



**Rail Enhancement Fund
Project Application Form**

Internal Use
DRPT Tracking #

Date: 2-1-10, revised 2-3-10

A. Name of Applicant (Name and Address)

Virginia Railway Express (VRE)
1500 King Street
Suite 202
Alexandria, VA 22314

Applicant type:

- Passenger Railroad
- Freight Railroad
- Locality
- Business
- Other _____

B. Contact Information:

Responsible Person/Title: Mr. Zehner, Chief Executive Officer

Telephone: (703) 838-5411 Fax: (703) 684-1313 Email: dzehner@vre.org

Project Manager/Title: Sirel Mouchantaf, Director, Construction & Facilities

Telephone: (703) 684-1001 Fax: (703) 684-1313 Email: smouchantaf@vre.org

C. Project Title: Alexandria Union Station Pedestrian Tunnel

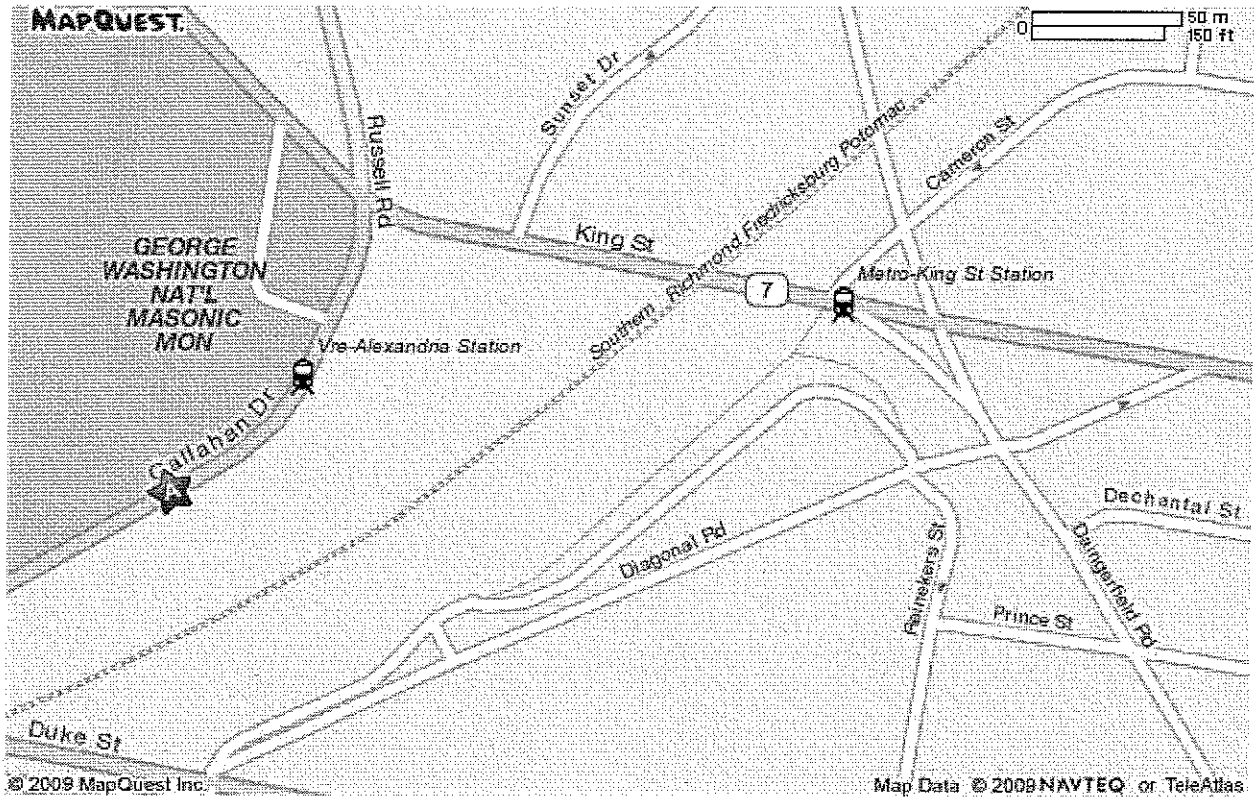
D. Project Location: (City/County, Rail line, Railroad Mile Post, attach map)

