

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 7, 2012
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SUSAN GYGI, P.E. POTOMAC YARD PROJECTS MANAGER, T&ES
SUBJECT: AGENDA ITEM # 4 – POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

ISSUE: Update on the Potomac Yard (PY) Metrorail Station Environmental Impact Statement (EIS).

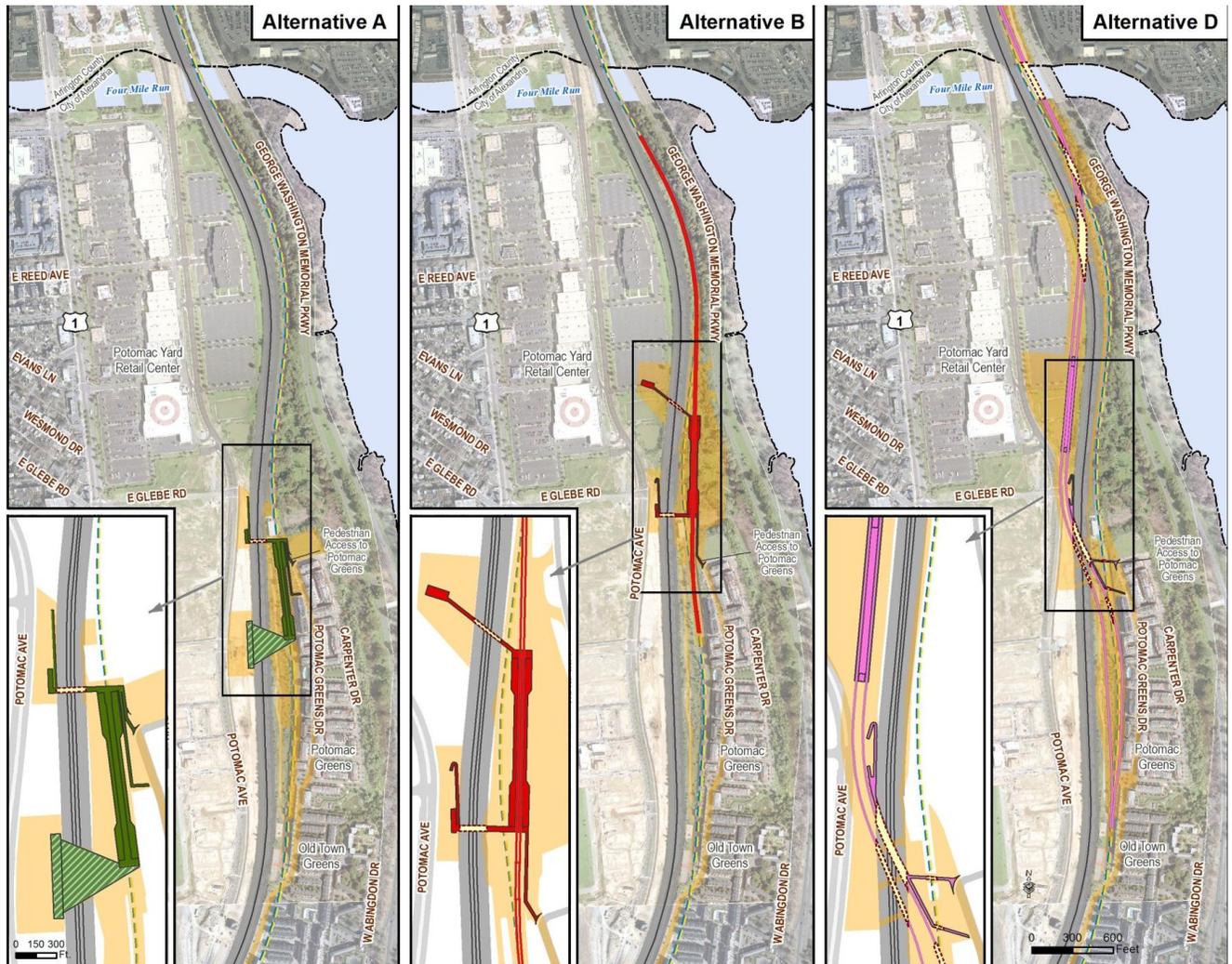
RECOMMENDATION: That the Transportation Commission receive the update on the Metrorail station EIS.

