NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Project Description Form — 8I

Basic Project Information

1. **Submitting Agency:**
   Virginia Railway Express (VRE)

2. **Project Title:** VRE Alexandria Station Tunnel

3. **Project Type:**
   ☐ Roadway ☐ Multimodal ☑ Transit

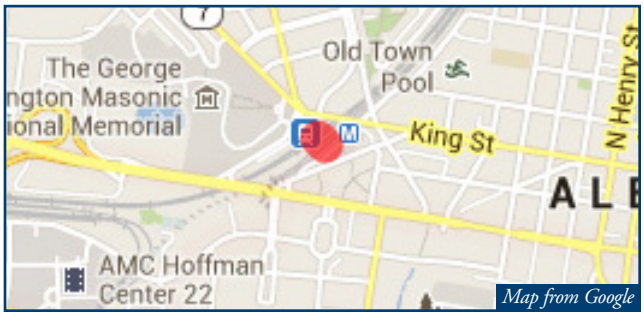
4. **Project Description/Scope:** This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King St. Metrorail station and the improvement of the VRE station east side platform to enable it to service trains on both sides.

5. **Route** *(if applicable)***/Corridor:**
   I-95 / I-395 / US 1 / Corridor 8

6. **Total Project Cost:** $10,000,000

7. **Total Funds Required:** $1,300,000

8. **Phase/s of Project Covered by Funding:** The requested funding fills a shortfall in construction funds for the project and allow it to proceed to the next phase (construction phase).



9. **Project Milestones** (*by phase, include all phases*)**:**
   - NEPA/design of the project is underway; estimated completion March 2014

10. **In TransAction 2040 plan?**
    ☑ Yes ☐ No

11. **In CLRP, TIP or Air Quality Neutral?**
    Yes, CLRP. Yes, TIP, ID #2090

12. **Leverages Sources:**
    ☐ Local ☐ State ☑ Federal
    ☐ Other (*please explain*)
    These funds will provide the local match needed to leverage $8,700,000 of federal funds identified by VDOT.

PROJECT ANALYSIS

Tier I ☑ Pass ☐ Fail

Tier II 8 out of 8 points

Tier III Congestion Reduction Relative to Cost:

Plan ☑ CLRP ☐ TA2040 only ***Rating*** ☑ High ☐ Med ☐ Low

Stated Benefits

1. **What regional benefit/s does this project offer?** The requested funding fills a funding shortfall for the project and allows it to proceed to construction. The project benefits pedestrian safety and connectivity at Alexandria Union Station/VRE Station and the King St. Metrorail station, an important regional transportation hub. The project will construct a pedestrian tunnel connection between Alexandria Union Station and the King St. Metrorail station. This connection will be used by the estimated 2,300 VRE, Amtrak and Metrorail riders who transfer between the VRE station and Metrorail every day as well as others who will use it to travel to/from the Metrorail station and points beyond. VRE surveys indicate that 13% of prospective tunnel users are from Fairfax County, 45% are from Prince William County, 4% are from the City of Manassas, 3% are from the City of Manassas Park, 18% are from Stafford County, 17% are from the Fredericksburg area and 4% are from Fauquier County and other points west.

   The project will also modify the VRE station east side platform to enable it to service trains on both sides which expands VRE and Amtrak operational flexibility and the maintenance of on-time performance (OTP). Maintaining high levels of OTP and service predictability are crucial to sustain and grow commuter/passenger rail ridership and retain VRE and Amtrak as viable regional travel options. As the station serves both the VRE Fredericksburg and Manassas Lines as well as Amtrak trains it will benefit riders from all VRE member jurisdictions, including jurisdictions beyond the NVTA boundaries.

2. **How does the project reduce congestion?** VRE (and Amtrak) helps reduce regional congestion by providing an alternative commuting mode to the single occupancy vehicle. Two VRE trains in an hour carry the equivalent capacity as one lane of traffic on I-95/I-395. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-95/I-395/US 1 travel corridor and contributes to the reduction of regional congestion.