Alexandria Union Station
110 Callahan Drive
Alexandria, VA 22301

E. Owner of Property/Right-of-Way/Facility/Personal Property: CSX/WMATA/City of Alexandria

F. Responsible Party for Continuous Maintenance of Project: WMATA/VRE

Alexandria Union Station



Proposed Pedestrian Tunnel

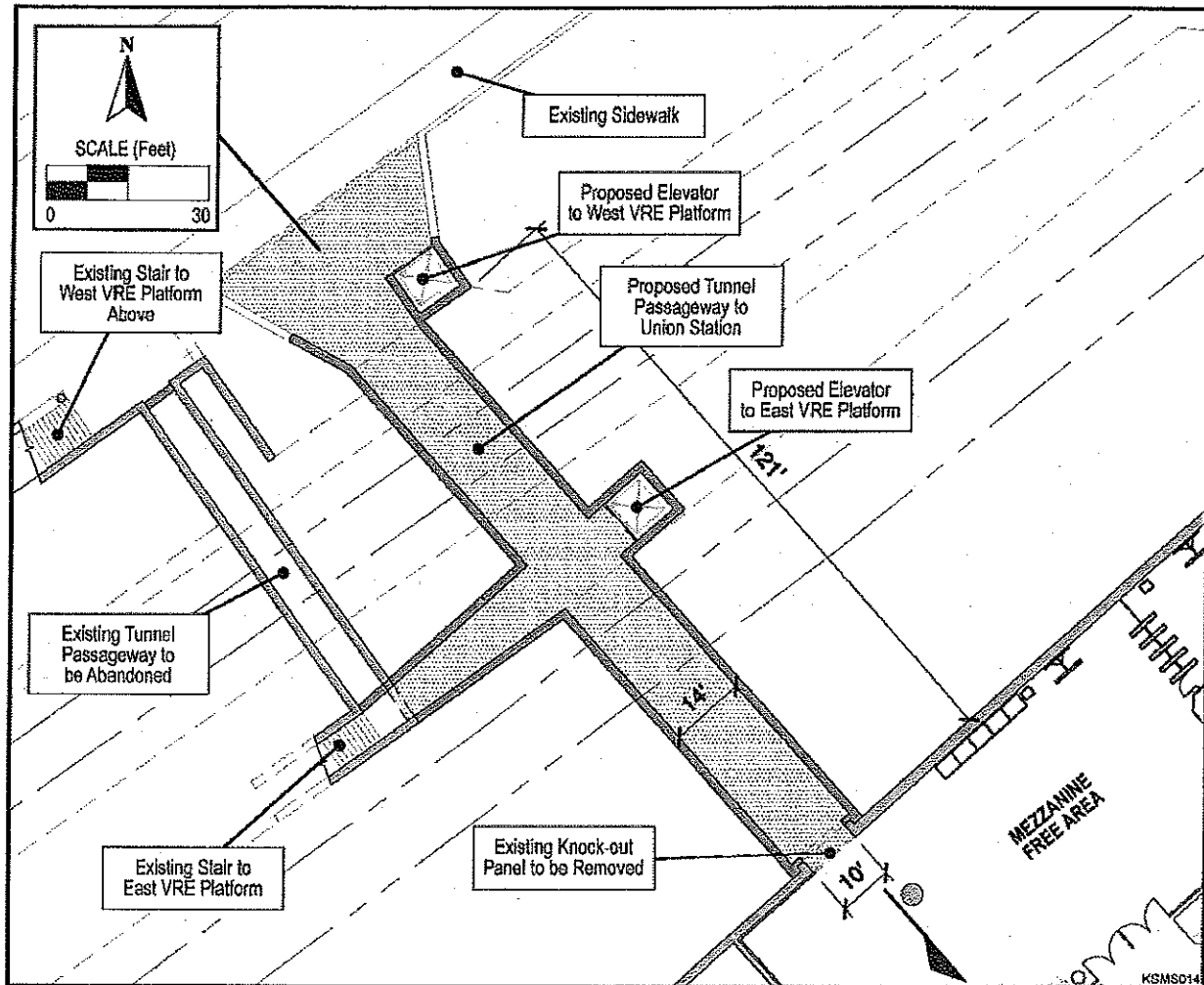


Figure 4-2: Aerial Plan – Union Station Tunnel Passageway Connection

Source: King Street Station Access Improvement Study, September 2008

G. Project Information:

1) Description of Project:

