

# **VIRGINIA**

STATEWIDE RAIL PLAN

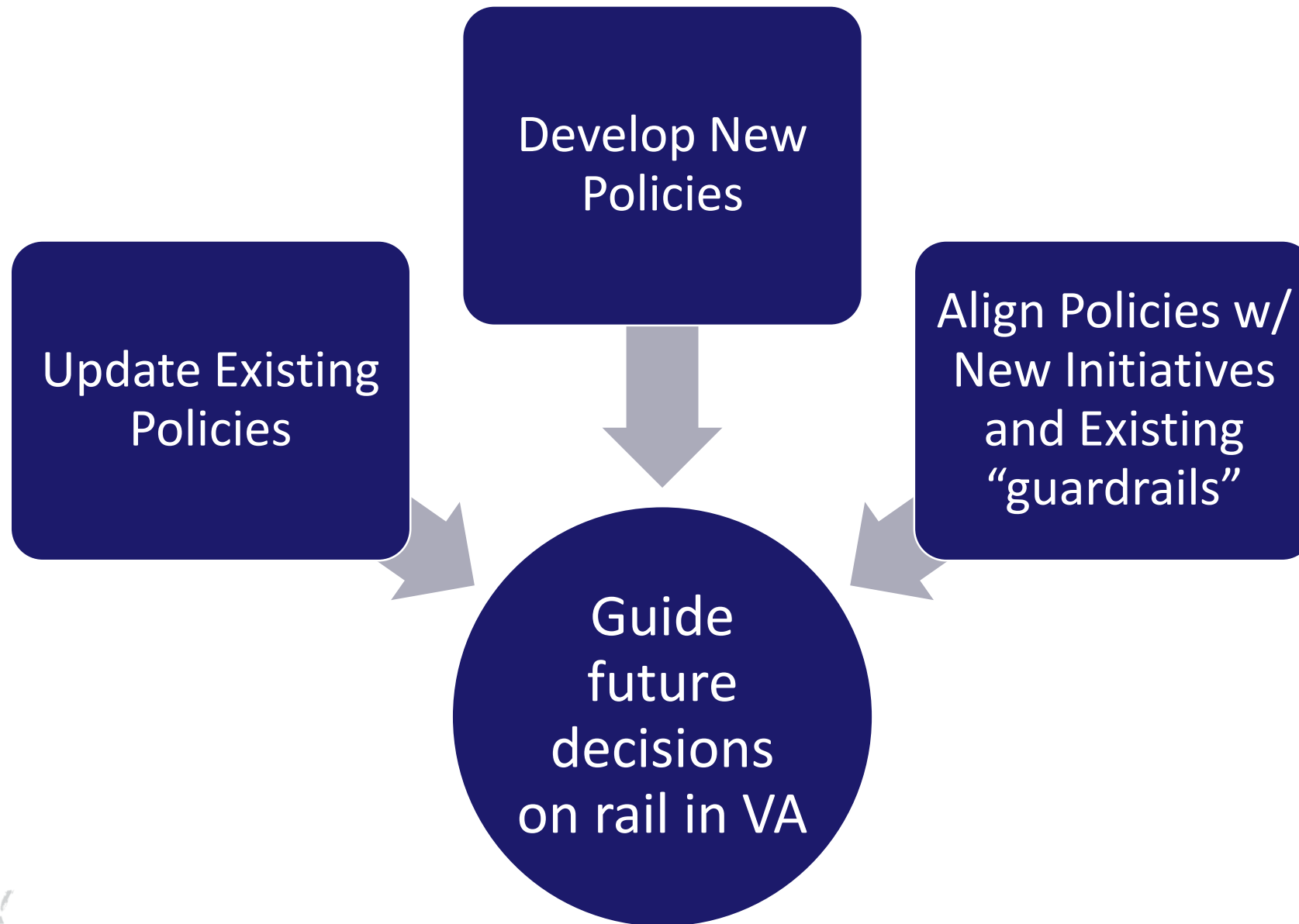
# **2022**

## **CTB Rail and Transit Subcommittee**

### **Rail Plan Policy Update**

October 20, 2021

