VIRGINIA RAILWAY EXPRESS
CRYSTAL CITY STATION IMPROVEMENTS

VRE Operations Board
September 15, 2017
DESIGN OBJECTIVES

- New island platform
  - Long enough for 8-10 car trains
  - Two grade-separated access points
  - Between Tracks 2 & 3
  - Future four-track environment
  - Stay within existing rail right-of-way

- Enhance local & regional connectivity
  - Bicycle and walk access
  - Metrorail, Metroway, Buses, Shuttles

- Support Crystal City’s vision for growth

- Build a sustaining relationship with the community
This phase of the project is funded by the Northern Virginia Transportation Authority

VIRGINIA RAILWAY EXPRESS
TWO-STEP EVALUATION PROCESS

PHYSICAL FEASIBILITY OF STATION LOCATIONS
- Accommodate minimum platform size (850 ft. x 24 ft.)
- Does not exceed maximum track/platform curvature
- Accommodates future fourth track
- Fits within existing railroad right-of-way
- Continuity of VRE service during construction

March 2017 Community Outreach

COMPARISON BETWEEN SCREENED OPTIONS
- Enhance Local and Regional Connectivity
- Align with Arlington County’s vision for Crystal City
- Build a sustaining relationship with the community

June 2017 Community Outreach

REVIEW AND REVISE EVALUATION
- Incorporate community and stakeholder comments
- Gather and analyze additional data
- Develop additional documentation and clarifications

VIRGINIA RAILWAY EXPRESS
OPTION 2

VIRGINIA RAILWAY EXPRESS
OPTION 3
### EVALUATION FACTOR DEFINITION

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>DEFINITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Transportation Connections</td>
<td>Proximity to jobs, residences, and bicycle network</td>
</tr>
<tr>
<td>Regional Transportation Connections</td>
<td>Proximity to Metrorail and Metroway</td>
</tr>
<tr>
<td>Community and Environmental Impacts</td>
<td>Changes to Existing Conditions (Built and Natural environment)</td>
</tr>
<tr>
<td>Major Cost Elements</td>
<td>Anticipated cost relative to other options</td>
</tr>
<tr>
<td>Economic Development and Land Use (Not Ranked)</td>
<td>- Fits with Crystal City Sector Plan</td>
</tr>
<tr>
<td></td>
<td>- Distance to Reagan National Airport</td>
</tr>
<tr>
<td></td>
<td>- Proximity to potential development</td>
</tr>
</tbody>
</table>
### SUMMARY OF RANKINGS

<table>
<thead>
<tr>
<th>EVALUATION FACTOR</th>
<th>OPTION 1</th>
<th>OPTION 2</th>
<th>OPTION 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Transportation Connections</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Regional Transportation Connections</td>
<td>●</td>
<td>●</td>
<td>○</td>
</tr>
<tr>
<td>Community and Environmental Impacts</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Major Cost Elements</td>
<td>●</td>
<td>●</td>
<td>○</td>
</tr>
<tr>
<td>OVERALL RATING</td>
<td>●</td>
<td>●</td>
<td>○</td>
</tr>
</tbody>
</table>

**Legend:**
- ● High (Most Favorable)
- ○ Low (Least Favorable)
- ● Medium
Residents, Civic Association, and Condo Association favor Option 3

Arlington County Staff, JBG Smith, Equity Residential, and the Crystal City BID support Option 2

Evaluation also reviewed by Park Service, MWAA, DoD (Pentagon) staff

VRE Rider survey showed a more central location in Crystal City would be favored

**Option 2 is the preferred platform location on which to focus further analysis and design.**
NEXT STEPS

- Request Arlington County Board to endorse VRE Staff Recommendation – Sep 19
- VRE Operations Board adopts preferred station location – Oct 20
- Develop Concept Design at preferred station location – Nov-Dec

NEXT PROJECT PHASES - NEED TO BE COMPLETED BEFORE THE FOURTH TRACK

- Preliminary Engineering (30% design) and Environmental Documentation – 2018
  - Minimize community impact through design and, if necessary, mitigation
  - Community outreach will continue in future phases
  - Decide whether or not to proceed to next phase
- Final Design – Depends on funding
  - Detailed design drawings and specifications