

**ACTION ITEM
BOARD OF SUPERVISORS**

DATE: July 18, 2006

TO: Board of Supervisors

FROM: Steve Crosby
County Administrator



ISSUE: Discuss Virginia Railway Express Parking Expansion at Brooke and Leeland

RECOMMENDATION: Approval

BUDGET IMPACT: N/A

ATTACHMENTS: (2)

[1] Background Report

[2] Reso/Ord/Proc # R06-327

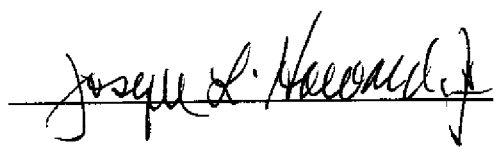
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REVIEW: [X] Legal



[] Finance

[] Budget

DEPARTMENT: Public Services

[] **Consent Agenda**

[] **Other Business**

[] **Public Hearing**

[] **Discussion Item**

[] **Presentation**

[X] **Unfinished Business**

[] **New Business**

PRESENTATION BY: Paul Milde
Supervisor, Aquia District

ELECTION DISTRICTS: Aquia & Falmouth

BACKGROUND REPORT

The Virginia Rail Express (VRE) has been operating two lines (Fredericksburg and Manassas) of commuter rail service in the Northern Virginia and Fredericksburg areas since 1992. In May 2004, Parsons Brinckerhoff (an engineering consulting firm) completed a 20 year (through 2025) Strategic Plan for the VRE. At the time of the Strategic Plan in 2004, VRE was running 24 peak hour trains each day on their two lines. Nine of the 13 station parking facilities were at or near capacity in 2004. Since the completion of the Strategic Plan, several of the station parking facilities have already increased capacity, or are in the process of doing so.

Ridership Projection: Currently, there are 29 trains operating on the two lines. Thirteen trains operate on the Fredericksburg line each day and carry between 7,500 and 8,000 passengers daily. The 16 trains on the Manassas line currently carry between 6,700 and 7,400 passengers daily. This means that 2006 VRE ridership ranges from 14,200 to 15,400 passengers daily. The Strategic Plan forecasts an increase in total daily VRE ridership by 2025 ranging from 21,000 to 31,000 passengers daily on the two lines. This means a growth in ridership of between 48% – 100% in the next 20 years. The VRE Strategic Plan used available population and employment numbers as well as comprehensive plans for the area to help forecast ridership growth. The results of working with this data showed continued growth of people traveling to jobs in the Central Business District of Washington, D.C. from Northern Virginia and the Fredericksburg areas (including the Brooke and Leeland Road Stations). According to the VRE Strategic Plan, 35% – 40% of the workforce travels from the Fredericksburg area north to D.C. by VRE. The Strategic Plan offered a wide range of future growth possibilities, but all scenarios indicated growth of some magnitude. The VRE Strategic Plan has recommended that VRE set a target of growth to approximately 25,000 to 30,000 daily riders by 2025. This is almost double the current daily ridership.

Fredericksburg Line Parking Projection: Accompanying the targeted ridership growth, new parking facility demands were also forecast. According to the Strategic Plan, the parking facilities will have to grow with the ridership to meet this new demand. At the time of the Strategic Plan, Brooke Station had 300 parking spaces and Leeland Road Station had 652 parking spaces. The Strategic Plan projected that a total of 4,000 to 7,400 parking spaces on the Fredericksburg line will be needed by 2025. There are currently 4,124 spaces provided on the Fredericksburg line (Stafford County currently provides 1,239 of these spaces).

Brooke station has added 131 permanent additional parking spaces since the completion of the VRE Strategic Plan in 2004. Currently the County's two VRE stations provide parking facilities for 33.5% of all parking on the Fredericksburg line. Leeland Road Station is currently utilizing 156 additional temporary parking spaces provided by Maryland Development Company. This temporary parking may not be available after December 2007. Neither Brooke nor Leeland Road Stations is utilizing 100% of its parking

facilities today. As of May 2006, Brooke station parking has a 15% vacancy and Leeland Road Station has a 4% vacancy.

