



# APPLICATION #: ARL-023

Application Status: Accepted

Date Submitted: 07/26/2023

Local Priority: 1

## 1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

89 - Crystal City Metrorail Station Second Entrance

1.2: Secondary TransAction IDs

1.3: What is the primary TransAction corridor segment in which this project is physically located?

8-3 I-395/US 1/VRE Fredericksburg/ Blue Yellow Line - I-495 to Potomac River

1.4: What other TransAction corridor segments is this project physically located in?

1.5: Project Title

CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)

1.6: Project Subtitle

Crystal City to Ronald Reagan Washington National Airport Multimodal Connection

1.7: Primary Supported Mode

Bike and Pedestrian

1.8: Secondary Supported Modes

Rail, Bus

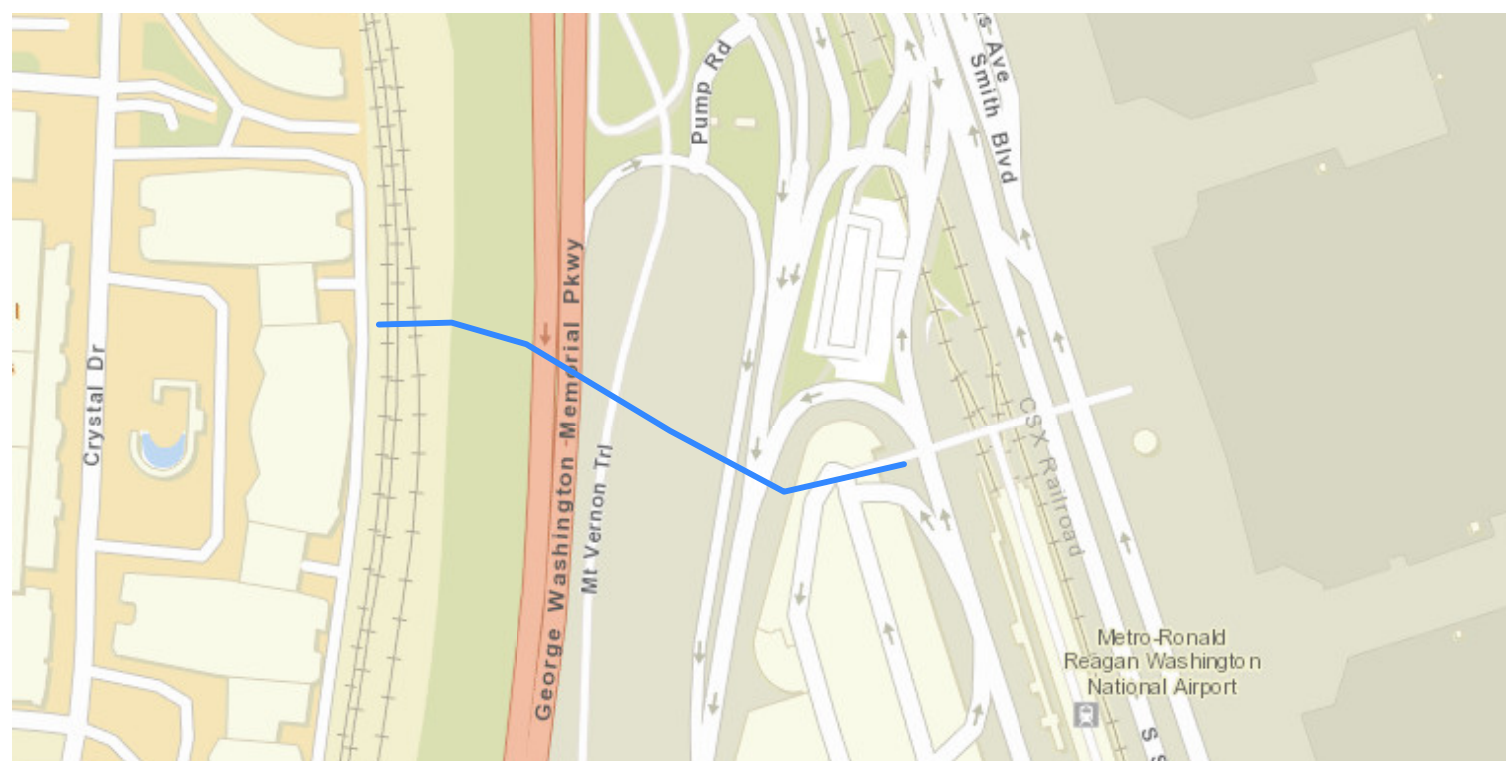
1.9: Project Description

The goal of the project is to create an intermodal connection designed to meet the needs of a broad range of pedestrians, bicyclists, and micro-mobility users of all ages and abilities between the core of Crystal City, the Mount Vernon Trail, and Ronald Reagan Washington National Airport (DCA). The Preferred Alternative would consist of a bridge extending from the future VRE Crystal City Station south entrance stair tower towards the northwest corner of the DCA Terminal 2 parking garage. The alignment and limits of disturbance of the Preferred Alternative is shown in Figure 4, attached. Access to Crystal Drive in Crystal City would be provided through the planned VRE stair tower, connecting bridge, and vertical circulation elements located at 2011 Crystal Drive. Access to the airport terminal would be determined at a later stage of design. The south stair tower connection would provide VRE and Amtrak passengers with direct access to CC2DCA. A link with the Mount Vernon Trail would be provided on the north side of the CC2DCA bridge. The Preferred Alternative is a girder style bridge that would connect to the east side of the south entrance of the future VRE Crystal City Station located at 2011 Crystal Drive. The Preferred Alternative would span the rail corridor perpendicularly before crossing the George Washington Memorial Parkway at a slight angle. A specific alignment across DCA property was not defined as part of the Preferred Alternative. Instead, across DCA property, the Preferred Alternative defined a broad limit of disturbance (LOD) area covering the range of potential alignments that could avoid impacts to existing and planned infrastructure on DCA property. Arlington County, the Virginia Department of Transportation (VDOT), and the Metropolitan Washington Airports Authority (MWAA) will continue coordinating through the preliminary engineering phase of the study to determine a final alignment and eastern terminus for CC2DCA that avoids or minimizes, as much as possible, impacts to DCA parking and future roadway improvement projects. The Preferred Alternative was endorsed by the Arlington County Board on May 13, 2023.

