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# Station Needs Assessment

CTB Rail and Transit Subcommittee – 12/10/2019

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



# Why did we do this study?

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- Identify state of good repair needs and costs
- Provide local stakeholders with data to inform station capital spending decisions
- Assess funding needs
- **Provide amenities, features, and services for a consistent Amtrak customer experience statewide**

# Stations Assessed

## DRPT VIRGINIA STATION NEEDS ASSESSMENT

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



— Washington-Roanoke (Route 46)

— Washington-Newport News (Route 47)

— Washington-Norfolk (Route 50)

— Washington-Richmond (Route 51)

— VRE Commuter Rail System

— Other Amtrak State-supported (Carolinian)

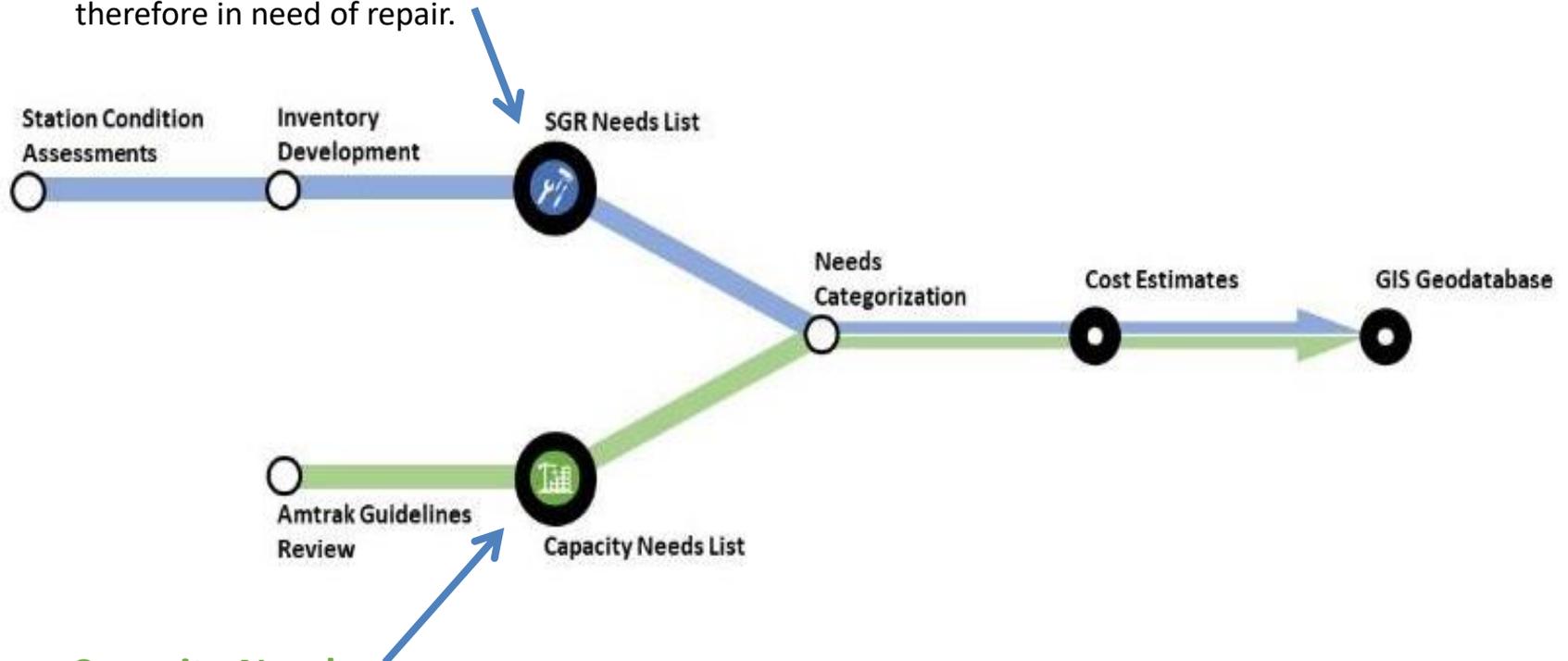
— Amtrak Long Distance

# Definition of Needs

## State of Good Repair Needs



A State of Good Repair Need relates to an existing station feature that is rated “poor” or “marginal” per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM), and is therefore in need of repair.