Brooke Station Projection: The VRE Strategic Plan is projecting a need for total number of parking spaces between 500 spaces in 2010 and 650 to 1,000 spaces in 2025 at the Brooke Station. A range of 70 to 570 additional spaces above Brooke's current parking supply of 431 spaces are projected to be needed in the future. This lot was reconstructed in 2005 by taking out medians and restriping, adding 120 spaces. In May 2006, an additional 11 spaces were added to the northern perimeter of the lot.

Leeland Road Station Projection: The VRE Strategic Plan is projecting a need for a total number of parking spaces between 652 and 850 spaces in 2010 and 800 to 1,100 spaces in 2025 at the Leeland Road Station. Currently a developer is planning a transit-oriented development that could possibly include additional parking facilities for the VRE Leeland Road Station. A range of 200 to 450 additional spaces are projected to be needed in the future.

The Brooke and Leeland Road Station Parking Lots Expansion Feasibility Study: Responding to the VRE Strategic Plan of 2004, the County approached the VRE to undertake a study to look at options for parking expansion. The Brooke and Leeland Road Station Parking Lots Expansion Feasibility Study was executed with a Memorandum of Understanding (MOU) between VRE and Stafford County. DMJM Harris (fully certified and on-call VRE consultants) completed this study in April, 2006. The scope of the study was to examine both station areas for 250 to 350 additional parking spaces at each station. The study offered several options for providing this needed parking at both Stafford County stations.

Recommendations of VRE and Stafford County Staff:

VRE and County staff examined all the options for both stations described in the Brooke and Leeland Station Parking Lots Expansion Feasibility Study. There were four options outlined for Brooke Station and three options outlined for Leeland Road Station. The high cost of constructing parking decks (\$7.5 million for Brooke and \$8.5 million for Leeland Road Station) coupled with the minimal number of additional spaces gained for this cost (additional 55 spaces for Brooke and 160 spaces for Leeland Road), was reason enough for staff to exclude parking decks from any further consideration. The findings in this study related to costs of parking decks were that a deck will cost more approximately four times the amount of a surface lot (approximately \$25,000/space in a deck versus \$6,000/space in a surface lot).

Since it will be very difficult for jurisdictions to continue to meet all of the parking demands of VRE riders, VRE initiated and completed a study to examine other options. The Strategic Plan recommended utilizing modes other than single occupancy vehicles for VRE riders to arrive at the stations. A VRE Station Access Study has been executed in response to this

recommendation. VRE and County staff recommendations will be made from the Station Access Study to work in conjunction with parking supply improvements. With this in mind, VRE and County staff have come up with the following recommendations for Brooke and Leeland Road Station parking facilities:

Brooke Station: Brooke Station Parking lot is currently owned by the Virginia Department of Transportation (VDOT). Any expansion or construction of this property will require the endorsement of VDOT. Staff will work to seek this endorsement prior to any work being undertaken.

VRE and County staff reviewed the four different options described in the Brooke and Leeland Station Parking Lots Expansion Feasibility Study. The parking deck (Option B4) was eliminated from further consideration for the reasons discussed earlier. Staff's top recommendation at the Brooke Station lot is to construct Option B1, the restriping from angle parking to perpendicular parking spaces. The cost of \$26,188 is very economical for the 93 spaces gained.

Staff recommends the use of FY2006-FY2007 Fredericksburg Area Metropolitan Planning Organization (FAMPO) Congestion Mitigation & Air Quality (CMAQ) money to design and construct the Brooke Station restriping to gain 93 spaces. This project is eligible to use CMAQ funds. Steps that would need to be taken once VDOT has endorsed this project and CMAQ funds are in place: (1) Amend the MOU that currently exists between VRE and the County to include DMJM Harris conducting the design work. This step would save time and money by using a VRE on-call consultant that is already familiar with the project and certified. DMJM Harris executed the Parking Lots Expansion Feasibility Study for the County. (2) DMJM Harris complete the design for Brooke Station. VRE estimates the design would take two months to complete. (3) Construction – possibly by VDOT (VDOT performed the previous restripings). The construction would take less than a week to complete. According to the parking feasibility study the estimated total cost for the project is \$26,188, which includes a 25% contingency cost. This expenditure has already been tentatively listed by County staff on a draft CMAQ projects list at the FAMPO Technical Committee level to use CMAQ funds that are currently available.

