



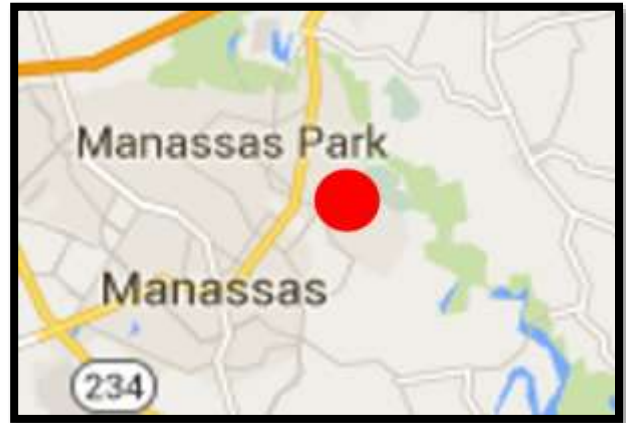
Project Description Form – 3Q

Basic Project Information

Submitting Jurisdiction/Agency: Virginia Railway Express

Project Title: Manassas Park Station Parking Expansion

Project Location: VRE Manassas Park Station. Project impacts I-66/US 29/US 50 (NVTA Corridor 6) and Route 28 (NVTA Corridor 3)



Project Description: This project includes analysis of alternatives, as well as design and construction for additional parking and pedestrian connections at the VRE Manassas Park station. A need has been identified for approximately 500 more spaces for VRE riders, in addition to about 600 existing spaces for a total of about 1,100 spaces. The VRE station and the proposed parking facility is an integral part of the Park Center concept (also referred to as City Center Redevelopment District), the city’s transit-accessible high-density mixed-use town center. The size and location of the proposed parking facility and type of grade-separated pedestrian access to the existing platform will be determined through the currently funded study although a parking structure is envisioned.

Project Milestones

Project Milestones by Project Phase:

- **Study Phase:** Start of Study: Feb 2016
- **Preliminary Engineering (30% Design) & Environmental Analysis:** Start of PE & NEPA: Feb 2016
- **Final Design:** Start of Final Design: Feb 2017
Start date and subsequent milestones assume a project agreement for full funding is in place with NVTA by Feb 2017.
- **Right of Way Acquisition:** ROW acquisitions completed: TBD
This includes utility coordination/relocation but does not include land acquisition. The need for land acquisition and utility relocations will be determined as part of the Study/PE/Environmental phases.
- **Construction:** Start of Construction: July 2018, Construction completion/opening: July 2020

Project Analysis Summary

NVTA Score	<input type="text"/>	Rank	<input type="text"/>
Congestion Reduction Relative to NVTA Cost	<input type="text"/> hours saved/\$ million	Rank	<input type="text"/>
Congestion Reduction Relative to Total Cost	<input type="text"/> hours saved/\$ million	Rank	<input type="text"/>

Project Cost

Requested NVTA FY2017 Funds: \$ 2,000,000

Total Cost to Complete Project: \$19,600,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Project Development/ Engineering/ Environmental Work	\$280,000 (FY2017)	\$500,000 (NVTA FY2015-16 Program)	\$500,000 (FY2016) \$280,000 (FY2017)
Design	\$1,720,000 (FY2017)		\$1,720,000 (FY2017)
Right of Way Acquisition			
Construction		\$17,100,000 (NVTA future funding requests)	\$17,100,000 (FY2018)
Capital Asset Acquisitions			
Other			
TOTAL	\$2,000,000	\$17,600,000	\$19,600,000

Project Impacts

What regional benefit(s) does this project offer? The majority of VRE riders would drive alone for their commute if they did not use VRE. There are 600 existing parking spaces at the Manassas Park station and parking utilization is at 90% of capacity¹, the third highest utilization in the VRE system after Broad Run and Rolling Road. In addition, we believe about 200 riders park at other locations. Expanding parking capacity at the station will alleviate current capacity constraints, especially mid-week when all spaces are often filled, and attract additional riders to the station who otherwise would commute alone on the region's highways.