The project provides for the design and construction of an ADA accessible pedestrian tunnel passageway, including elevators, connecting Alexandria Union Station, used by Virginia Railway Express (VRE) and Amtrak passenger trains, and the King Street Metrorail station. The existing, eastern passenger platform at Alexandria Union Station would also be modified as part of the project and space constructed within the existing King Street Metrorail station for the Alexandria DASH Transit Shop (to be relocated from its current location at 1775-C Duke Street).

This application includes planning/environmental analysis, preliminary engineering, and final design as the first phase of the project. Construction of the proposed improvements will be completed as the second phase of the project. A separate Rail Enhancement Fund (REF) application will be submitted for Phase 2, Construction, funding.

2) Project Objective:

The objective of the project is to improve passenger safety, intermodal connectivity and VRE operational efficiency and fluidity of service by constructing an ADA-compliant pedestrian underpass to connect the eastern and western platforms at Alexandria Union Station and enhance the pedestrian connections between the train station and the King Street Metrorail station and points to the east in Old Town Alexandria, including the Carlyle development. The improvements to the existing VRE eastern platform also included in the project will allow the eastern platform to be serviced from both sides, which will provide the capability to maneuver a VRE train around freight traffic, stopped passenger trains or other bottlenecks and serve the Alexandria Union Station platforms from either the east or west side of the tracks. Finally, the co-location of a DASH Transit Shop at the King Street Metrorail station will improve transit customer convenience, including VRE customers, by providing easy access to transit fare products and information.

3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:

This project will complement the VRE Second Platform Program. VRE plans to add 2nd platforms with grade-separated pedestrian connections between platforms to all Fredericksburg Line stations to improve passenger safety when boarding trains and operational efficiency and fluidity by allowing VRE trains to board/alight passengers at platforms located on either side of the CSX rail right-of-way (ROW) over which VRE operates. Second platforms are currently in place at the Franconia-Springfield, Woodbridge and Quantico stations. Funding has been approved, through the REF program, to initiate design of second platforms at the Lorton and Rippon stations.

The VRE Cherry Hill 3rd Track project, also funded through the REF program, will add approximately 11 miles of 3rd track within the Fredericksburg Line ROW from Possum Point in

Prince William County to Arkendale in Stafford County. The Cherry Hill 3rd Track segment expands the existing 3rd Track network, including the L'Enfant to Alexandria segment, funded by the Commonwealth, and the Alexandria to Franconia segment currently under construction, also funded by the Commonwealth, to the south. In tandem with dual platforms, a continuous third track between Washington, DC and Fredericksburg greatly enhances operational efficiency and on-time performance (OTP) for both passenger and freight trains operating in the CSX corridor. The Cherry Hill 3rd Track project also includes the reconstruction of the existing western platform at the VRE Quantico station.

4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)

This project provides significant Public Benefits in several areas:

Pedestrian safety

The construction of an ADA-compliant pedestrian tunnel between the eastern and western platforms at Alexandria Union Station will greatly enhance pedestrian safety by eliminating the current practice of allowing VRE and Amtrak passengers to access the stations eastern platform by crossing the tracks via the existing, at-grade wooden crossing. The new tunnel will include elevators on both sides of the track to improve ADA access for passengers.

The tunnel will also improve pedestrian access by creating a direct connection between the train station and the King Street Metrorail station. This new connection will replace the circuitous route passengers must travel to transfer between VRE/Amtrak trains to the Metrorail system. Currently, a lack of clear signage creates confusion for transit users traveling between Union Station and the King Street station, Old Town Alexandria and surrounding areas. Poor lighting and decaying infrastructure along the current pedestrian route make the connection appear unsafe while ineffective storm drainage presents physical hazards.

Travel Time Savings

VRE service has expanded from an initial 16 trains a day to 30 trains a day while ridership has risen beyond the original vision of 10,000 trips per day to approximately 16,000 trips per day as of December 2009. Amtrak operates 26+ trains per day and serve multiple VRE stations between Fredericksburg and Washington, DC, on the Fredericksburg Line, and between Manassas and Washington, DC on the Manassas Line. CSX operates approximately 25 daily freight trains in the corridor.