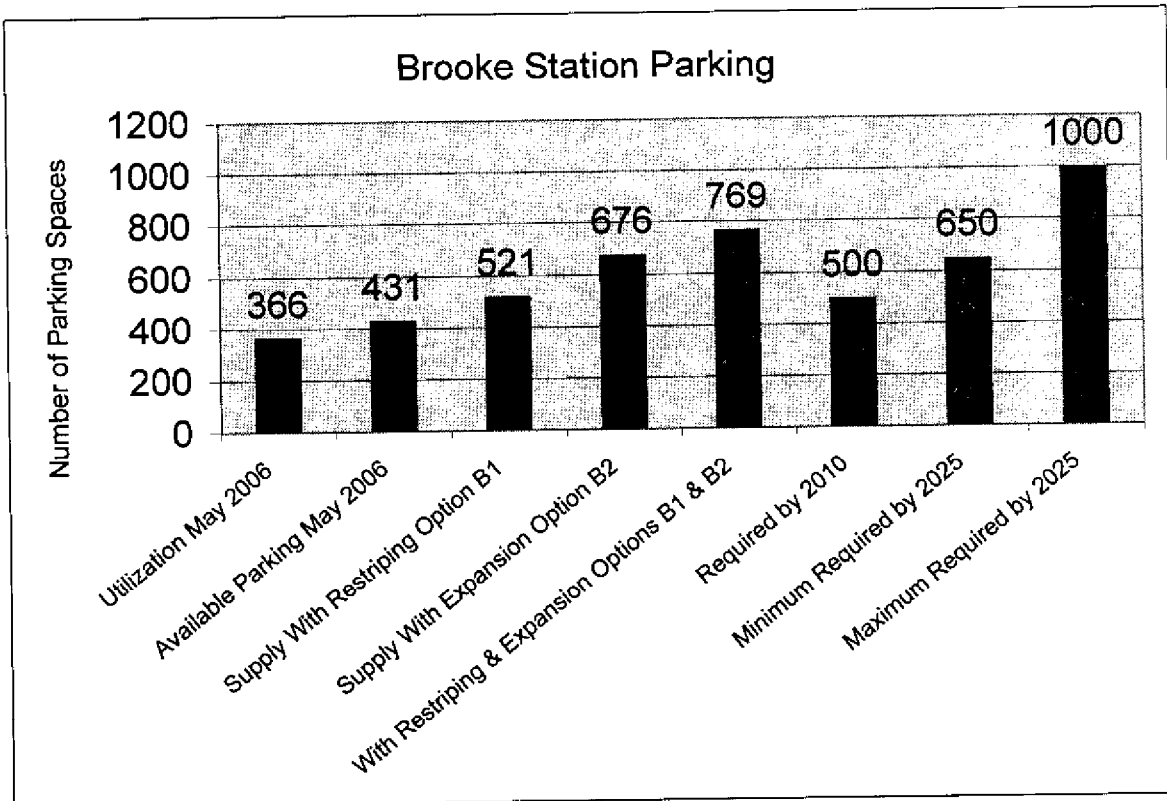
Reasons to execute this recommendation –

- Would meet the VRE Strategic Plan's projected parking needs for 2010.
- Cost effective – 93 spaces for \$26,188 (\$282/space).
- CMAQ funds are available to complete this project.
- Ease of execution – project could be completed in just over two months.

Since Option B1 (re-striping the current lot) is only a short-term fix to partially meet future parking needs, County staff has initiated an appraisal of the land and structures (Parcels 39-104 and 39-104B) that would need to be purchased for Options B2 or B3. These two options would have to be examined further by staff before any additional recommendation for expansion at Brooke Station could be given. Option B2 and Option B3 would build an additional surface lot on Parcels 39-104 and 39-104B with variations on the striping.

Option B2 would provide angle parking on the new surface lot. Option B3 would provide perpendicular parking on the same new surface lot.

