



FY 2015-16 PROJECT DESCRIPTION FORM (8V)

Basic Project Information

Submitting Agency: Virginia Railway Express

Project Title: VRE Rippon Station Platform Improvements (8V)

Project Type (check one):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): I-95/I-395/US 1, Corridor 8

1. **Project Description:** This project includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.
2. **Requested NVTA Funds:** \$10,000,000
3. **Phase(s) of Project Covered by Requested NVTA Funds:**
This project includes NEPA, design and construction.
4. **Total Cost to Complete Project:** \$14,633,000
5. **Project Milestone -Study Phase:** Start of Study (month/year) N/A
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE (month/year) August 2015
7. **Project Milestones -Final Design:** Start of Final Design - September 2016
8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - October 2017
9. **Project Milestone – Construction:** Start of Construction - January 2018
10. **Project Milestone – Mass Transit Vehicle Acquisition:** N/A
11. **Is Project in Transaction 2040:**
Yes (x) No ()
12. **Project in 2010 CLRP:** Yes



13. Project Leverages other Funding: (please state amount)

- Local ()
- State (x)
- Federal (x)
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The requested funding expedites the delivery of the project. The Rippon second platform is part of the overall VRE plan to expand Fredericksburg Line station capacity to be able to serve all stations from either side of the railroad ROW which expands VRE operational flexibility and supports the maintenance of on-time performance (OTP). Second platforms are already in place on the Fredericksburg Line at Alexandria, Franconia-Springfield and Woodbridge. Maintaining high levels of OTP and service predictability are crucial to sustain and grow commuter rail ridership and retain VRE as a viable regional travel option.

- **How does the project reduce congestion?**

VRE helps reduce regional congestion by providing an alternative commuting mode to the single occupancy vehicle. Two VRE trains in an hour carry approximately 2,000 persons or 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 corridors and contributes to the reduction of regional congestion.

- **How does project increase capacity? (Mass Transit Projects only)**

The project will modify the VRE station platforms service longer trains and service trains from any track in the railroad ROW, or two trains at one time, and bi-directional train flows. Improvement of the Rippon station will enhance long-term operational flexibility for VRE and freight trains, which supports expanded operational capacity within the VRE system and overall regional CSX railroad corridor as part of the larger effort to provide a continuous CSX-Fredericksburg Line third main track from Washington, DC to the VRE Crossroads Yard in Spotsylvania County. The third track project is identified in the VRE System Plan as critical to expanding VRE peak period commuter service and the establishment of bi-directional service to respond to long-term regional travel needs.

- **How does 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).

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