## 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

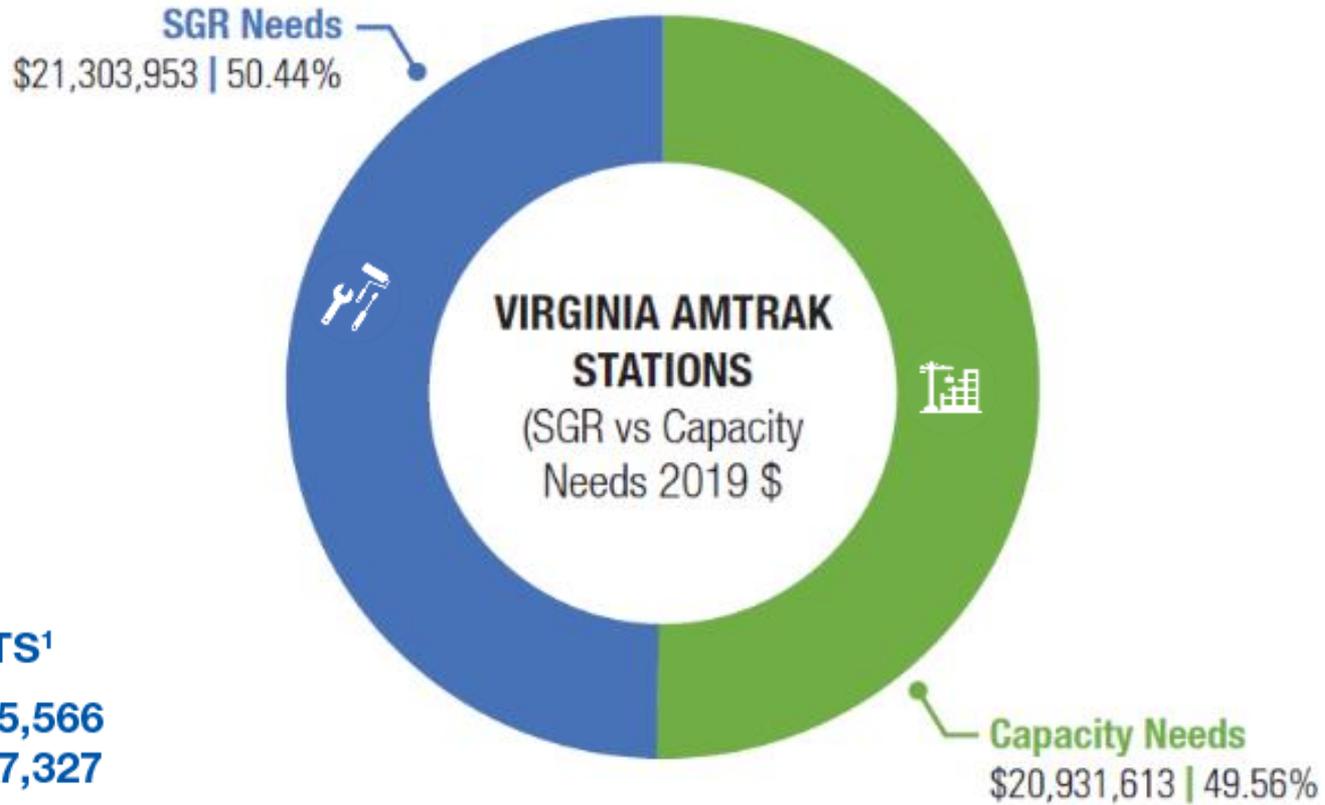
A State of Good Repair Need is a feature that is rated as “poor” or “marginal” as per the Federal Transit Administration’s (FTA) Transit Economic Requirements Model (TERM).



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.