The chart below shows how the different options for expansion suggested in the VRE Parking Feasibility Study will meet the projected parking needs at Brooke Station in the VRE Strategic Plan:



Leeland Road Station: The parking feasibility study for Leeland Road Station suggested three different options. Option L3 for the parking deck was eliminated from further consideration for the reasons discussed earlier. Staff examined the two remaining options (L1 and L2) for building a new surface lot on land currently owned by the Potomac Rappahannock Transportation Commission (PRTC). This land is located to the west of the current parking lot.

Option L1 is estimated to cost a total of \$1.4 million and would provide 200 additional parking spaces. Option L2 is estimated to cost a total of \$1.7 million and would provide 250 additional parking spaces. According to the parking feasibility study there is no room for a stormwater management facility with either option. There are also environmental concerns with either option. Option L2 also has the additional challenge of needing an additional access point. Therefore staff is recommending proceeding with preliminary engineering design and environmental assessment on this site for Option L1.

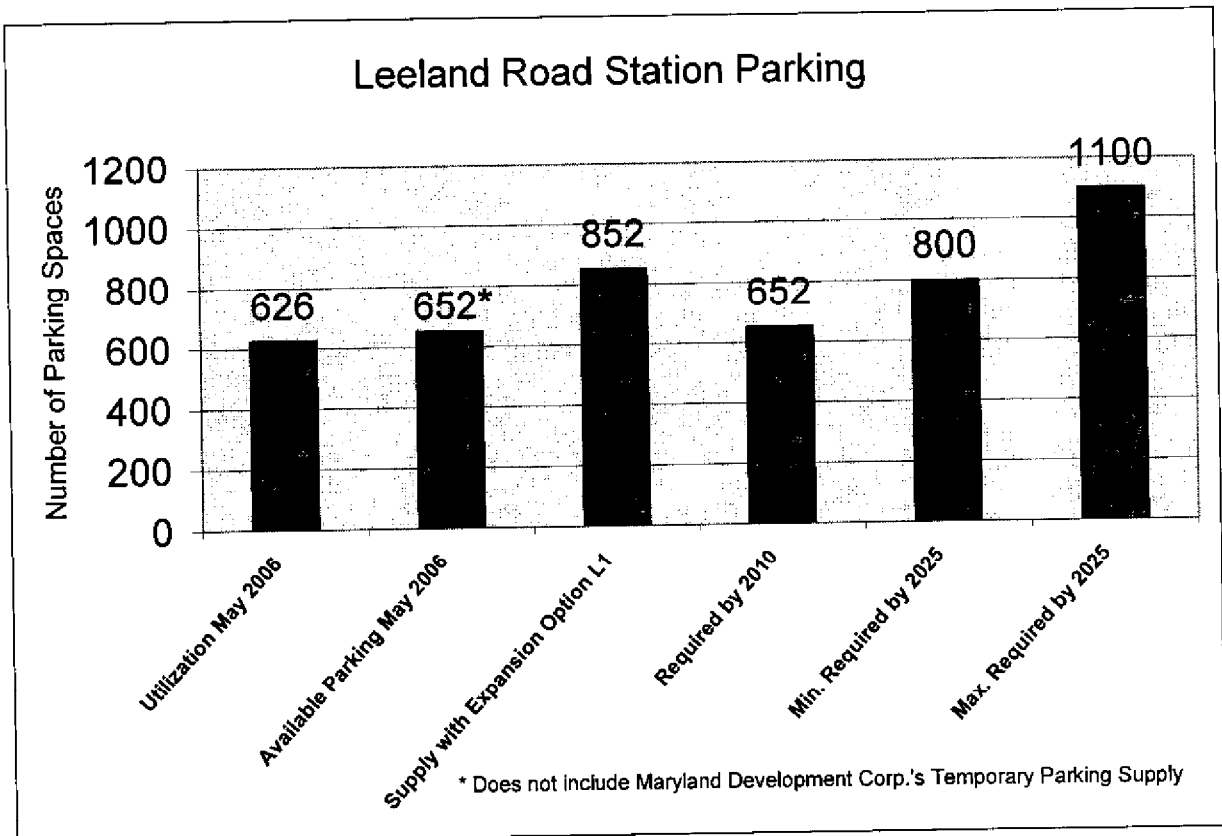
Staff is recommending the use of FY2006-FY2007 FAMPO CMAQ money to initiate preliminary design and environmental work at Leeland Road Station. The estimated cost for the construction of a new surface lot west of the existing lot is \$1.4 million. This estimate includes a 25% contingency cost. This recommended lot would potentially provide 200 additional spaces. The implementation time is 12 months. Preliminary design and environmental work costs approximately 10% of the total cost of the project or in this case \$150,000.

