



VRE Woodbridge Station and Occoquan Third Track Improvements

Project Description

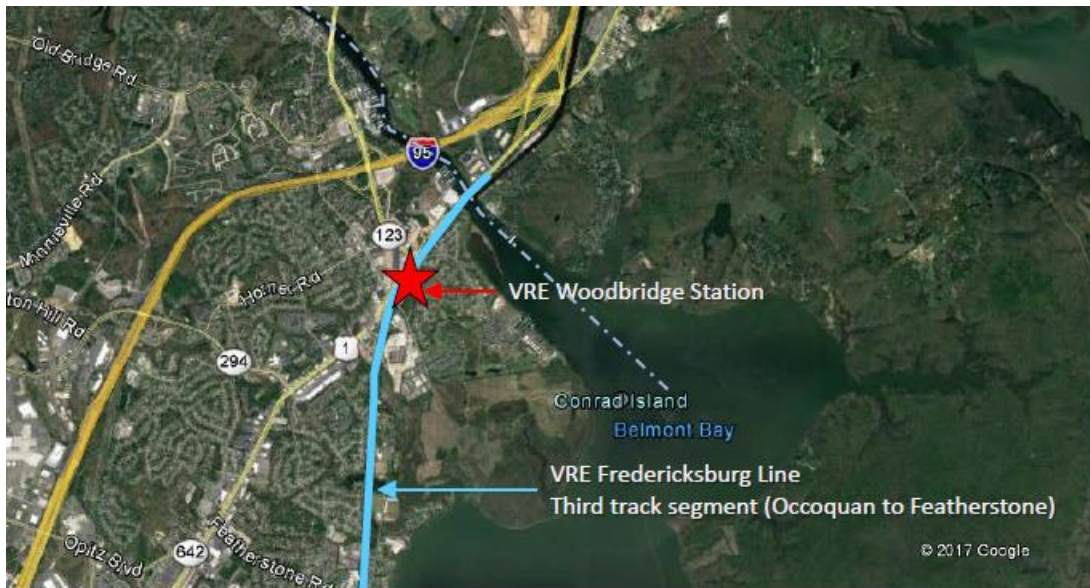


The Woodbridge Station project includes expansion of the VRE Woodbridge Station and the related Occoquan third track segment through the station. The station improvements will expand the existing east side platform to create an island platform to enable boarding at the station from any track. The third track is a continuation of a third main track within the CSXT-VRE Fredericksburg Line railroad right-of-way (ROW) south from the terminus of the Franconia-Springfield to Occoquan third track, funded through the Commonwealth of Virginia's Atlantic Gateway initiative, to about milepost 87.0/Featherstone Rd. in Prince William County and includes a crossing of the Occoquan River. VRE seeks funds for the Design, Engineering, and Environmental Phase for the station improvements and third track including completion of Final Design documents.

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| Reference Number: 2018-059-0 |
| TransAction ID: 93, 301 |
| Submitting Jurisdiction/Agency: Virginia Railway Express (VRE) |
| Location: VRE Woodbridge Station |
| Requested NVTA Funds: \$27,500,000 |
| Total Cost to Complete Project: \$230,000,000 |

The VRE Woodbridge station is the origin station for approximately 11% of VRE Fredericksburg Line riders or about 1,200 daily boardings and alightings, primarily Prince William County residents as well as Fairfax and Stafford County residents, based on the 2016 VRE Master Agreement Survey. The Fredericksburg Line main track between Featherstone and the Occoquan River serves travel originating at VRE stations between Spotsylvania County and the Woodbridge station. During the AM peak period this track segment carries 85% of VRE's total Fredericksburg Line load or about 4,700 trips based on the 2016 survey results. The station also serves longer-distance Amtrak intercity passenger trains to/from Newport News and Richmond, Virginia and PRTC Tysons Corner Omniride (TY-R), Prince William Metro Direct (P-MD), Route 1 (R1-L), and Woodbridge/Lake Ridge (WL-L) bus routes.

Project Location



Project Milestones

| | Before FY2018 | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | FY2023 | After FY2023 |
|--|------------------|--------|--------|--------|--------|--------|--------|--------------|
| Design, Engineering, Environmental Work | | | | | | X | X | X |
| Construction | | | | | | | | X |

Project Funding

| | Requested NVTA Funds | Other Funding Sources | Total Cost by Phase |
|--|----------------------|-----------------------|---------------------|
| Design, Engineering, Environmental Work | \$27,500,000 | \$2,000,000 (CMAQ) | \$29,500,000 |
| Construction | | | \$200,500,000 |
| TOTAL: | \$27,500,000 | \$2,000,000 | \$230,000,000 |

Note: There is a funding gap of \$200,500,000.

Project Analysis Highlights

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| Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's): | 1.03 |
| Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's): | 59 |
| TransAction Project Rating: | 64.19 |
| TransAction Project Rating Rank: | 52 |

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

Regional Impacts

- Expand existing railroad capacity in the I-95/I-395/US 1/ VRE Fredericksburg/Blue-Yellow Line travel corridor
- Improve operational flexibility, reliability, and resilience of the rail system and supports the operation of longer VRE trains

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.