1.10: Project Location Text

2011 Crystal Drive, Arlington VA 22202 to Ronald Reagan Washington National Airport, Arlington, VA 22202

#### 1.11: Project Location Map



Leaflet | Tiles © Esri — Source: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

#### 1.12: Local Priority

1

#### 1.13: Does this project support Metro or VRE core capacity?

No

#### 1.14: Project URL

<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/CC2DCA-Multimodal-Connection-Study>

2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study	FY2021	FY2023
Design/Engineering/Environmental	FY2023	FY2027
ROW and Utilities	FY2024	FY2026
Construction	FY2028	FY2030
Asset Acquisition	N/A	N/A

2.2: Potential Delay Risk Factors

Requires coordination with VRE Crystal City Station since CC2DCA bridge will connect with east side of south stair tower of new station. The south entrance to the future VRE Crystal City Station is anticipated to consist of a bridge above the existing breezeway building at 2011 Crystal Drive that will connect across the westernmost train track to a stair tower providing vertical access to the new central platform. The CC2DCA bridge would connect to the east side of the stair tower. CC2DCA NEPA completion scheduled for November 2023. CC2DCA PE began in May 2023 and is scheduled to last through May 2025.

2.3: For Design-Build project, estimated date for funding verification  
09/30/2025

3: COST AND FUNDING

3.1: Total Cost by Phase and Fiscal Year

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2021	\$1,100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100,000.00
FY2022	\$1,100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100,000.00
FY2023	\$1,100,000.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$2,100,000.00
FY2024	\$0.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00
FY2025	\$0.00	\$2,000,000.00	\$200,000.00	\$0.00	\$0.00	\$2,200,000.00
FY2026	\$0.00	\$1,200,000.00	\$0.00	\$0.00	\$0.00	\$1,200,000.00
FY2027	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00
FY2028	\$0.00	\$0.00	\$0.00	\$10,000,000.00	\$0.00	\$10,000,000.00
FY2029	\$0.00	\$0.00	\$0.00	\$15,000,000.00	\$0.00	\$15,000,000.00
FY2030	\$0.00	\$0.00	\$0.00	\$21,500,000.00	\$0.00	\$21,500,000.00
Totals	\$3,300,000.00	\$7,200,000.00	\$200,000.00	\$46,500,000.00	\$0.00	\$57,200,000.00

