

PHASE 1: PROGRAM ELIGIBILITY						
CRITERIA	Points Possible		Move Forward (Yes / No)	Point Thresholds	Scoring Guide Definition	Scoring Comments
Shortline Railway Preservation and Development	Yes / No			If No, project does not move to Scoring Phase	The Shortline Railway Preservation and Development Fund is intended to retrain, maintain, and improve the shortline railway network and support facilities for rail freight service. The Program is focused on projects which: - Raise the Class of Track Safety Standards, and/or maintain Class 2 Track Safety Standards (Class 3 where passenger service exists); - Support 286K load capacity on bridges; - Improve reliability to serve existing and new customers - Retain shortline service as an essential asset for continued economic growth, vitality, and competitiveness in national and world markets.	
PHASE 2: PRIORITIZATION CRITERIA						
CRITERIA	Points Possible	Score			Definition of Criteria Point Levels	
State of Good Repair	25			10 - Programmatic upgrade to other infrastructure only (ex. Crossings, bridges, yards, siding) 20 - Programmatic Rail and Tie Replacement -- Class 2 for freight service or Class 3 where passenger rail exists 25 - Programmatic upgrades to save a Railroad	<b>SOG and Resiliency:</b> The RPF has its greatest impact on the shortline rail network through programmatic tie, rail, and surfacing projects, as well as bridge deck repair and upgrades. Statement of age and condition of asset being replaced will be required. Consideration will be given for assets at the end of their useful life. Programmatic Tie and Rail Replacements.  Resiliency is measured through improving preparedness for external forces such as environmental conditions, weather, poor soils, drainage, trespassing, crossings, etc. Additional focus should be given to critical infrastructure such as bridges, tunnels.	
Maintain Operational Efficiency	10			0 - Does not address operational efficiency 5 - New support facility to address new capacity needs 10 -Upgrading existing facilities	The project maintains the operational capacity to address existing congestion on the railroad and/or at railroad/highway crossings. Contrary to making capacity enhancements to serve new customers, operational capacity improvements relieve existing traffic congestion through upgrades to yards, installation or upgraded strategic support facilities (i.e. yard air, signal upgrades, continuous welded rail, strategic placement of sidings, transload facility)	
Aligns with Additional State Priorities	3			0 - No priorities addressed 1 - Address at least 1 objective 2 - Address at least 2 objectives 3 - Address 3 or more objectives	Virginia engages in a long term planning process to outline its vision, goals and priorities for the future of the Virginia rail network. The Statewide Rail Plan enumerates these goals and objectives, and includes specific objectives relating to the shortline rail network. The project should align with at least one of the objectives outlined in the Statewide Rail Plan.  Categories include, but are not limited to: - Supports obtaining/maintaining FRA Class 2 track safety standards. - Invests in materials and industry practices that support a resilient rail network. - Encourage use of technology to improve operational efficiency. - Prioritize rail projects that benefit the highway system and improve mode choices. - Integrate with and expand upon other state, regional and local planning efforts. - Promotes the use of the Rail Industrial Access Program. - Enhance rail service to the Port. - Redundancy: Redundancy can be measured through the project's ability to maintain an alternative or parallel transportation route to the corridors of statewide significance as defined by the statewide multimodal plan – VTrans.	
Critical Infrastructure	5			0 → (NO) Project does not include maintenance of critical infrastructure 5 → Risk of Failure - Project upgrades critical infrastructure of which the risk of failure would put the line out of service. (Preserve / save railroad)	Special consideration should be given to projects that maintain a State of Good Repair for critical infrastructure such as programmatic tie upgrades, bridges, tunnels. Especially, when maintenance of this infrastructure will save the line from discontinuing service. This category prioritizes critical infrastructure to reduce the risk / impact of failure.	
Regional Economic Benefit	3			0 - Maintaining a competitive shortline operation: programmatic tie/rail replacement 1 - Potential Growth: Improves SOGR on a line with a site marketed by VEDP or a Local Economic Development Agency for new business 2 - Retaining business/realizing new truck diversion: Improves a line to capture existing truck traffic, or encourage an existing business to utilize the rail network 3 - High Growth Corridor: Improves a line to benefit expanding businesses and new customers on the line	Project realizes increased economic activity by improving the marketability of Virginia through the presence of an effective shortline railroad. Improving customer confidence in a shortline railroad can retaining a current businesses looking to relocate; enticing new business to locate in Virginia; reducing truck traffic by capturing existing truck shipments; improve the Virginia's businesses ability to compete in national and international markets.	
Support Past RPF Projects and Investments	3			NO - 0 Points YES - 3 Points	The project should build on previous investments made within the network, ensuring a programmatic approach to preserving and improving State of Good Repair. A priority within the program is to ensure that improvements include a systemic approach and are not spot improvements.	
Supports Rail Industrial Access Grant Investments	3			NO - 0 Points YES - 3 Points	Project supports an existing Rail Industrial Access Grant Project	
<b>TOTAL PRIORITIZATION</b>	<b>52</b>					