VIRGINIA RAILWAY EXPRESS
MIDDAY STORAGE PROJECT

Community Meeting #1
February 16, 2017
MIDDAY STORAGE PROJECT

- Tonight’s Meeting
  - Public Engagement Process
  - VRE Overview
  - VRE Midday Storage Project
  - Special Scope Elements
  - Key Environmental Issues
PUBLIC ENGAGEMENT PROCESS

- **Goals**
  - Share facts and data with the community and agency partners
  - Gather feedback that reflects the diversity of community and other stakeholder concerns
  - Engage Title VI populations throughout the process
  - Identify mutually beneficial actions for VRE and agency partners

- **Proposed Meetings**
  - Advisory Neighborhood Commission meetings
  - Interagency meetings
  - At least two community meetings
PUBLIC ENGAGEMENT PROCESS

- Community Meeting #1

Objectives

- **Inform** community of project purpose and initial activities
- **Answer** questions about project details and community benefits
- **Listen** to concerns of importance to the neighboring communities
VIRGINIA RAILWAY EXPRESS

A commuter rail system
Running on existing railroads not highways and roads

Serving Washington DC and Northern Virginia
Carrying long-distance commuters to DC, Arlington & Alexandria

Two lines, 90 miles
Adding peak capacity to I-95, I-395 & I-66 corridors

19,000 daily trips
Commuters who would otherwise drive alone in cars
Increase ridership to 50,000+ trips

- **PHASE 1:** *Run Longer Trains*
  - Longer & second platforms
  - More station parking
  - More railcars
  - More train storage tracks

- **PHASE 2 & 3:** *Run More Trains*
  - Earn additional trains by capacity improvements
    - Additional tracks
    - Long Bridge expansion
    - More parking, railcars, yards

**Gainesville-Haymarket Extension**
VRE’S IMPORTANCE TO THE DISTRICT

DC is the destination for 63 percent of VRE daily trips (and growing…)

We reduce peak congestion on District streets

We reduce parking needs in District lots and garages

We are a “green,” cost-effective means of moving lots of people at the same time
AMTRAK’S IMPORTANCE TO THE DISTRICT

- Amtrak’s second busiest NEC station
- DC is currently home to Amtrak:
  - Acela Express and NE Regional trains
  - Long Distance trains to Chicago
  - Future high speed trains
- In 2016, Amtrak employed 240 DC residents with total wages of $20 million*
  - Includes VRE maintainers
- In 2016, Amtrak also spent $20 million on goods and services in DC*

* Source: Amtrak Fact Sheet FY 2016, November 2016
RELATED DC PLANS

- **moveDC** vision calls for “a world-class transportation system serving the people who live, work, and visit the city.”

**VRE provides essential connections to the region as a whole**

- **District State Rail Plan** guides development of an efficient and effective rail network within a multimodal framework.

**Midday storage is essential for VRE service to the District**
MIDDAY STORAGE

- VRE trains must layover in DC between peak periods
- VRE has “temporarily” used Ivy City Coach Yard since 1992
  - Insufficient size for today’s service
    - 83 units allowed, 97 units operated today
  - Further growth restricted
  - It will soon diminish to zero
    - Amtrak can reduce VRE storage starting in July 2018
    - Amtrak needs storage tracks for new high-speed trainsets
    - Amtrak proposed VRE use its “Hecht Yard” site
PROJECT PROCESS

- **CONCEPT DEVELOPMENT**
  - Identify Key Issues
  - Review Alternatives
  - Select Preferred Site
  - Produce Conceptual Layout
  - Conceptual Cost Estimate
  - Identify Affected Properties

- **PRELIMINARY ENGINEERING**
  - Refine Facility Layout
  - 30% Facility Design
  - Develop Preliminary Cost Estimate

- **ENVIRONMENTAL INVESTIGATION**
  - National Environmental Policy Act (NEPA) Analyses

- **COMMUNITY OUTREACH**

- **Today**

- **SEP**
- **OCT**
- **NOV**
- **DEC**
- **JAN**
- **FEB**
- **MAR**
- **APR**
- **MAY**
- **JUN**
- **JUL**
- **AUG**

- *Concentrations of Outreach Activities*

VIRGINIA RAILWAY EXPRESS
20 sites identified within 12 miles of Union Station ( )
– Evaluated based on:
  • Size & Configuration
  • Accessibility by RR & Highway
  • Operational Efficiency
  • Community Impacts
  • Natural/Environmental Impacts
  • Site Topology
  • Land Use Compatibility
  • Property Cost Estimates
  • RR/Publicly Available Land

9 sites identified as warranting more detailed analysis
# Alternatives Analysis

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<th>Criteria</th>
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**Legend**

- **Best satisfies criteria**
- **Least satisfies criteria**

**Sites**

1. MD 201 & Sunny Side Av, Beltsville MD
2. Baltimore Av & Van Buren St, Riverdale Park, MD
3. Addison Rd & Elkwood Ln, Fairmont Heights, MD
4. New York Av NE (Hecht Site), Washington DC
5. Metro Rd, Alexandria VA
6. Farrington Av, Springfield VA
7. Wheeler Av, Alexandria VA
8. Courtney Av, Alexandria VA
9. Norfolk Southern/I-95, Springfield VA
NEW YORK AVENUE STORAGE FACILITY

- Across tracks from Amtrak Ivy City Maintenance Facility
  - Predominately Amtrak-owned property
    - Former Hecht Yard site location
    - Bordered by New York Avenue NE
  - By-right use conforming with present zoning (PDR-4)
    - Production, Distribution & Repair (PDR) Zone