Source: FTA Facility Condition Assessment Guidebook

# Total Needs



## TOTAL COSTS<sup>1</sup>

2019: \$42,235,566

2022: \$46,827,327

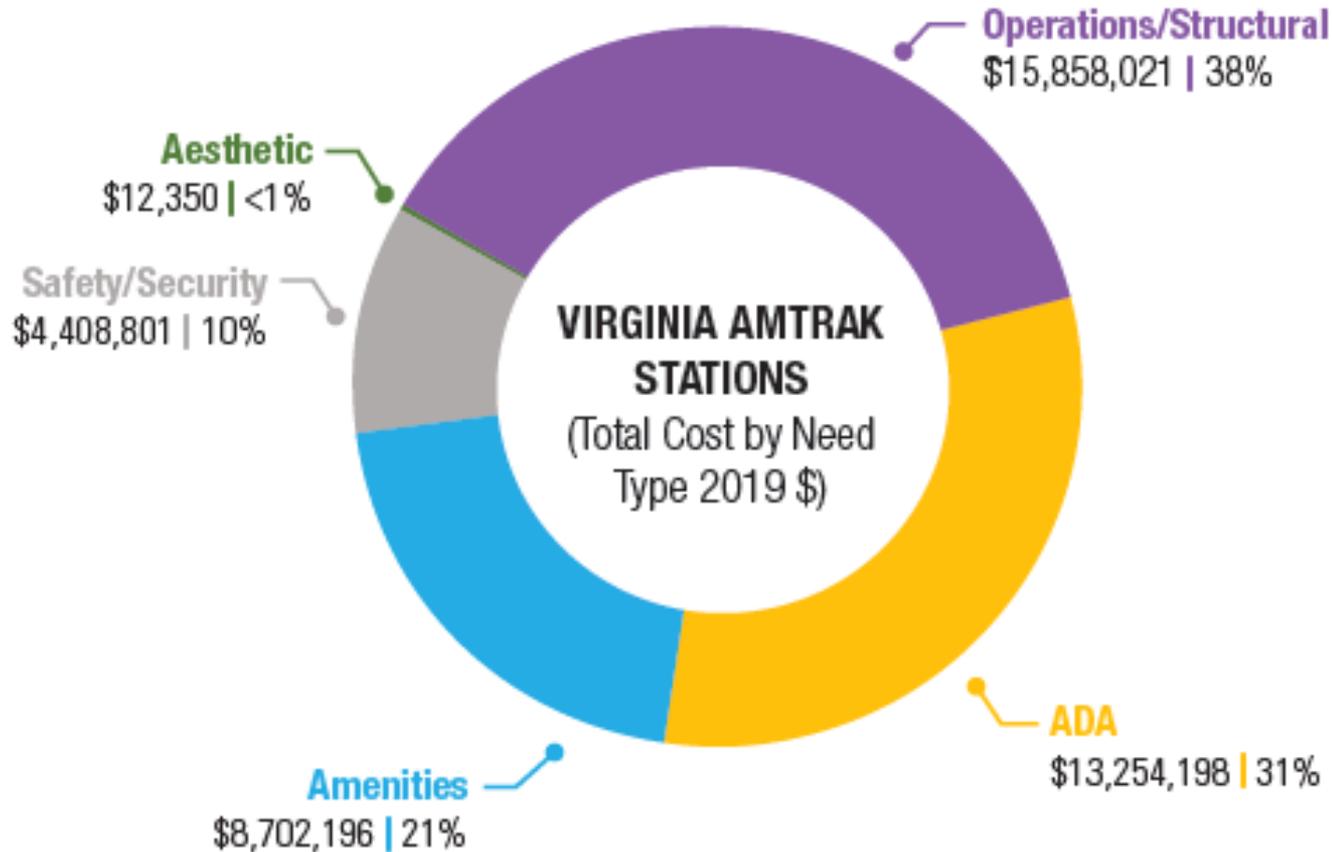
<sup>1</sup>All costs listed include a contingency.