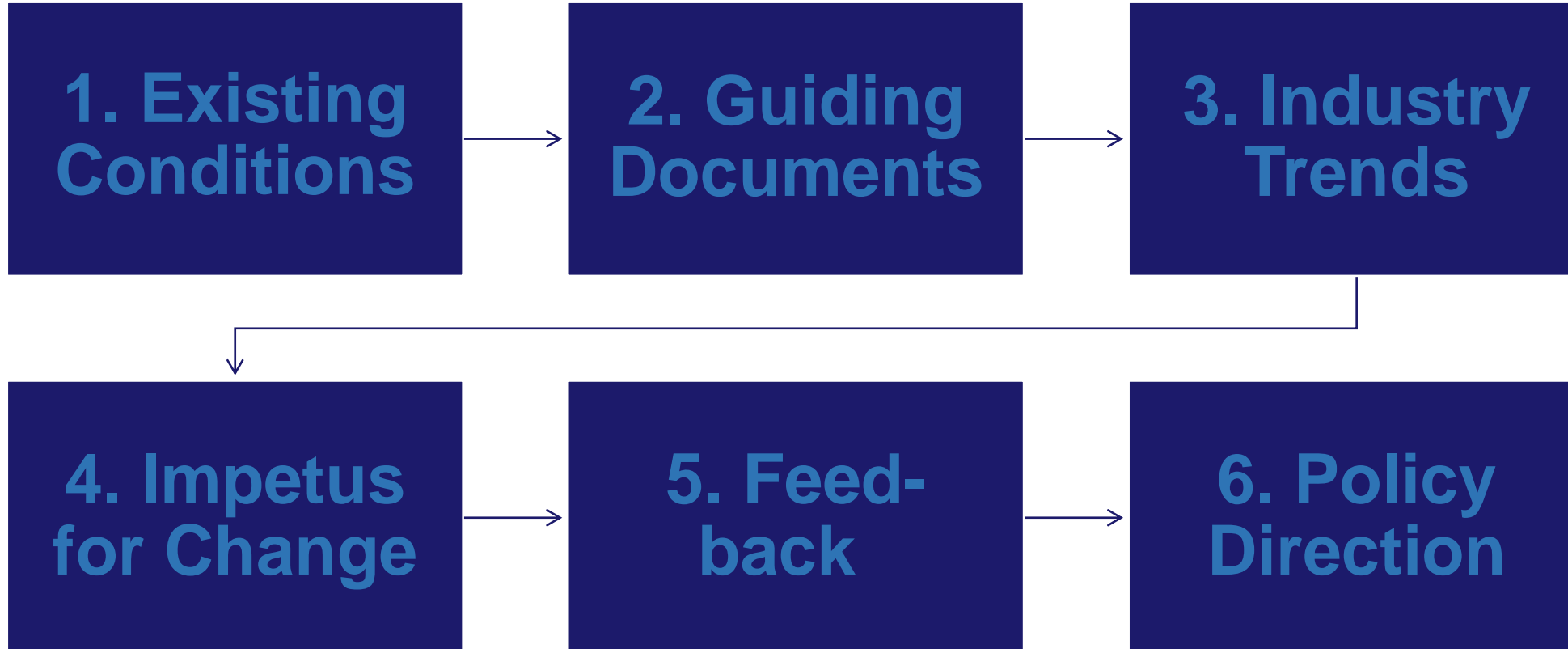
# Background/Purpose



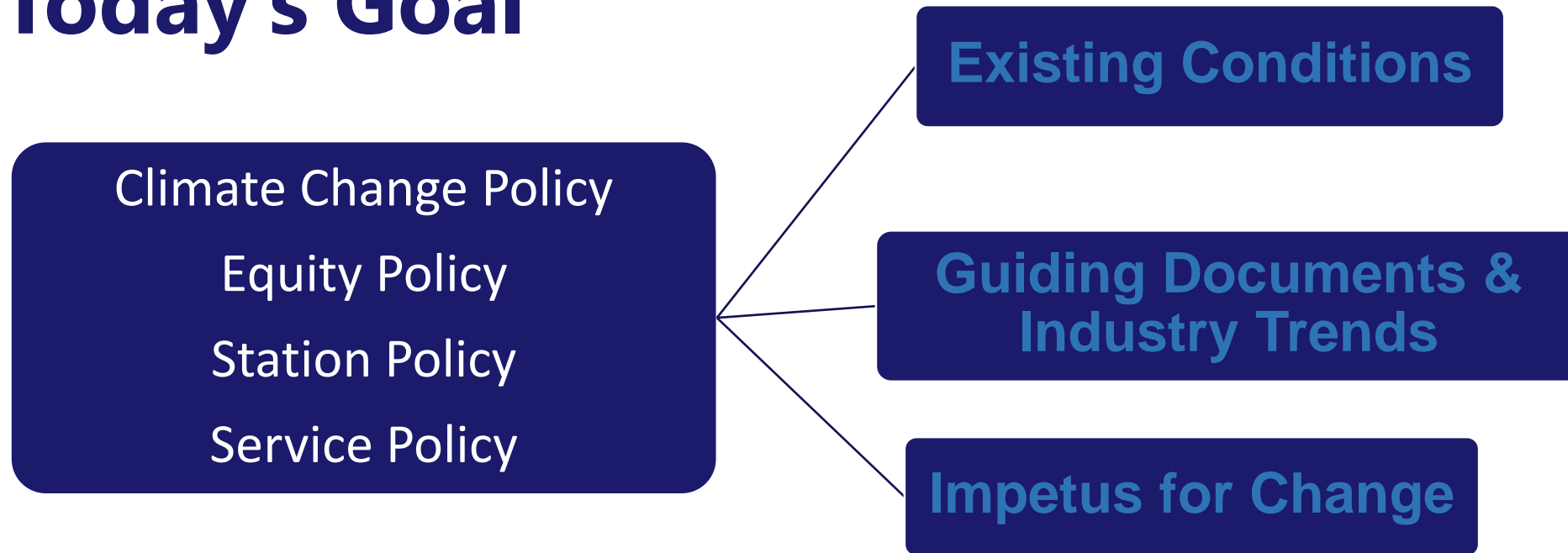
# Policies to Develop/Update

- Climate Change Policy
- Station Policy
- Equity Policy
- Service Policy
- Coordination Policy
- Corridor Development Policy
- Economic Development Policy
- Equipment Policy
- Multimodal Access Policy