3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2028	\$0.00	\$0.00	\$0.00	\$7,000,000.00	\$0.00	\$7,000,000.00
FY2029	\$0.00	\$0.00	\$0.00	\$7,000,000.00	\$0.00	\$7,000,000.00
FY2030	\$0.00	\$0.00	\$0.00	\$7,100,000.00	\$0.00	\$7,100,000.00
Totals	\$0.00	\$0.00	\$0.00	\$21,100,000.00	\$0.00	\$21,100,000.00

3.3: Other Secured Funding Sources

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$3,300,000	\$7,200,000	\$200,000	\$46,500,000	\$0	\$57,200,000
NVTA Funds Applied	\$0	\$0	\$0	\$21,100,000	\$0	\$21,100,000
Previous NVTA 70%		\$0	\$0	\$18,000,000		\$18,000,000
CMAQ		\$7,200,000		\$2,300,000		\$9,500,000
Local	\$3,300,000	\$0	\$200,000	\$5,100,000		\$8,600,000
Total Other	\$3,300,000	\$7,200,000	\$200,000	\$25,400,000	\$0	\$36,100,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

3.4: Other Sources Applied for But Not Yet Secured

None

3.5: Other Sources under consideration for applying for any gap remaining

None

4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

Project creates increased bicycle and pedestrian capacity for travel between Crystal City and its transit network (including the new VRE station, Crystal City Metrorail East Entrance, and Metroway), DCA, and the Mount Vernon Trail. Based on the CC2DCA Multimodal Demand Study (Appendix A) prepared for the CC2DCA Transportation Technical Report (attached), the Preferred Alternative would attract between approximately 5,200 and 6,100 daily users by the year 2030.

4.2: What congestion problem does the project address and how will it reduce congestion?

In commenting on the draft CC2DCA Environmental Assessment (EA), NVTA staff expressed concern about "some degradation of LOS [level of service] on intersections near the project" and requested "corridor-level impacts on congestion." The EA authors responded that "corridor level impacts are not available" and added that "it should also be noted that the analysis focused on impacts within Crystal City where intersection analysis is sufficient to provide an understanding of network impacts. At the intersections where degraded LOS is shown in the CC2DCA Transportation Technical Report (attached), for the Preferred Alternative "impacts due to pick-up and drop-off activity would be minor relative to the No-Build...minimal or minor...would not change the nature of intersection operations...." The Report shows traffic volumes decreasing on the George Washington Memorial Parkway (GWMP, mainline and DCA access ramps), DCA internal roads, Virginia Route 233, under the Preferred Alternative.

4.3: Provide current and forecasted traffic/ridership data with and without the project.

		COUNT	YEAR	SOURCE/EXPLANATION
Data For: New facility	Current	0	2019	CC2DCA Transportation Technical Report
Data Type: Ridership	Future Without Project	0	2030	CC2DCA Transportation Technical Report
Data Frequency: Daily	Future With Project	5680	2030	CC2DCA Transportation Technical Report Appendix A

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

The project creates a new direct multimodal connection between DCA, which handled a record 23.9 million passengers in 2022, and the Crystal City activity center. The project is a new first-mile/last-mile connection between these origin-destination pairs, which are less than one-half mile away from each other, but are difficult to access by walking or biking today and require an indirect route of more than one mile to connect via motor vehicle. On the airport side, the Mount Vernon Trail offers connections to many other regional activity centers (including King Street / Old Town in Alexandria, and the central activity centers of the District of Columbia) via the regional trail network. On the Crystal City side, travelers may connect via ground transportation options to the nearby Potomac Yard activity center in Alexandria as well as Pentagon City, and many other regional activity centers (e.g., the Rosslyn-Ballston Corridor, King Street-Old Town, Carlyle-Eisenhower East, North Woodbridge) via Metrorail, VRE, and bus transit.

4.5: How will the project improve integration between modes & systems?

