

VIRGINIA RAILWAY EXPRESS MIDDAY STORAGE REPLACEMENT PROJECT

TPB Regional Public Transportation Subcommittee
November 21, 2017



A BETTER WAY. A BETTER LIFE.



WHO WE ARE

A commuter rail system
Running on existing railroad tracks

Serving Washington DC and
Northern Virginia

*Carrying long-distance commuters
to DC, Arlington & Alexandria*

Two lines, 96 miles
*Adding peak capacity to
I-95, I-395 & I-66 corridors**

19,500 daily trips
*Commuters that would
otherwise drive alone in cars**



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* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution; 2014

OUR IMPORTANCE TO THE DISTRICT

VRE carries over 12,000
commuter trips into DC
63 percent of all VRE trips
(and growing)

VRE reduces auto
congestion and parking
Provides peak relief to DC streets

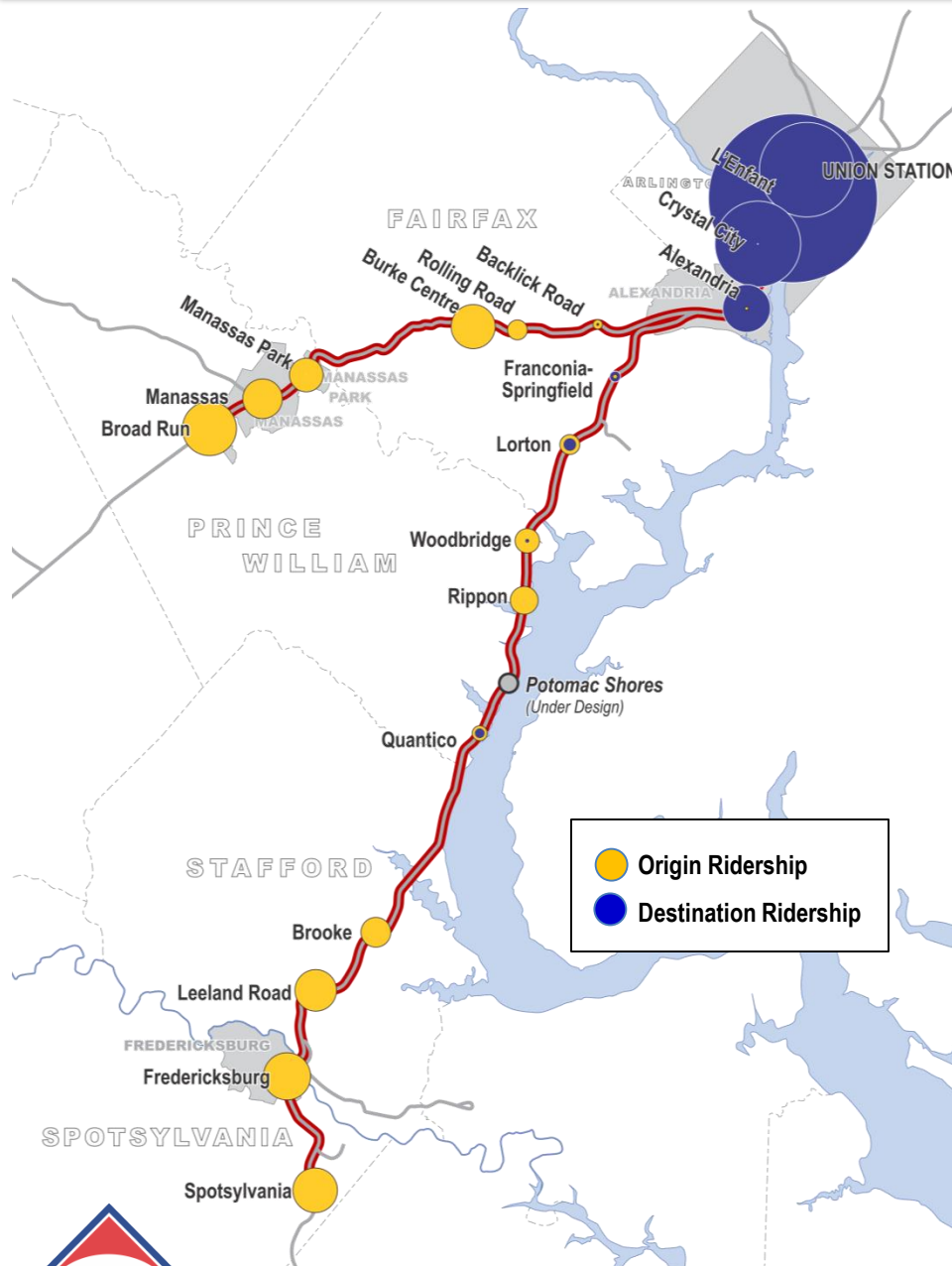
Opportunity to connect DC
residents to Virginia jobs
System Plan 2040 calls for
reverse and off-peak service