The Manassas Park station and parking facility are an integral part of the Park Center concept (also referred to as City Center Redevelopment District in the city's comprehensive plan), the city's transit-accessible high-density mixed-use town center. There is an opportunity to work with the city to leverage the parking for economic development. The parking facility can function as a shared-use facility serving retail and services at nights and weekends, thus reducing the cost of redevelopment of the town center. It can also support more compact development that allows patrons to "park once" and access multiple locations.

The Manassas Park station serves the VRE Manassas Line and is the origin station for approximately 18% of Manassas Line riders or 1,700 persons (3,400 trips) as indicated in the FY2014 VRE Master Agreement Survey (October 23, 2015). Riders come from Manassas Park (35%), Prince William County (48%), Manassas (3%), Fairfax County (13%), and Loudoun County and beyond (1%). About 33% of those riders are traveling to VRE northern Virginia destination stations in Fairfax County, the City of Alexandria and Arlington County; the remaining riders travel to destinations in the District of Columbia.

How will the project reduce congestion? The project expands the capacity of the VRE Manassas Park station to attract additional riders who otherwise would commute alone on the region's highways. Two VRE trains in an hour carry approximately 2,000 persons or the equivalent capacity as one lane of traffic on I-66. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-66 and Route 28 travel corridors and contributes to the reduction of regional congestion.

How will the project increase capacity? In tandem with a planned fleet expansion, the project would expand VRE station parking capacity by over 80%, to support both short- and long-term growth in VRE service and ridership. Future, expanded VRE peak period commuter service and the establishment of bi-directional service to the station included in the VRE System Plan is estimated to generate up to 8,000 new peak period VRE trips per day by 2020 and up to 10,000 new peak period trips by 2040².

How will the project improve auto and pedestrian safety? Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute). At the station, a grade-separated pedestrian connection will be constructed

¹ See VRE Parking Real-Time Data Study (report attached) and VRE CEO reports for parking utilization rates: <http://www.vre.org/about/board/board-agenda-minutes/>

² VRE System Plan Final Report, Ridership, Capital Cost and Operations and Maintenance Cost Estimating Technical Memorandum, February 2014, <http://www.vre.org/projects-plans/plans/2040/>

between the existing station platform, located on the south side of the railroad right-of-way (ROW), and the north side of the ROW, to provide a safe pathway for pedestrians traveling to/from the station.

How will the project improve regional connectivity? This project improves connectivity between Manassas Park and Activity Centers in Alexandria, Arlington, and Washington D.C., including King St/Old Town, Carlyle/Eisenhower East, Crystal City, Pentagon City, Pentagon, Capitol Hill, and NOMA.

How will the project improve bicycle and pedestrian travel options? The Manassas Park parking facility is proposed to be located in a dense mixed-use district with multi-family residential (apartment buildings), institutional (City Hall), and retail within easy walking distance. This project will allow VRE riders to “park-once” and access services and retail before or after their commute. The city may desire to use the parking as a spur for redevelopment of the town center, and use the parking spaces at nights and one weekends (when VRE patrons are not using the spaces) to serve other uses. Bicycle parking will also be incorporated as appropriate into the facility.

How will the project improve the management and operation of existing facilities through technology applications? VRE is in the process of installing automatic parking counters at all parking facilities. The Manassas Park parking garage will also include technology that will provide real-time information about parking availability to improve convenience of access for riders. This technology will also help reduce cruising time which will reduce emissions by patrons of the garage.

Additional Information in Support of This Project

List internet links to any additional information in support of this project:

City of Manassas Park Comprehensive Plan chapters referencing the VRE, the proposed parking facility, and its connection to Park Center, the city’s town center.

http://www.cityofmanassaspark.us/Public_Documents/ManassasParkVA_CompPlan/chapter%205.pdf

http://www.cityofmanassaspark.us/Public_Documents/ManassasParkVA_CompPlan/chapter%2012.pdf

City of Manassas City Center Redevelopment District reference in Comp Plan:

<http://www.cityofmanassaspark.us/images/pdf/Ch11%20Land%20Use%20%20Urban%20Design.pdf>

Monthly VRE CEO Reports list Parking Utilization:

<http://www.vre.org/about/board/board-agenda-minutes/>