The project integrates commuter rail at the relocated VRE Crystal City station, Metrorail at the Crystal City station, bus transit (ART, Metrobus, OmniRide, Fairfax Connector, Loudoun County Transit) via the Crystal City / Potomac Yard Transitway and stops at the Metrorail station and on nearby local streets, possible future regional rail and Amtrak service, Capital Bikeshare (20th Street South / Crystal Drive), and the airport. Based on the 2019 COG Washington-Baltimore Regional Air Passenger Survey, the mode share for Arlington-originating airport arrival trips to DCA is: Private Auto [Private Car+Rental Car (16%)], TNCs (37%), Taxi (13%), Airport Bus and Limo (20%), Public Transportation (11%), and Other (3%). The "other" category includes walk and bike trips as well as "unknown". COG did include walk and bike as discrete mode of access responses (including travel route with start and end points) in the 2019 Air Passenger Survey questionnaire but did not tabulate them by jurisdiction by airport. For Arlington originations, walk and bike combined was less than 0.5% mode share for airport arrival trips (all trips are assumed to be to DCA). This low mode share is due to the limitations of the two existing walk / bike routes between Crystal City and DCA (see Figures 1, 2, and 3, attached). The Preferred Alternative (see Figure 4, attached) will improve walk / bike mode share to DCA and improve connectivity to the Mount Vernon Trail.

4.6: Is safety the primary purpose of this project?

No

4.7: How will the project improve safety?

N/A

4.8: What synergies exist between this project and other projects your jurisdiction/agency is applying for this SYP update cycle?

Project has synergy with the County's application for the Shirlington Bus Station Expansion during this SYP update cycle. The draft Arlington Transit Strategic Plan (ATSP) update includes new bus service (ART Route 85) between Shirlington Bus Station and Crystal City (with proposed continuing service to Potomac Yard). On the Shirlington side, the new service would use the expanded bus bays and station. On the Crystal City side, the new service would stop at the CC2DCA Multimodal Connection.

4.9: What synergies exist between this project and other projects **other jurisdictions/agencies** is applying for this SYP update cycle?

Project has synergy with the City of Alexandria's application for Metroway Extension Construction during this SYP update cycle. The City's project will extend Metroway's dedicated lanes from East Glebe Road to Evans Lane, improving bus travel times and connectivity to the CC2DCA Multimodal Connection, which is served by Metroway.

4.10: What synergies exist between this project and other projects **previously approved** for NVTA regional revenues?

Project has synergy with the Crystal City Metrorail Station East Entrance and Intermodal Connections, Boundary Channel Drive (BCD) Interchange, Potomac Yard Metrorail Station Development, Pentagon City Multimodal Connections and Transitway Extension, Crystal City Multimodal Center, and VRE Crystal City Station Improvements. The BCD Interchange improves mobility and safety for drivers, cyclists, and pedestrians at the northern gateway to the Pentagon City, Crystal City, and Potomac Yard area. The commuter rail and transit projects improve modal connectivity and accessibility for non-drivers in the area. The Crystal City Metrorail Station East Entrance and Intermodal Connections is the parent TransAction ID for this project and brings Metrorail closer to the CC2DCA Intermodal Connector with the completion of the east entrance. Combined, the suite of projects will demonstrate NVTA-funded projects to serve all travelers and modes in these critically important and growing regional activity centers. Two of the previously NVTA funded synergistic projects (CC Metrorail East Entrance, Potomac Yard Metrorail) as well as the CC2DCA Multimodal Connection itself are included in Commonwealth's HQ2 agreement with Amazon.

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions).

Project does not include traffic signal enhancements.

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing.

Project does not include transit signal priority.

5: OTHER INFORMATION

5.1: Is this project included in the current CLRP?  
**No**

5.2: Title of the project in CLRP

5.3: CLRP ID

5.4: Project VDOT UPC Number, if existing  
**115562**

5.5: Project DRPT Number, if existing

5.6: Is this project included in the current TIP?  
**No**

5.7: Title of the project in TIP?