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WHERE OUR RIDERS GO

- L'Enfant busiest station
 - Primary destination
 - Nearby offices
 - Metro connections
- Crystal City, Union Station & Alexandria
 - Next three busiest destinations
- Busiest origin stations are at the end of lines
 - Big park-ride lots
 - Most VRE passengers have a car available*



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* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution; 2014

MIDDAY STORAGE

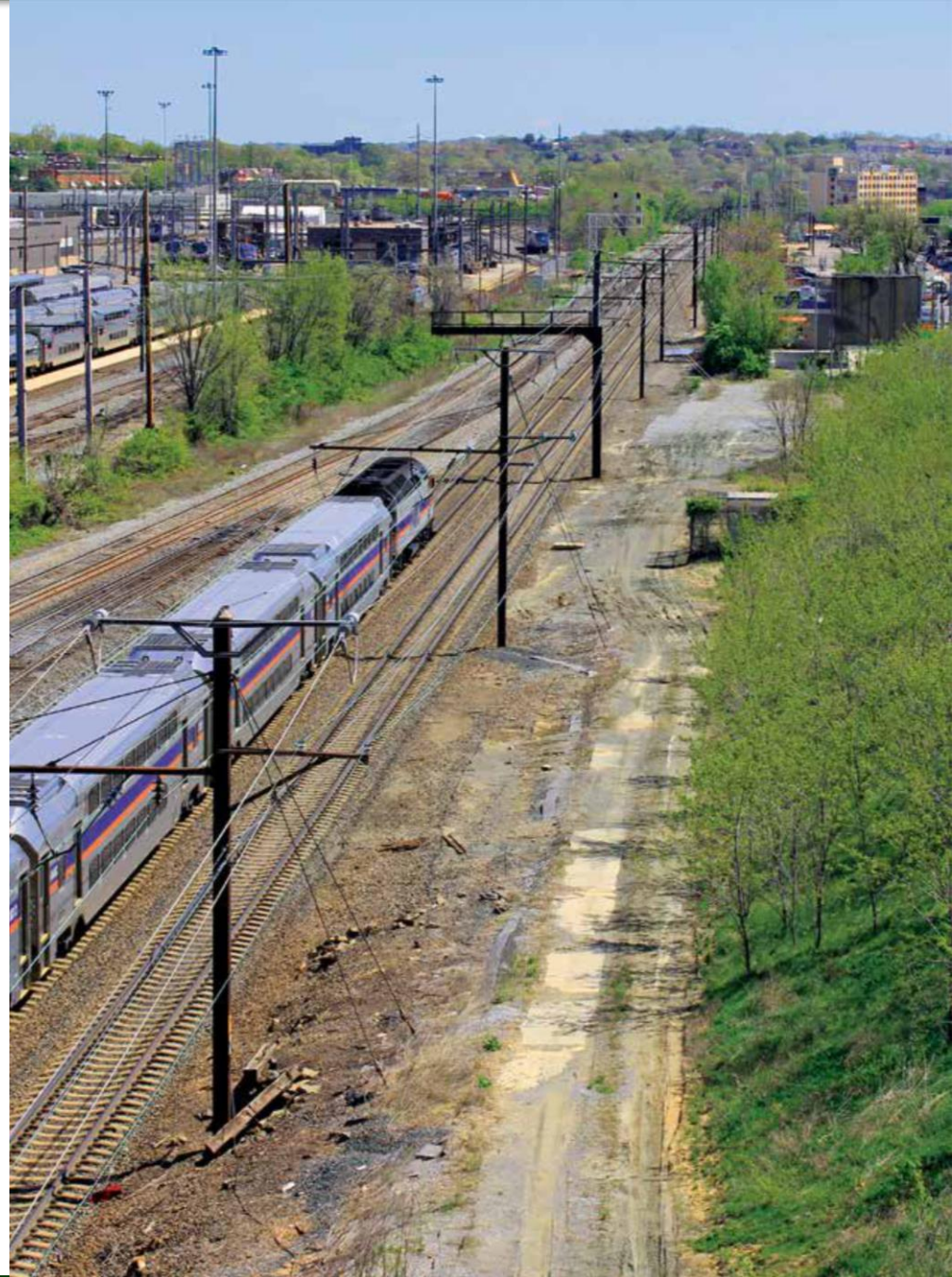
- VRE has “temporarily” used Ivy City Coach Yard since 1992
 - Insufficient today
 - Will diminish by 2021
- Washington Terminal Yard Master Plan
 - VRE storage area needed for new Amtrak High Speed trainsets
 - Amtrak proposed its former Hecht Yard property for VRE storage



