



## Project Description Form – 8DD

### Basic Project Information

**Submitting Jurisdiction/Agency:** City of Alexandria

**Project Title:** Potomac Yard Metrorail Station

**Project Location:** East of Potomac Avenue, North of East Glebe Road, on the WMATA Blue and Yellow Lines.



**Project Description:** The project provides for planning, design, and construction of a new Metrorail station and ancillary facilities located at Potomac Yard within the City of Alexandria along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the Route 1 Corridor of north Alexandria, which is currently without direct access to the system. This specific application is to provide some of the money necessary to build the Station.

### Project Milestones

#### Project Milestones by Project Phase:

- **Engineering:** Start of PE for Design Build Package-September 2015- Completion-June, 2016
- **Environmental Work-Start of EIS:** February 2011-Completion-May, 2016
- **Design-Start of Final Design:** March 2017-Completion- December, 2017
- **Right of Way Acquisition:** January 2017
- **Construction:** Start of Construction-August 2017/Completion-April, 2020
- **Capital Asset Acquisitions**
- **Other**

#### Project Analysis Summary\*

NVTA Quantitative Score	66.20	Rank	3
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.33	hours saved/\$	Rank 10
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.08	hours saved/\$	Rank 17

\*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

## Project Cost

Requested NVTA FY2017 Funds: \$66,000,000

Total Cost to Complete Project: \$287,484,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering			
Environmental Work		\$1,000,000- FY2014 NVTA \$1,139,325- WMATA Credits \$1,000,000- Flexed Urban Funds \$2,060,679- Special Tax District Revenue	\$5,200,000 (FY2014-FY2016)
Design & Construction	\$66,000,000 (Design-Build Project)	\$1,000,000 - FY2014 NVTA \$275,000- FY2015/FY2016 NVTA \$2,912,525 -Special Tax District Revenue \$153,719,675 -Bonds \$50,000,000 - VTIB Bonds \$1,500,000- Developer Contributions	\$1,275,000 (FY2014 and FY2016) \$274,132,200 (FY 2017- FY 2018- FY 2019)
Right of Way Acquisition			
Capital Asset Acquisitions			
Contract Administration		\$1,225,000-FY2015 / FY2016 NVTA \$5,251,800- Special Taxes	\$6,476,800 (FY 2017- FY 2018- FY 2019)
Other		\$400,000-Bonds (Outside Legal Counsel)	\$400,000 (Outside Legal Counsel)
<b>TOTAL</b>	<b>\$66,000,000</b>	<b>\$221,484,004</b>	<b>\$287,484,000</b>

## Project Impacts

**What regional benefit(s) does this project offer?** The facility will provide access for the entire region to and from the existing and planned mixed-use activity center at Potomac Yard. The new station will improve the modal split in the U.S. Route 1 corridor by providing an attractive transit option. The dense, mixed-use development at Potomac Yard enabled by the station will mitigate regional traffic congestion by concentrating office, residential, and retail uses close to the regional core in an area with significant alternatives to the automobile. In addition, the office development enabled by the station will help to balance peak flows by providing a “reverse commute” option for workers residing in the District of Columbia and parts of Arlington County.

**How will the project reduce congestion?** Models suggest that 5,000 to 6,000 daily trips will be shifted from automobiles to transit if this station is constructed.

**How will the project increase capacity?** The station provides access to the regional Metrorail system for residents and employees in the Potomac Yard area. This increases capacity of the entire system by distributing trips among modes. Models suggest between 10,000 and 11,300 daily boardings at the Metrorail station.

**How will the project improve auto and pedestrian safety?** The facility will enable pedestrians to access Potomac Yard destinations using a method other than the private automobile, resulting in shorter pedestrian trips from the station, instead of long unsafe automobile trips.

**How will the project improve regional connectivity?** This station will provide a direct Metrorail connection to the rest of the region for the 13.075 million square feet of mixed use development in Potomac Yard. By adding a significant regional node to the Metrorail system, the project improves the connectivity and efficacy of Metrorail as a network.

**How will the project improve bicycle and pedestrian travel options?** The project will include a 24-hour bicycle and pedestrian bridge between Potomac Yard and Potomac Greens. This bridge will connect the new network of bicycle routes and trails on the west side of the CSXT right of way with the Mount Vernon Trail via Potomac Greens Drive and Slaters Lane. The existing and future development in Potomac Yard, which is supported by the station, includes a dense pedestrian-friendly network of streets as well as on- and off-street options for bicycles.

**How will the project improve the management and operation of existing facilities through technology applications?** This facility will incorporate the latest technologies available to expedite fare collection (NEPP) and information dissemination which WMATA will be using when the station opens.

## **Additional Information in Support of This Project**

<http://www.alexandriava.gov/potomacyard/default.aspx?id=56902>

Draft EIS:

<http://www.alexandriava.gov/potomacyard/default.aspx?id=56902#DEIS%20Document>

Staff Recommendation for Preferred Alternative:

[http://www.alexandriava.gov/uploadedFiles/2015-04-24%20Staff%20Report\\_w%20appendices.pdf](http://www.alexandriava.gov/uploadedFiles/2015-04-24%20Staff%20Report_w%20appendices.pdf)

City Council Resolution (Preferred Alternative)

[http://legistar.granicus.com/alexandria/meetings/2015/5/1415\\_A\\_City\\_Council\\_Special\\_Meeting\\_15-05-20\\_Docket.pdf](http://legistar.granicus.com/alexandria/meetings/2015/5/1415_A_City_Council_Special_Meeting_15-05-20_Docket.pdf) (you have to click through to get to this – we may not need it)

North Potomac Yard Small Area Plan:

[http://www.alexandriava.gov/planning/info/default.aspx?id=44614#North\\_Potomac\\_Yard](http://www.alexandriava.gov/planning/info/default.aspx?id=44614#North_Potomac_Yard)

Potomac Yard/Potomac Greens Small Area Plan:

<http://www.alexandriava.gov/planning/info/default.aspx?id=44614#PYPG>