*High-density commercial and PDR activities employing a large workforce and requiring some heavy machinery under controls that minimize any adverse impacts on adjacent, more restrictive zones and minimize non-industrial uses.*
SENSITIVE URBAN ENVIRONMENT

- New York Avenue NE is a *Gateway* into the District
- Forms a boundary between industrial railroad activities and active urban redevelopment
- Project must address/integrate community interests
  - Buffer needed between railroad and redevelopment
  - Improve the impression of the New York Avenue gateway
  - Support and reinforce neighborhood revitalization
NEW YORK AVENUE STORAGE FACILITY

- Long, narrow site (5200 x 90 ft)
  - 8.9 acres owned by Amtrak
  - 2.4 acres DC right of way
  - 0.8 acres privately owned

- Sufficient capacity for VRE immediate and future needs

- Only VRE train storage on site
  - No fueling/maintenance
  - No idling locomotives
  - No VRE trains overnight or on weekends

- Preferred Site Location
  - Superior access to/from Union Station
NEW YORK AVENUE STORAGE FACILITY
BASE DESIGN

BASE DESIGN CAPACITY

<table>
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<tr>
<th>LOCATION</th>
<th>UNITS</th>
<th>TRAINSETS</th>
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<tr>
<td>SOUTH YARD</td>
<td>43</td>
<td>4</td>
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<td>NORTH YARD</td>
<td>130</td>
<td>12</td>
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<td>TAIL TRACK</td>
<td>11</td>
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<td>TOTALS</td>
<td>184</td>
<td>17</td>
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- Sufficient for current and most future service scenarios
- No feasible option identified without sharing some portion of DDOT right-of-way
Illustrates cross-section looking north, south of 9th Street NE
UNION MARKET TRACK

- 1500-foot connector track with New York Avenue underpass
- Permanent railroad easements retained by Conrail & Amtrak
- Coordinating with developer
UNION MARKET TRACK

Example of high-quality security fence.

Track alignment coordinated with 300 Morse Street mixed-use development.

VIRGINIA RAILWAY EXPRESS
SPECIAL SCOPE ELEMENTS

- District requested consideration of:
  1. Commercial Overbuild
  2. Multi-Use Trail
  3. Commuter Rail Station (VRE & MARC)

- Physical feasibility and potential viability being evaluated during Preliminary Engineering
  – Need a decision prior to start of Final Design (Summer 2017)
SPECIAL SCOPE ELEMENT 1
COMMERCIAL OVERBUILD

VIRGINIA RAILWAY EXPRESS

POTENTIAL OVERBUILDS

<table>
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<th>LOCATION</th>
<th>AREA</th>
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<tr>
<td>SITE 1 (South Yard)</td>
<td>117,900 SQ FT</td>
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<tr>
<td>SITE 2 (North Yard)</td>
<td>307,900 SQ FT</td>
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<tr>
<td>TOTALS</td>
<td>425,800 SQ FT</td>
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- Two potential sites for overbuilds
- DMPED is investigating commercial feasibility of an overbuild
SPECIAL SCOPE ELEMENT 1: COMMERCIAL OVERBUILD

- Site 1 overbuild illustrated with deck at the level of New York Av
- Site 2 overbuild would tower over most of New York Av
SPECIAL SCOPE ELEMENT 2: MULTI-USE TRAIL

- **With Overbuild:** MUT accommodated in overbuild development
- **Without Overbuild:** Adjusting design to maintain a 14-foot reservation on the north side of avenue
SPECIAL SCOPE ELEMENT 2: MULTI-USE TRAIL
SPECIAL SCOPE ELEMENT 3: COMMUTER RAIL STATION

- Proposed in DC State Rail Plan
- Would need to accommodate:
  - Four rail services:
    - VRE Fredericksburg & Manassas Lines
    - MARC Penn & Camden Lines
  - Two railroads:
    - Amtrak
    - CSX Transportation
- Difficult with available property and streetscape
- Upcoming coordination meeting with MTA/MARC
KEY ENVIRONMENTAL ISSUES

- Noise & Vibration
  - Potential effects on adjacent residential and hotel properties
- Potential site contamination
  - Former rail yard
  - Gas station
- Storm water run-off
  - More impermeable surface and pavement
- 2 anticipated business relocations
- Environmental Justice considerations

*Federal Transit Administration review Anticipate Categorical Exclusion*
CONTINUING ACTIVITIES

- Advance storage facility design
- Amtrak coordination
  - Real Estate, Engineering and Operations
- FTA coordination for environmental clearance
- Developer outreach and coordination
  - Union Market Track area
  - New York Avenue/Hecht Warehouse area
- District/Community Coordination
  - Special Scope Elements
  - Community Issues
  - Address urban design elements
    - DDOT’s NY Avenue Streetscape Project
PROJECT’S IMPORTANCE TO THE DISTRICT

Improves New York Av corridor

*Shield redeveloping community from industrial railroad activity*

Opportunity to revitalize appearance of the corridor

Perpetuates DC as Amtrak’s base

...for train maintenance work

...for more Amtrak jobs

Allows for VRE ridership growth

*More “green” rail commuting*

*Less auto traffic & parking*
MIDDAY STORAGE SUMMARY

- Midday Storage in DC is critical to VRE’s continued operations and future growth
- VRE needs to replace Midday Storage lost to Amtrak new high-speed train fleet
- The New York Avenue site is not only the best site for Midday Storage—it is the only practical one
- The Union Market Track is vital for the site to function
- VRE is committed to best practices in urban design
- Need DDOT right of way to fully apply urban design
- VRE is committed to being a good neighbor and an asset to the District community