# Needs Categories

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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

# Needs by Category



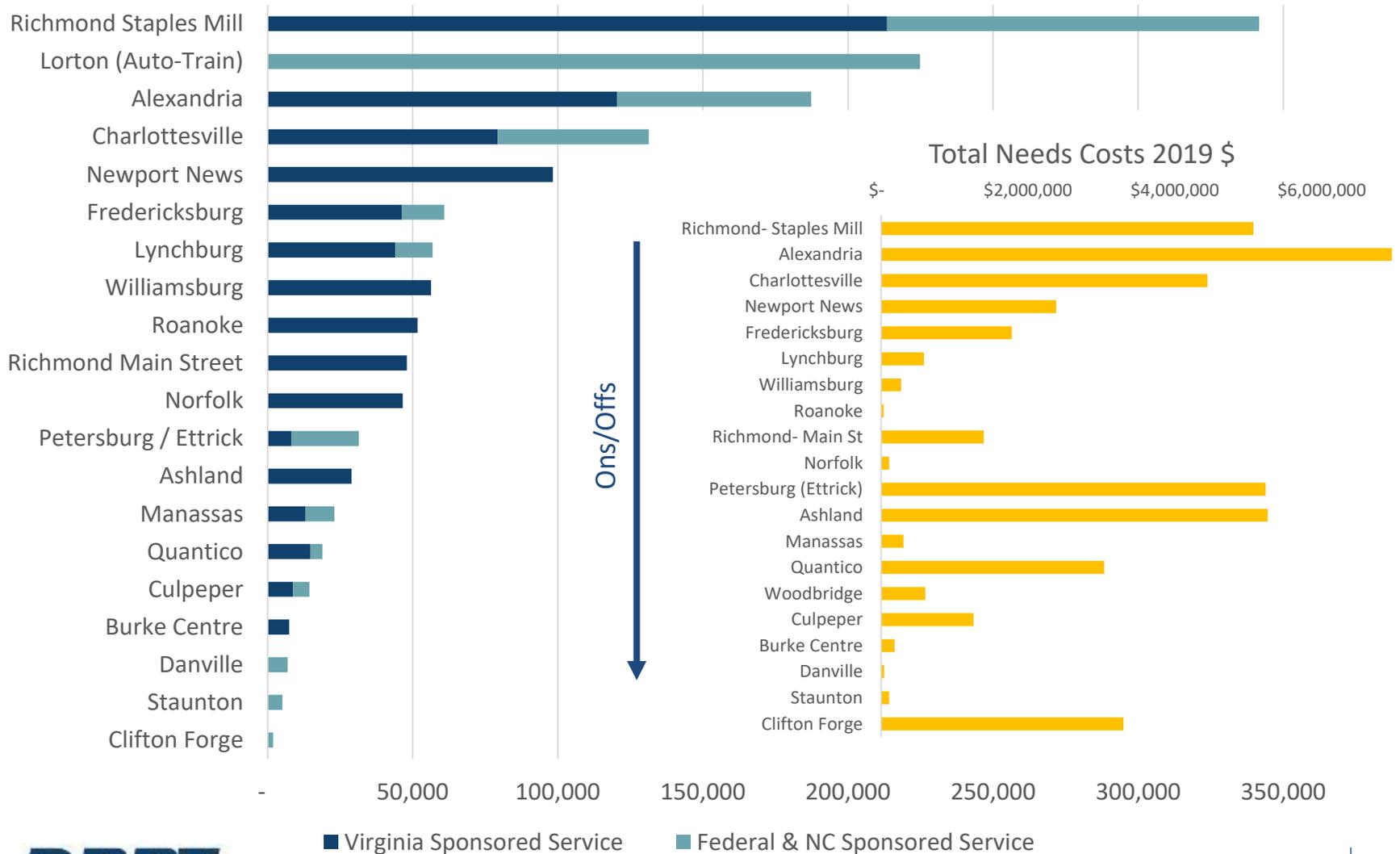
## TOTAL COSTS<sup>1</sup>

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# Ridership versus Total Needs



# Statewide Challenges

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- Private or railroad ownership of many station buildings/infrastructure
- Platform deficiencies (ADA, deterioration, etc.)
- Lack of canopies or canopies in bad condition
- Lack of adequate circulation for existing station patronage
- Lack of adequate lighting
- No single POC/funding source for station improvements
- **Customer does not see facility ownership nuances, only deficiencies**

# QUESTIONS?

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Emily Stock, Manager of Rail Planning  
[emily.stock@drpt.virginia.gov](mailto:emily.stock@drpt.virginia.gov)

Nick Ruiz, Rail Planning Project Manager  
[nick.ruiz@drpt.virginia.gov](mailto:nick.ruiz@drpt.virginia.gov)



Virginia Department of Rail and Public Transportation