



# Project Description Form — 8L

## Basic Project Information

- 1. **Submitting Agency:**  
Virginia Railway Express (VRE)
- 2. **Project Title:** VRE Lorton Station Second Platform
- 3. **Project Type:**  
 Roadway    Multimodal    Transit
- 4. **Project Description/Scope:** This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.
- 5. **Route (if applicable)/Corridor:**  
I-95 / I-395 / US 1 / Corridor 8
- 6. **Total Project Cost:** \$9,240,000
- 7. **Total Funds Required:** \$7,900,000
- 8. **Phase/s of Project Covered by Funding:** Final design, construction



- 9. **Project Milestones (by phase, include all phases):**
  - NEPA and preliminary engineering: Complete
  - Final design/permitting\*: FY 2014
  - Construction Start\*: FY 2014
  - Construction Complete: FY 2015

\*Final design, permitting and construction start within 12 months of receipt of funding.
- 10. **In TransAction 2040 plan?**  
 Yes    No
- 11. **In CLRP, TIP or Air Quality Neutral?**  
Yes, CLRP. Yes, TIP, ID # 2810
- 12. **Leverages Sources:**  
 Local    State    Federal  
 Other (please explain)

PROJECT ANALYSIS			
<b>Tier I</b> <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Fail	<b>Tier III Congestion Reduction Relative to Cost:</b>		
<b>Tier II</b> 6 out of 8 points	<b>Plan</b> <input checked="" type="checkbox"/> CLRP <input type="checkbox"/> TA2040 only	<b>Rating</b> <input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	

# Stated Benefits

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- 1. What regional benefit/s does this project offer?** The Lorton VRE Station is a regional transit hub, serving not only VRE trains but also Fairfax Connector local and regional (Tysons Corner) destinations. The requested funding expedites the delivery of the project. The project will modify the VRE station to add a second platform that will enable it to service longer trains with higher passenger loads from either side of the railroad right-of-way (ROW). The Lorton second platform is part of the overall VRE plan to expand Fredericksburg Line station capacity to be able to serve as many stations as possible 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.

The station serves the VRE Fredericksburg Line and is the destination for an estimated 306 VRE riders (612 trips) each day, including federal/military employees at Fort Belvoir and is the most frequent rider destination outside of the VRE Alexandria-Arlington-DC core stations. Of that total, VRE surveys indicate that 4% are from Prince William County, 45% are from Stafford County and 46% are from the Fredericksburg area and points south. In addition, the station is the origin location for approximately 4.4% of Fredericksburg Line riders or 225 persons (450 trips), the majority who reside in Fairfax County. The project will benefit riders from all VRE Fredericksburg Line member jurisdictions, including jurisdictions beyond the NVRTA boundaries.

- 2. 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 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 will increase platform/boarding capacity at the station. It also expands operational capacity for VRE and freight trains between the Lorton and the Woodbridge Station second platform as these stations are located between two universal interlocking rail crossovers as well as within the overall regional CSX rail corridor when combined with the dual platform capacity at Alexandria, Franconia-Springfield, Woodbridge and the planned second platform at the Rippon 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 second platform and associated grade-separated pedestrian bridge improve pedestrian safety by providing a safe pathway and landing for pedestrians to utilize both tracks.
- 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 each station and riders origin jurisdiction. Survey results are available from VRE

- 6. Project Picture/Illustratives** Renderings of the proposed Lorton second platform can be found on the VRE web site at [http://vre.org/about/projects/cip/Lorton\\_station/Lorton\\_station\\_expansion.html](http://vre.org/about/projects/cip/Lorton_station/Lorton_station_expansion.html)