Steps that would need to be taken are: (1) apply to FAMPO for \$1.4 million in CMAQ funds to complete Option L1. VRE can work with Stafford County to help submit any needed applications. (2) Once CMAQ funds have been approved for this project, work with VRE to procure a contractor to execute the preliminary design and environmental. (3) County staff work with VRE to obtain any possible state or federal earmarks of \$1-\$2 million to construct the new parking facility expansion. (4) Work with VRE to advertise for a contractor to construct the facility. (5) Construct the facility.

Reasons to execute this recommendation –

- Without the additional temporary parking spaces provided by Maryland Development Corporation, Leeland Road Station is currently over capacity
- The VRE Strategic Plan shows that Leeland Road Station needs a minimum of 150 spaces by 2025. Because this station is already operating at over capacity, the need for the additional 150 spaces is sooner rather than later.
- Leeland Road Station's proposed 200 additional spaces costs less to construct at \$1.4 million, than Brooke Station's proposed 245 spaces at a minimum total cost of \$1.8 million. The total cost at Leeland Road Station is (\$7,000/space). The cost of Brooke Station's 245 additional parking spaces costs \$1.5 million without the land acquisition price. (\$6,122/space + land acquisition). The land acquisition at Brooke Station is likely to cost more than \$300,000, which would add a minimum of \$1,200/space to the total cost for the expansion at Brooke Station. Leeland Road Station would cost \$7,000/space compared to Brooke Station's total cost of \$7,322/space.

The following chart shows how the different options for expansion suggested in the VRE Parking Feasibility Study will meet the projected parking needs at Leeland Road Station in the VRE Strategic Plan:



FINAL RECOMMENDATIONS:

Endorse staff to execute the necessary steps to construct Option B1 (restriping of Brooke Station) and to construct Option L1 (construct a new surface lot for 200 spaces to the west of the current parking lot at Leeland Road Station) with CMAQ funding.

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, Stafford County Administration Center, Stafford, Virginia, on the 18th day of July, 2006:

MEMBERS:

Robert C. Gibbons, Chairman
Jack R. Cavalier, Vice Chairman
M. S. "Joe" Brito
L. Mark Dudenhefer
Peter J. Fields
Paul V. Milde III
George H. Schwartz

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION TO REQUEST THE COUNTY ADMINISTRATOR PROCEED TO RESTRIPE VIRGINIA RAILWAY EXPRESS (VRE) BROOKE STATION PARKING FACILITY AND CONSTRUCT A NEW SURFACE PARKING FACILITY TO THE WEST OF THE CURRENT LEELAND ROAD STATION PARKING FACILITY WITH CONGESTION MITIGATION & AIR QUALITY (CMAQ) FUNDS

WHEREAS, the Board has previously indicated its desire to expand Virginia Railway Express (VRE) parking facilities at both the Brooke and Leeland Road Stations; and

WHEREAS, VRE and the County have previously executed a parking feasibility study for these two stations; and

WHEREAS, the parking feasibility study recommended several options for expansion of parking facilities at both stations; and

WHEREAS, VRE and County staff have reviewed the study's options and formulated recommendations; and

WHEREAS, staff recommends the restriping of the Brooke Station parking facility to change the angular parking to perpendicular parking; and

WHEREAS, staff recommends the construction of a new surface parking facility at the Leeland Road Station to be located to the west of the current parking facility; and

WHEREAS, the construction of both of these projects will qualify for the use of CMAQ funds; and

WHEREAS, there should be no cost incurred by the County to construct these projects;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 18th day of July, 2006, that the County Administrator be and he hereby is requested to proceed to take all necessary steps to restripe the Brooke Station parking facility and the construction of a new surface parking facility at Leeland Road Station.

SC:OFD:saf:tbn