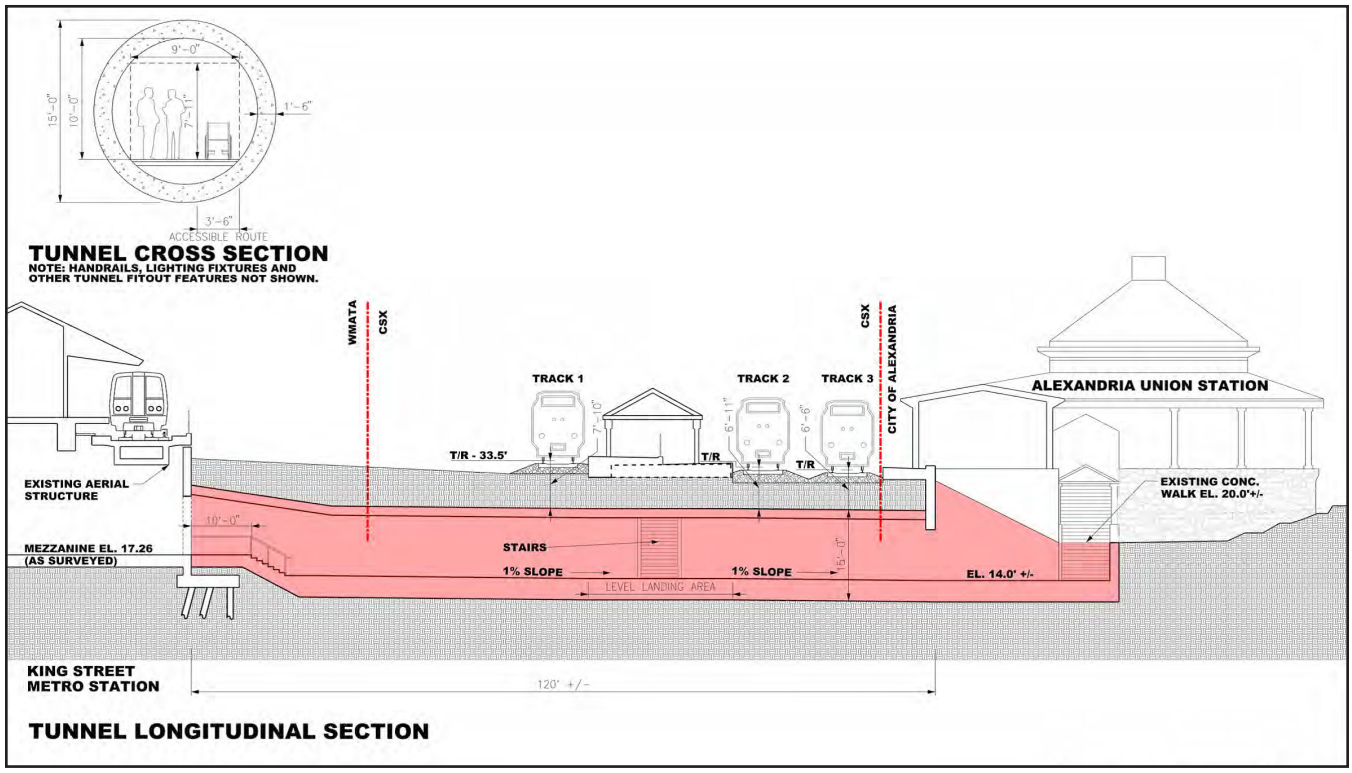
3. **How does the project increase capacity?** *(Mass transit projects only)* The project expands the platform/boarding capacity at the station. It also expands operational capacity for VRE, Amtrak and freight trains at the Alexandria station and within the overall regional CSX rail corridor. The project also expands pedestrian capacity by providing an ADA-compliant, grade-separated pedestrian crossing of the railroad tracks and connection between the VRE station and the King St. Metrorail station.

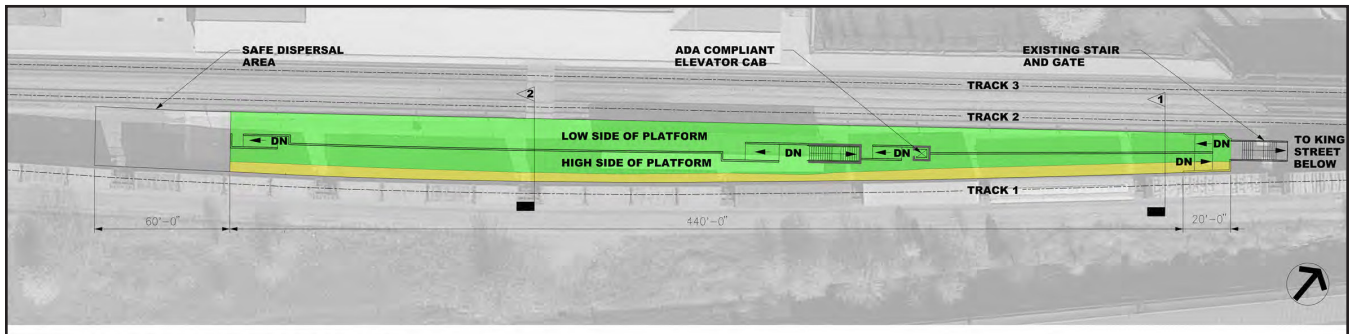
4. **How does the project improve auto and pedestrian safety?** Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute). At the station level, the project improves pedestrian safety by providing a handicap accessible, safe and much shorter route for pedestrians connecting between the VRE station and the King St. Metrorail station. The platform height will also be adjusted to the correct standard making it safer for pedestrians to get on and off the train.

5. **List internet address/link to any additional information or documentation in support of project benefits.** *(Optional)* The VRE annual Master Agreement survey documents VRE ridership characteristics including the number of riders destined for the Alexandria station, riders origin jurisdiction and the number of riders transferring from VRE to Metrorail or bus at the Alexandria station. Survey results are available from VRE.

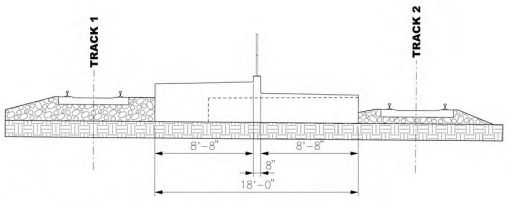
   Information on the project can be found on the VRE web site at http://vre.org/about/projects/cip/Alexandria%20Pedestrian%20Tunnel/Alexandria_pedestrian_tunnel.html

6. Project Picture/Illustratives

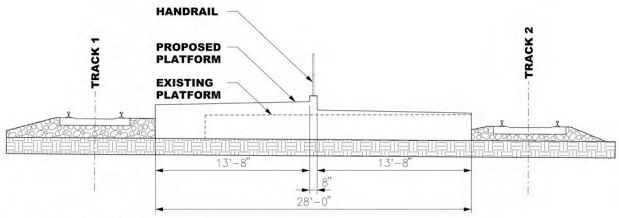




ENLARGED PLATFORM PLAN



PLATFORM SECTION 1



PLATFORM SECTION 2

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