# Policy Format - Elements

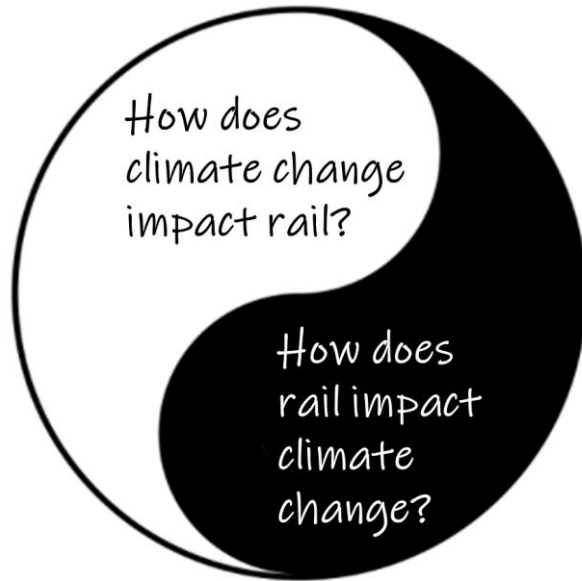


# Today's Goal

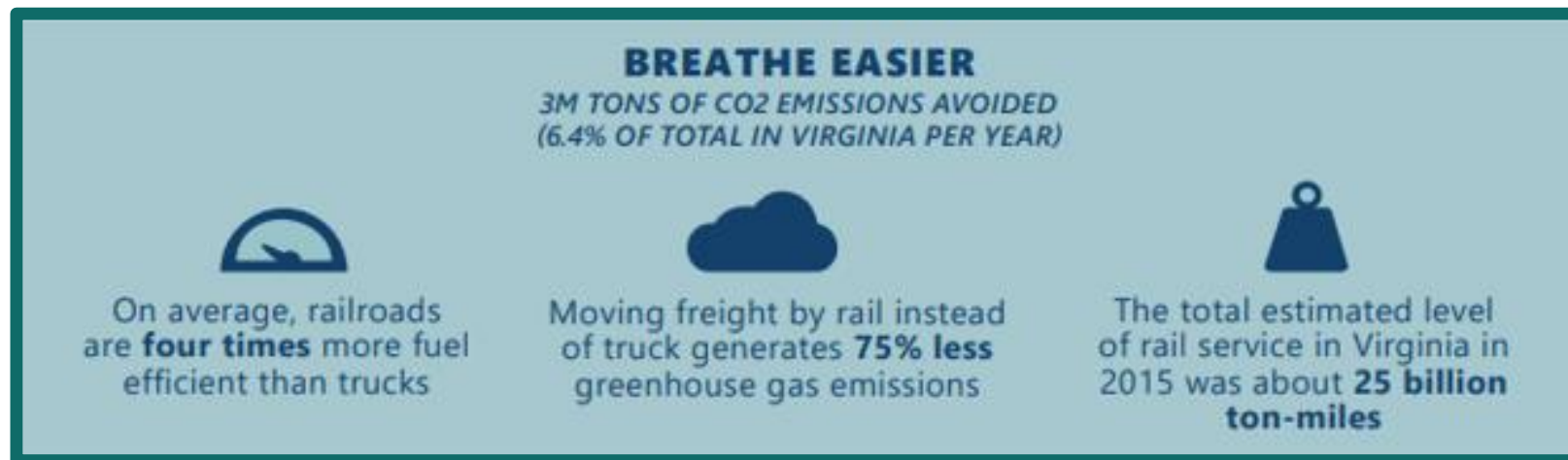


- Review background for key policy topics.
- Did we miss anything?
- Are we on the right track with the proposed direction?

# Climate Change Policy - Existing Measures

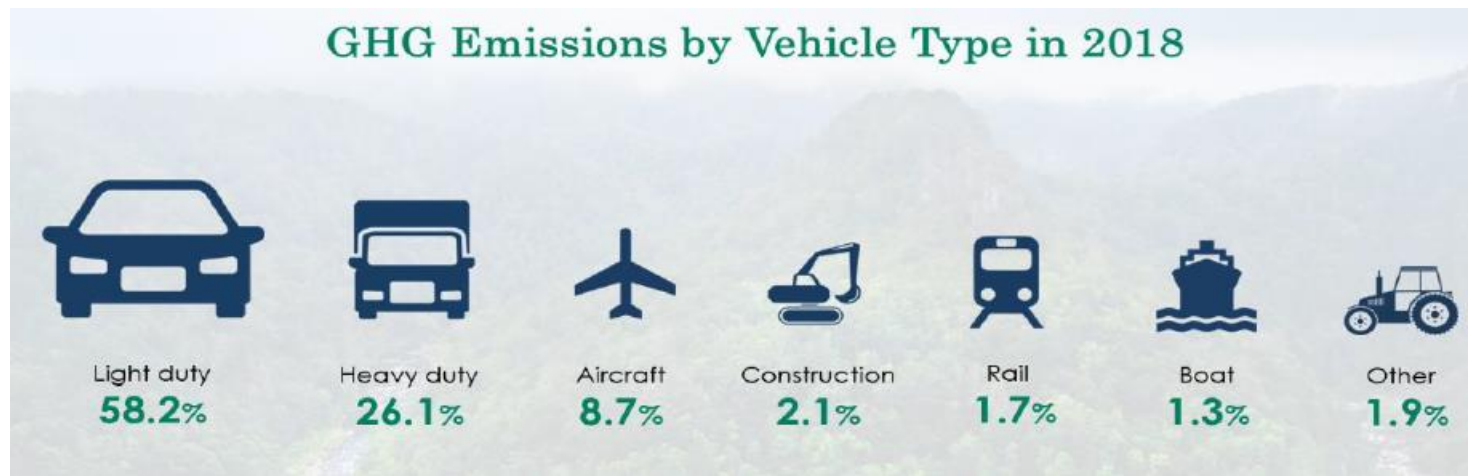


- BCA for grant programs calculates benefits in terms of dollars saved.
- NEPA projects required to assess and avoid sensitive resources, and calculate, minimize, and mitigate other environmental impacts.
- Rail projects consistently score well for environment, air quality, impact to natural and cultural resources, and congestion mitigation factors in SMART SCALE.



