

# *City of Alexandria, Virginia*

## MEMORANDUM

**DATE:** JUNE 6, 2012  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** T&ES STAFF  
**SUBJECT:** AGENDA ITEM # 6 - STAFF UPDATES

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**ISSUE:** Staff update to Transportation Commission (Commission) on various ongoing projects

**RECOMMENDATION:** That the Commission receive the staff update.

**A. POTOMAC YARD METRORAIL STATION:**

The Potomac Yard Metrorail Implementation Group (PYMIG) met on May 16, 2012 to discuss the EIS Public Input and Decision Making Flowchart (see Attachment 1 below) which denotes where in the process public, agency, and City input will be sought and decisions made. Additionally, specifics related to the project on Section 4(f)-parkland, Section 106 –historic preservation, and Section 6(f) – recreational resources work currently underway were discussed with the group.

Work continues on the analysis and determination of impacts and potential mitigation of each of the three build alternatives. Preliminary capital cost estimates are anticipated in Fall, 2012 at the next PYMIG meeting (October 10, 2012 in City Hall, Council Workroom from 6:30-8:30pm)

**B. ROUTE 1 CORRIDOR STREETCAR CONVERSION PROJECT**

The City of Alexandria and Arlington County agreed in 2011 to study the potential conversion of the Crystal City-Potomac Yard (CCPY) Bus Rapid Transit (BRT) facility to streetcar use as a coordinated project between the two jurisdictions. As a result, an agreement was signed by both the City and the County to complete the necessary environmental work to determine the impacts of converting the CCPY transitway to future streetcar use. This agreement included the optional task of an Alternatives Analysis which is necessary for Alexandria to maintain the option of applying and competing for federal New Starts/Small Starts funding for the portion within Alexandria. The streetcar conversion study has progressed to the point that a decision is needed on whether or not to proceed with the Alternatives Analysis. Arlington County has determined that it does not anticipate requesting federal New Starts/Small Starts funding.

The City has already determined, through its Potomac Yard planning, to allocate its special tax district and tax base growth from Potomac Yard, along with substantial developer contributions, to fund a potential new Metrorail station in Potomac Yard. As a result, the City does not have the revenue flexibility that the County has in large part because Arlington

is not facing the need to fund a new Metrorail station.

Since the issue of not undertaking the Alternatives Analysis was raised, the Mayor and County Board Chair, the City Manager and County Manager, as well as senior and project staff from both jurisdictions have discussed how to resolve this study issue. The recommended solution is to break the streetcar conversion study into multiple phases as indicated below:

1. Arlington would proceed with the Environmental Assessment for the streetcar segments in Arlington as Phase I of this project.
2. No Alternatives Analysis for either the Arlington or the Alexandria streetcar segments would be undertaken at this time.
3. In early 2014, the City would plan to initiate Phase II of the streetcar conversion study project. This would come soon after the site of the Potomac Yard Metrorail station (or a no-build alternative) is determined via a Record of Decision through the ongoing Environmental Impact Statement Metrorail station study process.

Under this proposed plan, Arlington would have its Crystal City streetcar segment constructed and under operation by 2018 or 2019, with the City's Potomac Yard streetcar segment, if chosen to be implemented, potentially able to be completed and operable approximately two years later.

Attachment 1:



