



Northern Virginia Transportation Authority FY2024-2029 Six Year Program

CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)

Date Submitted:
07/26/2023

APPLICATION #: ARL-023

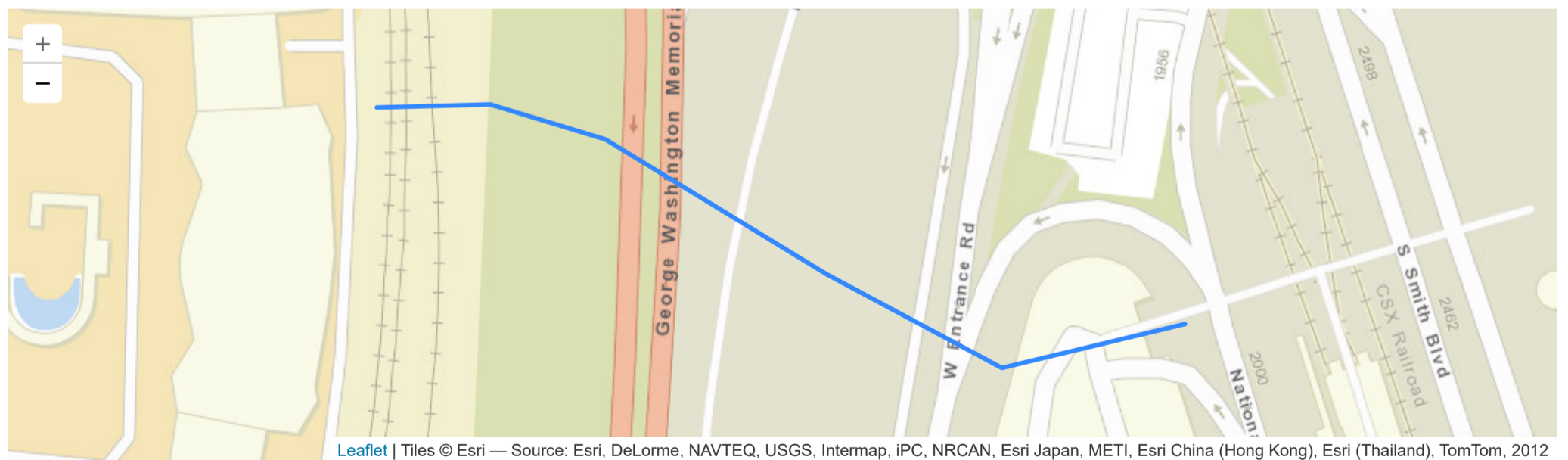
Crystal City to Ronald Reagan Washington National Airport Multimodal Connection

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.

Project Location



Primary Mode(s)	Secondary Mode(s)
Application Number	ARL-023
Primary TransAction ID Number	89
Submitting Jurisdiction/Agency	Arlington County
Location	2011 Crystal Drive, Arlington VA 22202 to Ronald Reagan Washington National Airport, Arlington, VA 22202
Requested NVTA Funds	\$21,100,000.00
NVTA Funds Approved	\$21,100,000
Previous NVTA Funds Received	\$18,000,000.00
Total Cost to Complete Project	\$57,200,000.00

Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier	X				
FY23	X	X			
FY24		X	X		
FY25		X	X		
FY26		X	X		
FY27		X			
FY28				X	
FY29				X	
Beyond				X	

Year of expected project completion: FY2030

Project Funding

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

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	0.96
Congestion Reduction Relative to Cost (CRRC) Rank	24
TransAction Project Rating	24.99
TransAction Project Rank	10
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2023)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2023)	50.22%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	31.64%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	6
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$85,150,000

Application Notes

This fund was transferred from previously approved Ballston Metrorail Station West Entrance project (FY2015-16 Program and FY2022-2027 SYP).