However, VRE on-time performance (OTP) and reliability has been adversely affected, in turn resulting in increased travel time and delays experienced by VRE passengers, as a result of:

- Shared use of a railroad infrastructure with long established traffic patterns for freight and intercity passenger trains
- Differences in operating speeds between passenger and freight trains and the need to operate in mixed traffic during the weekday commute periods
- Increasing volume of freight traffic in the shared rail corridor, especially the CSXT RF&P subdivision

Because of these factors, VRE trains have been delayed by slow-moving or stopped freight or Amtrak passenger trains operating on the CSXT western mainline tracks, where the Alexandria Union Station main platform is located. In October 2009, for example, VRE trains incurred 122 minutes of delay as a result of following Amtrak trains out of Union Station. With 12 VRE trains delayed, the average delay was 10 minutes per occurrence; however several delays were in the 13-16 minute range. While the number of late Amtrak trains was less in November 2009, the length of the delay increased. There were 6 delayed trains delayed for a total of 70 minutes, or an average of 12 minutes per train, with half of them between 14 and 19 minutes. This project will minimize the possibility for delay by allowing flexibility to maneuver a VRE train around a slow-moving or stopped train and serve the Alexandria station from either platform.

Additional Benefits

Additional public benefits to result from this project include a reduction in the number of highway vehicles by providing commuters an efficient, reliable alternative to driving. The project will also result in congestion relief on regional roadways and a reduction in automobile emissions and other pollution costs due to reductions in vehicle miles traveled as a result of commuters shifting to passenger trains.

5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.

H. Type of Project:

- 1) New Construction Rehabilitation Study
- 2) Rail Infrastructure Rail Facility/Station
 Equipment/Rolling Stock Signals/Communication Equipment
- 3) Other _____

I. Application Scope of Work Covers:

Entire Project A Phase of a Multi-Phase Project Completion Phase

J. Project Budget Summary:

Preliminary Service, Engineering, or Feasibility Study	\$ 230,000
Environmental Evaluation	_____
Design Engineering	970,000
Right of Way Acquisition	_____
Construction	_____
Construction Management	_____
Lease/Acquisition of Equipment	_____
Public Involvement (if applicable)	_____
Other _____	_____
 Subtotal Project Budget	 \$1,200,000
 Total Project Budget	 \$1,200,000

*Please note that while the total estimated project cost is \$8 million, budget information is only being provided for Phase 1, Engineering/Design of the project.

K. Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

L. Rail Enhancement Funds Requested in this Application: \$ 840,000
Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.

M. Local Match Required by Applicant: \$ 360,000
At least a minimum 30% of Total Project Budget

If Overmatch, Provide Percentage _____

1) Match Breakdown by Source (Including any in-kind match)

- a. Provider of Local Match City of Alexandria
- b. Status (confirmed/anticipated) Anticipated
- c. Attach justification for value of in-kind match.

2) Other Funding Sources Beyond Match Requirement

a. Provider of Overmatch _____

b. Status (confirmed/anticipated) _____

N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.

Grant notice to proceed: 3/01/11

30% design complete: 10/1/11

Final design complete: 4/1/12

O. Statement of how this project promotes or does not preclude dual/multi-access use.

The pedestrian improvements associated with this project will be useable by VRE, Amtrak and WMATA/Metrorail passengers. Station-related improvements will be useable by VRE and Amtrak.

P. List additional users of rail line, facility, and/or equipment.

WMATA, Amtrak, CSX Transportation.

Q. Identify any possible environmental or other issues/concerns within the scope of this project.

Alexandria Union Station is a historic property. The project will comply with all applicable local, state and federal regulations.