# Climate Change Policy – Data Developments

- DEQ Statewide Greenhouse Gas presentation showed transportation sector responsible for 29% of GHG emissions in Virginia in 2018.
- Of that 29%, Rail is responsible for only 1.7% of the emissions.
- With such a low impact, how can rail move the needle?



# Climate Change Policy Direction

## Invest in projects that support mode shift to rail

- Continue to collect project data that shows energy/emissions savings that demonstrate benefits of rail to climate change resiliency.

## Invest in projects that avoid/minimize effects of climate change on rail

- Track and roadbed stability are impacted by more frequent flooding (washouts) and storms which create scour or knock down trees and block trains.
- Hotter, longer summers cause more frequent slow orders, which impacts reliability, OTP, and even capacity.

➤ **Grant performance measures can help push the rail industry toward investments in infrastructure and maintenance that address the negative effects of climate change.**



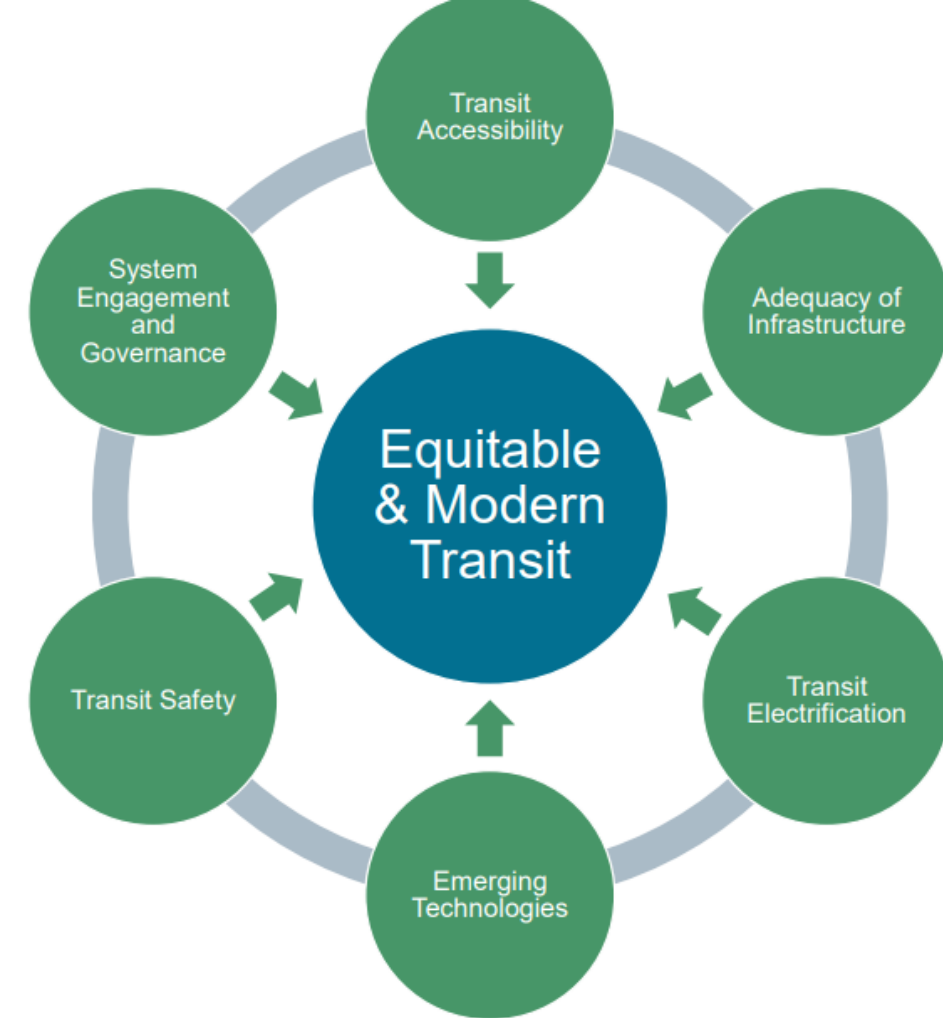
# Equity Policy – Current Efforts

## Existing Measures/Practices

- Equity in procurement
- Title VI of the Civil Rights Act of 1964
- NEPA projects required to assess and avoid environmental justice communities, and minimize/mitigate impacts to those communities
- ADA priorities for stations