5.8: TIP ID

5.9: List internet links to any additional information in support of this project  
[https://www.virginiadot.org/about/resources/stip/2021-2024\\_Virginia\\_STIP\\_Approved\\_-\\_WebVer.pdf](https://www.virginiadot.org/about/resources/stip/2021-2024_Virginia_STIP_Approved_-_WebVer.pdf) (see Page 248)



6: ATTACHMENTS

Attachments
<div><div><b>File Name:</b> CB_Report_CC2DCA_PREFERRED_Alternative_Endorsement.pdf</div><div>Attachment Type: Other</div><div>Date Added: 07/19/2023</div><div><a href="https://novagateway.org/Home/GetFile/647?attachment_type=Attachments">https://novagateway.org/Home/GetFile/647?attachment_type=Attachments</a></div></div>
<div><div><b>File Name:</b> COG_APS19_Geographic_Findings_Data_Tables.pdf</div><div>Attachment Type: Other</div><div>Date Added: 07/19/2023</div><div><a href="https://novagateway.org/Home/GetFile/648?attachment_type=Attachments">https://novagateway.org/Home/GetFile/648?attachment_type=Attachments</a></div></div>
<div><div><b>File Name:</b> CC2DCA_NVTA_Figures.pdf</div><div>Attachment Type: Other</div><div>Date Added: 07/25/2023</div><div><a href="https://novagateway.org/Home/GetFile/693?attachment_type=Attachments">https://novagateway.org/Home/GetFile/693?attachment_type=Attachments</a></div></div>
<div><div><b>File Name:</b> 230705_CC2DCA_Cost Estimate Memo_wo ST_NVTA_Upload.pdf</div><div>Attachment Type: Detailed cost estimates</div><div>Date Added: 07/25/2023</div><div><a href="https://novagateway.org/Home/GetFile/695?attachment_type=Attachments">https://novagateway.org/Home/GetFile/695?attachment_type=Attachments</a></div></div>
<div><div><b>File Name:</b> 230213_CC2DCA_Transportation_Tech Report.pdf</div><div>Attachment Type: Other</div><div>Date Added: 07/25/2023</div><div><a href="https://novagateway.org/Home/GetFile/696?attachment_type=Attachments">https://novagateway.org/Home/GetFile/696?attachment_type=Attachments</a></div></div>
<div><div><b>File Name:</b> Note_on_CC2DCA_EA_Upload_and_Impact_Table.pdf</div><div>Attachment Type: Other</div><div>Date Added: 07/25/2023</div><div><a href="https://novagateway.org/Home/GetFile/700?attachment_type=Attachments">https://novagateway.org/Home/GetFile/700?attachment_type=Attachments</a></div></div>
<div><div><b>File Name:</b> NVTA_Core_Values_Statement_CC2DCA.pdf</div><div>Attachment Type: Other</div><div>Date Added: 07/25/2023</div><div><a href="https://novagateway.org/Home/GetFile/701?attachment_type=Attachments">https://novagateway.org/Home/GetFile/701?attachment_type=Attachments</a></div></div>



7: CERTIFICATIONS

7.1: Submitter Agreed to all Terms if project is approved for funding:

- ✓ Commit all necessary operations/maintenance funds
- ✓ Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.
- ✓ Provide a monthly status report on project progress to NVTA staff
- ✓ Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
- ✓ Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included
- ✓ Provide NVTA with appropriate insurance certification and keep the certificates up to date
- ✓ Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing
- ✓ Coordinate with NVTA staff before finalizing any third party administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
- ✓ Adhere to all relevant NVTA Policies.

7.2: Staff Point of Contact

Name: Rich Roisman  
Title: Regional Transportation Planning Program Coordinator  
Email: rroisman@arlingtonva.us  
Phone: 571-302-0234

7.4: Digital Signature

Richard I. Roisman

7.5: Date

07/26/2023

7.3: PIO Point of Contact

Name: Claudia Pors  
Title: Transportation Communications Specialist  
Email: cpors@arlingtonva.us  
Phone: 703-453-2992

RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

**File Name: Bdrpt, 7-15-2023, number 43.pdf**

*[https://novagateway.org/Home/GetFile/405?attachment\\_type=PrimaryResolutions](https://novagateway.org/Home/GetFile/405?attachment_type=PrimaryResolutions)*

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Supporting - Signed copy of Board/Council resolution in support of the application

Clarification Requests

There have been no clarification requests submitted.