DISCUSSION: Monthly updates of the PY Metro EIS have been provided to the Transportation Commission. This memorandum includes a status report on the impacts assessment under way, as well as preliminary cost estimates.

For the PY Metro EIS, a No Build Alternative and three build alternatives are being evaluated. The three build alternatives (See **Figure 1**) are:

- Alternative A – located at the Metrorail Reservation location identified originally in the late 1970's and included in the planning documents of the Potomac Greens neighborhood. This station would be an at-grade station located along the blue and yellow Metrorail lines. Access would be provided to both the Potomac Greens and Potomac Yard neighborhoods.
- Alternative B – located north of Alternative A, is also an at-grade station that would require approximately 2,000 feet of lineal track to be constructed to allow for tangent track for the station platform. The approximate location of Alternative B was included in the North Potomac Yard Small Area Plan. Access would be provided to both the Potomac Greens and Potomac Yard neighborhoods.
- Alternative D – located within Potomac Yard, Alternative D is an aerial station that would require approximately 6,000 feet of lineal track to be constructed. A new Metrorail bridge over Four Mile Run, two bridges over CSX tracks, and another bridge over metrorail tracks are required. Access would be provided to both the Potomac Greens and Potomac Yard neighborhoods.

Figure 1: Potomac Yard Metrorail Build Alternatives



Note: For Alternative A, the landing zone of the south bridge/access location can be accommodated anywhere in the cone provided. The Locally Preferred Alternative (LPA) will determine the best location if Alternative A is the LPA

Impact Assessments

The project team is currently reviewing the socioeconomic, transportation, and environmental impacts for each of the three build alternatives under consideration. On October 10, 2012, the Potomac Yard Metrorail Implementation Group (PYMIG) met to receive an update on the impacts analysis. The PYMIG reviewed the preliminary impacts for the following areas:

- Soils and Geologic Conditions – no permanent impacts
- Land Use and Zoning
- Ecosystems and Endangered Species
- Water Resources
- Noise and Vibration
- Neighborhood and Environmental Justice
- Hazardous and Contaminated Materials

The project team continues to refine the above analyses and has begun work on additional technical reports, including:

- Visual Resources
- Cultural Resources
- Transportation
- Air Quality
- Construction
- Economic impacts
- Summary of impacts

Cost Estimates

The project team has also developed preliminary cost estimates for each of the three build alternatives (Table 1). If a build alternative is selected, the cost estimates will be further refined as the design is developed. The preliminary cost estimates include:

- Environmental Process (EIS)
- Design/Build Contract
- Utilities
- Real Estate
- Contingency

Table 1: Summary Capital Cost Ranges

Alternative	Low	High	85% of High*
Alternative A	\$119M	\$228M	\$195M
Alternative B	\$149M	\$293M	\$250M
Alternative D	\$275M	\$538M	\$462M

*85% of High represents 100% of fixed costs (e.g., EIS, art-in-transit, preliminary Engineering) and 85% of all remaining costs (e.g., design/build contract, contingency, utility coordination). Financial feasibility study will be based on this 85% of High.

A financial plan for each of the build alternatives is currently underway, based on the above estimates. The City anticipates providing the results of the financial feasibility study at the January 30, 2013 PYMIG meeting. The financial feasibility results will include:

- Refined development build-out schedules
- Improved forecasts of property values and anticipated tax revenue
- Better information on WMATA operating subsidy

At the January PYMIG meeting, the City will also present the remainder of the results from the impact assessments currently underway.

Next Steps for Potomac Yard Metrorail Station EIS Project

- City Council Work Session– November 13, 2012 (update on all projects within Potomac Yard)
- Next PYMIG meeting – January 30, 2012
- Draft Environmental Impact Statement – March/April 2013
- Public Hearing – April/May 2013

- City Determination of the Locally Preferred Alternative (LPA) – May-July 2013
- Record of Decision and Final Environmental Impact Statement (FEIS) – Early 2014
- Begin Design/Build project – Mid 2014
- Station opens – Late 2016