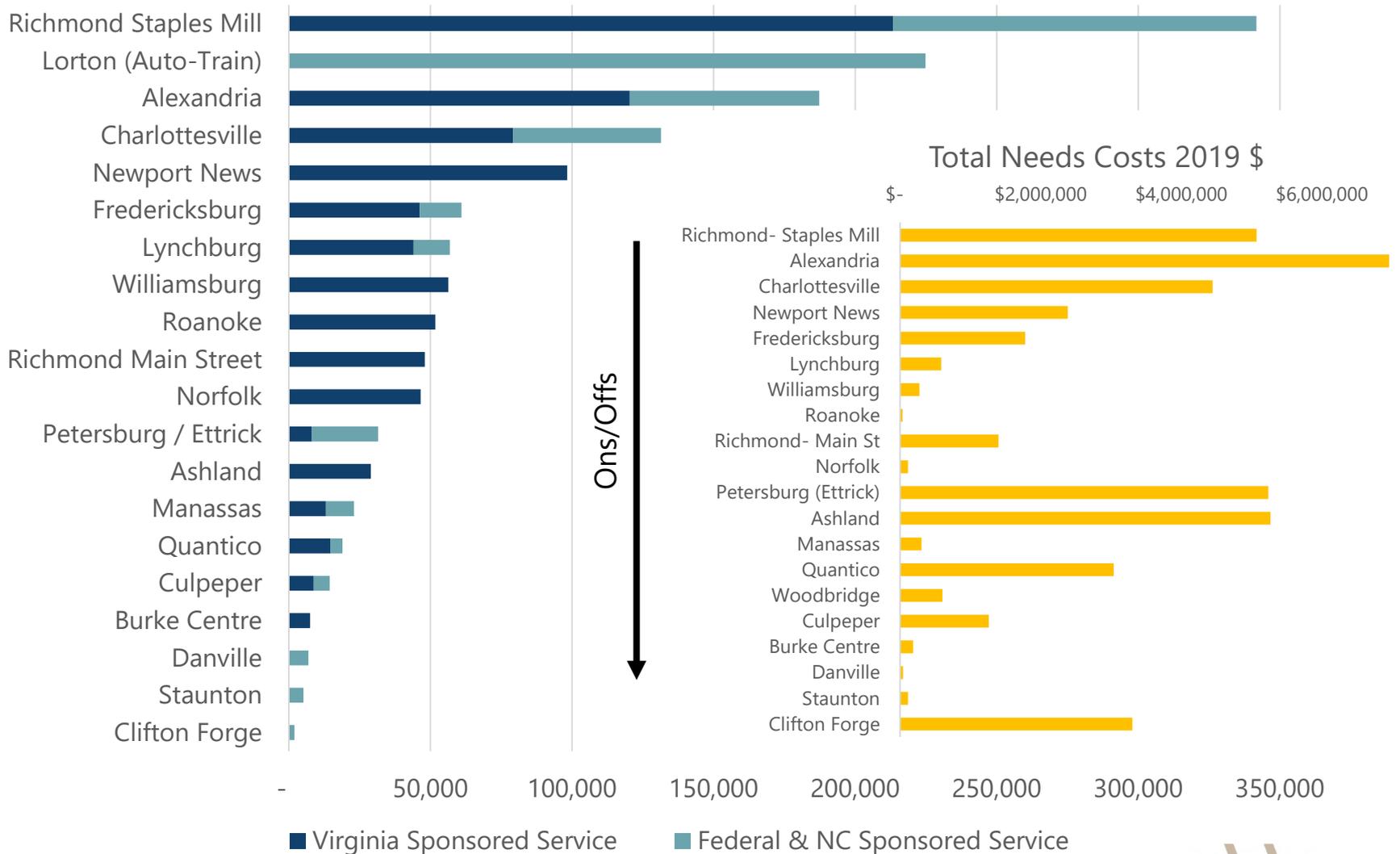
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Ridership and Needs





Challenges across the state

Platform deficiency

ADA concerns

Lighting

CSX owns building
on site





Challenges across the state

Canopy
deterioration

Waiting room
condition

“Old” station
building under
private control