## Build upon DRPT Transit Division's Virginia Transit Equity & Modernization Study

- Needs assessment focusing on the equitable delivery of transit services and modernization of transit in the Commonwealth
- Emphasis on transit services and engagement opportunities for underserved and underrepresented communities
- Draft results Dec. 2021



# Equity Policy Direction






DRPT/VPRA grant applications for funds can require adherence to equity priorities.

- Use data to identify underserved communities that don't have access to rail.
- Benefit cost analysis could calculate equity benefits by pinpointing underserved populations that would result in greater access.

Consider fare pricing structure that meets the needs of all income levels.

Recognize the history of disproportionate negative impacts of freight and passenger rail projects to communities of color and low-income communities. Work to mitigate ongoing effects and prevent future negative impacts.

# Station Policy – 2018 Rail Plan

Operations	Platforms	Stations	Connectivity
<ul style="list-style-type: none"> <li>Amtrak staff, management, ticket services</li> <li>Fuel</li> <li>Food and beverage</li> <li>Equipment: maintenance, cleaning</li> <li>Leases</li> <li>Insurance</li> <li>Performance payments</li> <li>Alternative transportation (during service disruptions)</li> </ul>	<ul style="list-style-type: none"> <li>Tactile strip &amp; surfaces</li> <li>ADA compliance</li> <li>Stormwater treatment</li> <li>Lighting</li> <li>Utilities</li> <li>Cleaning</li> <li>Litter/garbage collection</li> <li>Insurance</li> </ul>	<ul style="list-style-type: none"> <li>Maintenance</li> <li>Utilities</li> <li>Janitorial services</li> <li>Parking</li> <li>Landscaping</li> <li>Insurance</li> <li>Security</li> </ul>	<ul style="list-style-type: none"> <li>Land use &amp; economic activity</li> <li>Public roads, sidewalks, &amp; bike lanes</li> <li>Public transit</li> </ul>
<div>Capital Construction &amp; Equipment</div> <div> <ul style="list-style-type: none"> <li>Track construction</li> <li>Signal systems</li> <li>Grade separations &amp; roadway crossings</li> <li>Locomotives</li> <li>Traincars</li> <li>Long-term track maintenance</li> </ul> </div>			
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# Station Policy Direction



## Existing Stations

- **Top priority** – ADA compliance
- Ensure state of good repair
- Capacity improvements for additional planned service
- Consistent quality passenger experience

# Service Policy – Current Status

Originally included with 2018 Station Policy.

**New** Corridor-Level Service Policy to cover:

- Service expansion beyond existing end-of-line station.
- Additional frequencies along an existing route.
- **Transforming Rail in Virginia Initiative** established a formal timeline for new service in the 2026 and 2030 time horizons.
- 2022 Rail Plan's post-2030 Service Development Plan to identify future gaps in service.

# Service Policy Direction

- Long-range service expansion plans developed by DRPT in collaboration with VPRA and approved by CTB.
- VPRA to implement and direct funding.

## Questions to consider:

- Is it part of an existing comprehensive rail agreement?
- Is it consistent with FRA Regional Rail Plan, Amtrak Corridor Vision Plan, VTrans, Statewide Rail Plan?
- What is the cost? (operating/capital)
- What is the benefit? (emphasis on new riders to route and population density)
- Would it serve underserved communities?
- Does it create network efficiencies?
- What impact would it have on freight fluidity?
- What impact would it have on existing passenger services?

# Next Steps

**January 2022** - Refine climate change, equity, stations, and service policies based on CTB Rail and Transit Subcommittee comments. Present “direction statement” for each policy for subcommittee concurrence.

**February 2022** - Present background on remaining policies to subcommittee.

**March 2022** – Refine remaining policies based on subcommittee comments. Present “direction statement” for each policy for subcommittee concurrence.

**April 2022** – Present policies to full CTB.



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# **2022**

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