Required Attachments:

Application is not complete without items 1-6 completed by the Applicant and submitted with the Application. Items 1-4 can be found on the DRPT website:

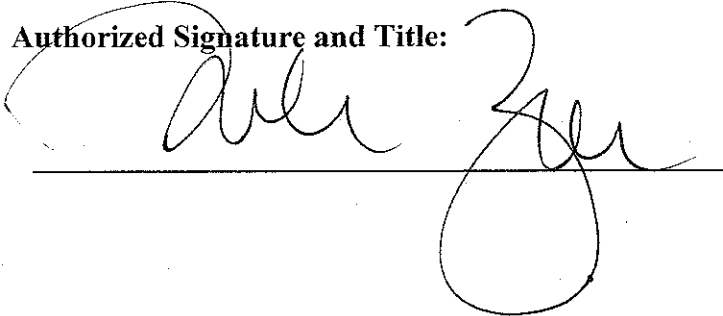
<http://www.drpt.virginia.gov/projects/ref.aspx>

1. Attachment A - Project Data Information Form (Provided)
2. Attachment B - Application Checklist (Provided)
3. Data Request Form (Provided electronically in Excel)
4. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)
5. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)
6. Certification of Additive Investment (To be provided by Applicant)
7. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.
8. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)

Application and Attachment Certification

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

Authorized Signature and Title:



Date:

2/3/2010



**Rail Enhancement Fund
Project Application
Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219



**Rail Enhancement Fund
Project Application**

Internal Use
DRPT Tracking #

**Attachment A
Project Data Information Form**

Date: 2-1-10, revised 2-3-10

Name of Applicant and Project

Virginia Railway Express (VRE)
1500 King Street
Suite 202
Alexandria, VA 22314

Project: Alexandria Union Station Pedestrian Tunnel

General Instructions: Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

Terms:

Project Cost and Construction Period: Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

Demand Characteristics: This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

Steady State Demand: This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

Project Impact on Travel Distance: This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

Demand Characteristics for a 15-year Performance Period: This term refers to the project output by performance year, which will be utilized to determine the public benefits and to

determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

**Attachment A
Form A1 – Project Cost and Construction Period**

First Construction Year: 2011

Last Construction Year: 2013

Year	Total Project COST	Total DRPT COST
Year 1	\$1,200,000	\$840,000
Year 2	\$6,800,000	\$4,760,000
Year 3		
Year 4		
Year 5		
Total	\$8,000,000	\$5,600,000

Notes:

Assumes a grant notice to proceed 3/01/11

Funding request for this application is for Phase 1, Engineering/Design, \$1,200,000

A separate grant application will be submitted for Phase 2, Construction, \$6,800,000

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A
Form A4 – Passenger Service – Commuter/VRE**

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual VRE Passengers (Existing)	Passengers/Year	3,857,646 FY 2009
	Steady State Demand – Additional VRE Passengers	Passengers/Year	16,865
	First Year Number of Additional Passengers	Passengers/Year	13,500
	Number of Years Until Steady State	Number of Years	2

Notes:

1. Passengers/year assumes one-way trip
2. Assumes 2.5% increase in passenger boarding at Alexandria station as a result of reduced delays and improved service reliability 2 years after completion of the project.
3. No expansion of VRE service is assumed.

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	VRE Passenger Trip Length (Existing)	Miles	54.1 Fredericksburg Line 35.7 Manassas Line
	VRE Passenger Trip Length (After Project Completion)	Miles	54.1 Fredericksburg Line 35.7 Manassas Line
	VRE Travel Time Per Trip (Existing)	Minutes	81.5 system average 90.2 Fredericksburg Line average 74.4 Manassas Line average
	VRE Travel Time Per Trip (After Project Completion)	Minutes	81.3 system average 89.7 Fredericksburg Line average 74.4 Manassas Line average

Notes:

1. Reductions in delays due to other train movements are projected. Prior rail improvements to reduce rail bottlenecks and improve system reliability have resulted in an approximately 20% reduction in the number of VRE delays due to train interference. Similar improvements are anticipated as a result of this project.

