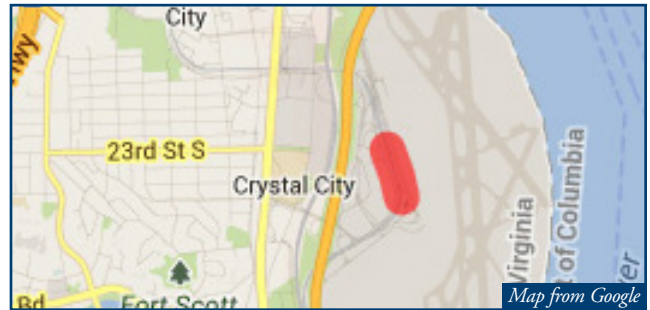




Project Description Form — 8F

Basic Project Information

- 1. **Submitting Agency:**
Washington Metropolitan Area Transit Authority (Metro)
- 2. **Project Title:** Upgrade of interlocking and platform/girder repairs at Ronald Reagan Washington National Airport (RRWNA) station.
- 3. **Project Type:**
 Roadway Multimodal Transit
- 4. **Project Description/Scope:** Upgrade of interlocking and platform/girder repairs at RRWNA station. This total project will restore the capability to turn back Metrorail trains just past the RRWNA station on the Yellow/Blue Line, so as to provide increased operational flexibility.
- 5. **Route (if applicable)/Corridor:**
Metrorail Blue/Yellow Line in Corridor 8
- 6. **Total Project Cost:** \$10,000,000 to \$15,000,000
- 7. **Total Funds Required:** \$5,000,000 for the interlocking upgrade
- 8. **Phase/s of Project Covered by Funding:** Design and construction for the procurement, engineering, and installation of switches. Also includes cable installation effort which will be required to power and operate the switches.



- 9. **Project Milestones (by phase, include all phases):**
 - Design Start: FY 2014
 - Construction Start: FY 2014
 - Construction Complete: FY 2014
 - Future Phase: Future phase includes platform and girder repairs associated with this project to allow the use of the center track at RRWNA
- 10. **In TransAction 2040 plan?**
 Yes No
- 11. **In CLRP, TIP or Air Quality Neutral?**
Not in CLRP; this project would improve air quality.
- 12. **Leverages Sources:**
 Local State Federal
 Other (please explain)

PROJECT ANALYSIS			
Tier I <input type="checkbox"/> Pass <input checked="" type="checkbox"/> Fail	Tier III Congestion Reduction Relative to Cost:		
Tier II 0 out of 8 points	Plan <input type="checkbox"/> CLRP <input type="checkbox"/> TA2040 only	Rating <input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	

Stated Benefits

- 1. What regional benefit/s does this project offer?** This project will enable Metro to increase service frequency in this section of the system in the event that single tracking is necessary because of planned maintenance or service disruptions. This is particularly important where a train or equipment/system malfunction occurs during normal service hours. Re-activating the switches will allow Metro to use the center track at the RRWNA station as a pocket track to store disabled trains or to insert an extra train to relieve overcrowding and address special-event needs. This project could allow for a shuttle between RRWNA and Rosslyn stations if a new Rosslyn station is built.
- 2. How does the project reduce congestion?** This project can reduce congestion on Metrorail by enabling trains to operate more frequently with greater throughput during periods of planned maintenance and in instances of service disruptions; also, should there be a second Rosslyn station, a shuttle operation will reduce congestion entering and at Rosslyn, on a regular basis.
- 3. How does the project increase capacity?** (*Mass transit projects only*) This project can increase capacity, and should there be a second Rosslyn station, it will increase capacity on a regular basis.
- 4. How does the project improve auto and pedestrian safety?** Should there be a second Rosslyn station, the improved transit service will increase transit mode share and reduce auto Vehicle Miles Traveled (VMT). Reduced VMT as a general rule results in improved safety in terms of fewer crashes.
- 5. List internet address/link to any additional information or documentation in support of project benefits.** (*Optional*) N/A
- 6. Project Picture/Illustratives** N/A