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

Attachment A
Form A5 – Demand Characteristics for 15-Year Performance Period

Performance Year	Performance Value*
1	13,500
2	16,865
3	16,865
4	16,865
5	16,865
6	16,865
7	16,865
8	16,865
9	16,865
10	16,865
14	16,865
12	16,865
13	16,865
14	16,865
15	16,865
Total	249,610

* For Freight Service Projects – car loads or containers per year
 For Inter-City / Amtrak Passenger Projects – passengers per year
 For Commuter / VRE Passenger Projects – passengers per year



**Rail Enhancement Fund
Project Application Checklist
Attachment B**

Internal Use
DRPT Tracking #

Date: 2-1-10, revised 2-3-10

Name of Applicant and Project:

Virginia Railway Express (VRE)
1500 King Street
Suite 202
Alexandria, VA 22314

Project: Alexandria Union Station Pedestrian Tunnel

Checklist for Application

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

Yes No

2. Project is an Additive Investment to Virginia.

Yes No

3. Project provides for, or does not preclude, shared or dual access opportunity.

Yes No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

Yes No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

Yes No

Environmental review is included as part of this project.

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

Yes No

Sample Schedule for Notice to Proceed - Planning and Design

Program: Rail Enhancement Fund
 Agreement:
 Grantee: Virginia Railway Express
 Project: Alexandria Station East Platform Tunnel
 Updated Date: 2/1/2010

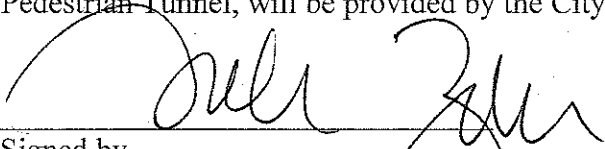
Scopes	Milestone Dates	2011												2012												2013											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Grant Notice to Proceed	03/01/11																																				
Engineering Procurement Solicitation/Award																																					
Engineering Survey and Geotech																																					
30% Design																																					
60% Design																																					
Construction Docs Permits																																					
Construction Procurement Solicitation/Award																																					
Construction																																					
Project Completion	06/30/13																																				

Note: Grantee shall use activity categories applicable to proposed project.

Certification of Match/% of Match/Documentation of Source of Match (To be provided by Applicant)

To Whom It May Concern:

I hereby certify that \$360,000, or 30 percent, of the cost of the Alexandria Union Station Pedestrian Tunnel, will be provided by the City of Alexandria.

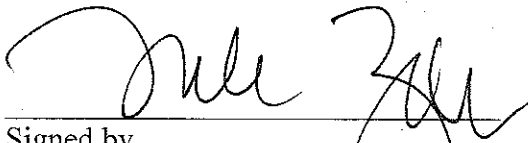

Signed by
Chief Executive Officer, Virginia Railway Express


Date

Certification of Additive Investment

To Whom It May Concern:

I hereby certify that the Alexandria Union Station Pedestrian Tunnel project would provide an additive investment to the Commonwealth of Virginia's rail system. The project will enable more efficient passenger and rail service on the CSX RF&P Subdivision.



Signed by
Chief Executive Officer, Virginia Railway Express

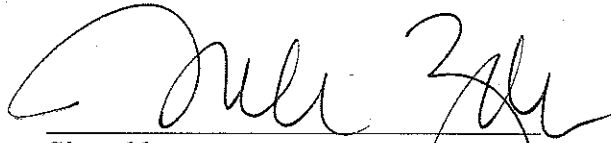
Date

2/1/10

Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.

To Whom It May Concern:

I hereby certify that the Alexandria Union Station Pedestrian Tunnel project will comply with the Small, Women, and Minority (SWAM) enterprises participation goals established for the Rail Enhancement Fund Program.



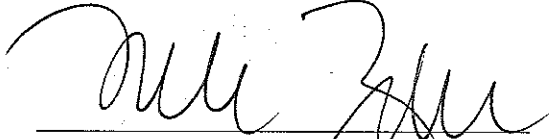
Signed by
Chief Executive Officer, Virginia Railway Express

8/1/10
Date

Statement from the owner of the facility that acknowledges the Commonwealth will have a Public Interest in Private Facilities impacted by this project

To Whom It May Concern:

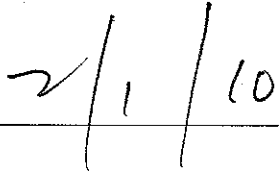
At the appropriate time, CSX Corporation will enter into an agreement to be negotiated with the Commonwealth of Virginia to protect the Commonwealth's public interest in the Alexandria Union Station Pedestrian Tunnel, located approximately at Milepost 105.1 in the City of Alexandria, VA.



Signed by



Title



Date