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NEW YORK AVENUE STORAGE FACILITY

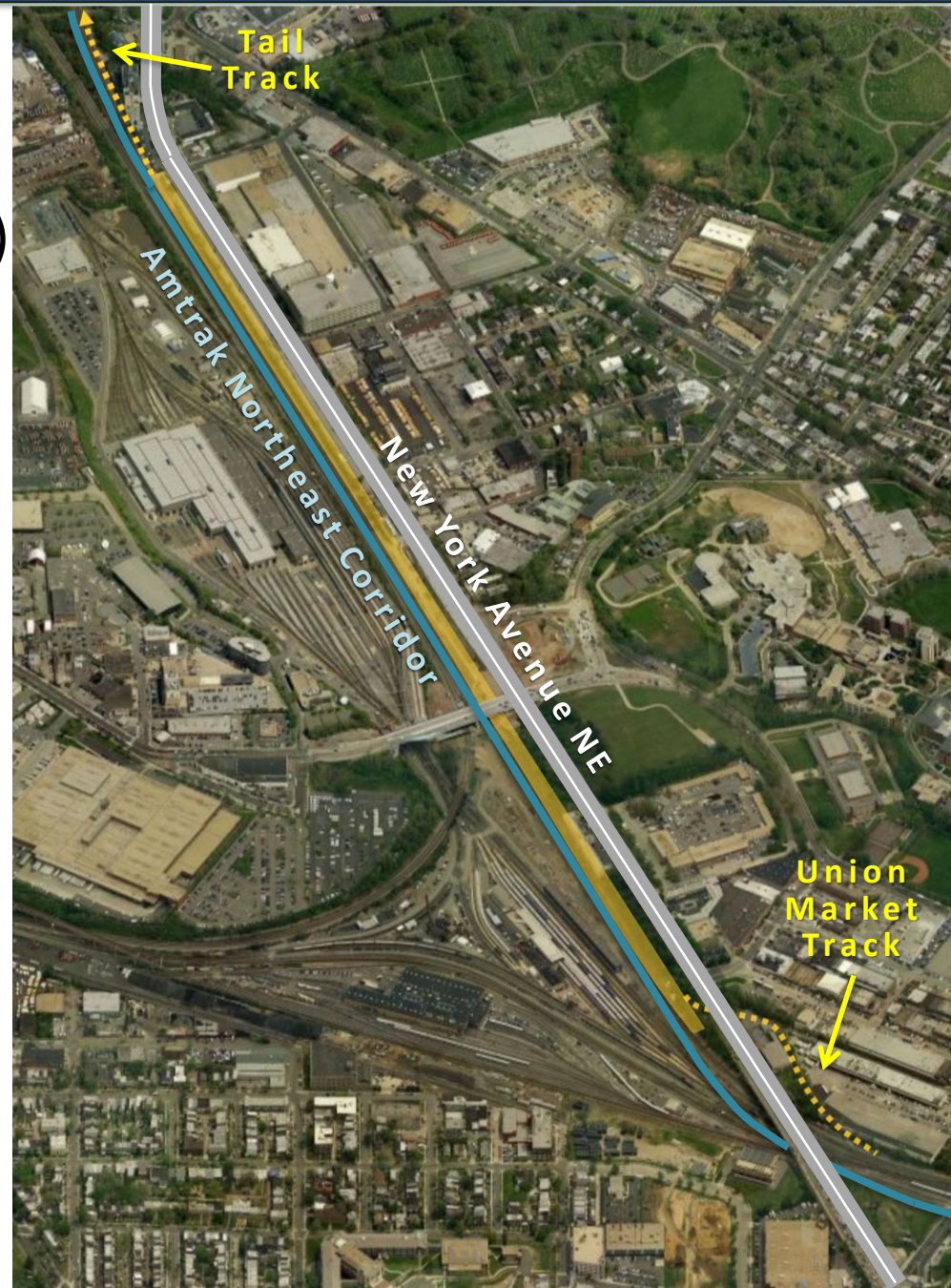
- Across tracks from Amtrak Ivy City Maintenance Facility
 - Mostly Amtrak-owned property
 - Three additional private properties involved
 - By-right use conforming with present zoning (PDR-4)
 - Production, Distribution & Repair (PDR) Zone
 - “High-density commercial and PDR activities employing a large workforce and requiring some heavy machinery under controls that minimize any adverse impacts on adjacent, more restrictive zones and minimize non-industrial uses.”*



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NEW YORK AVENUE STORAGE FACILITY

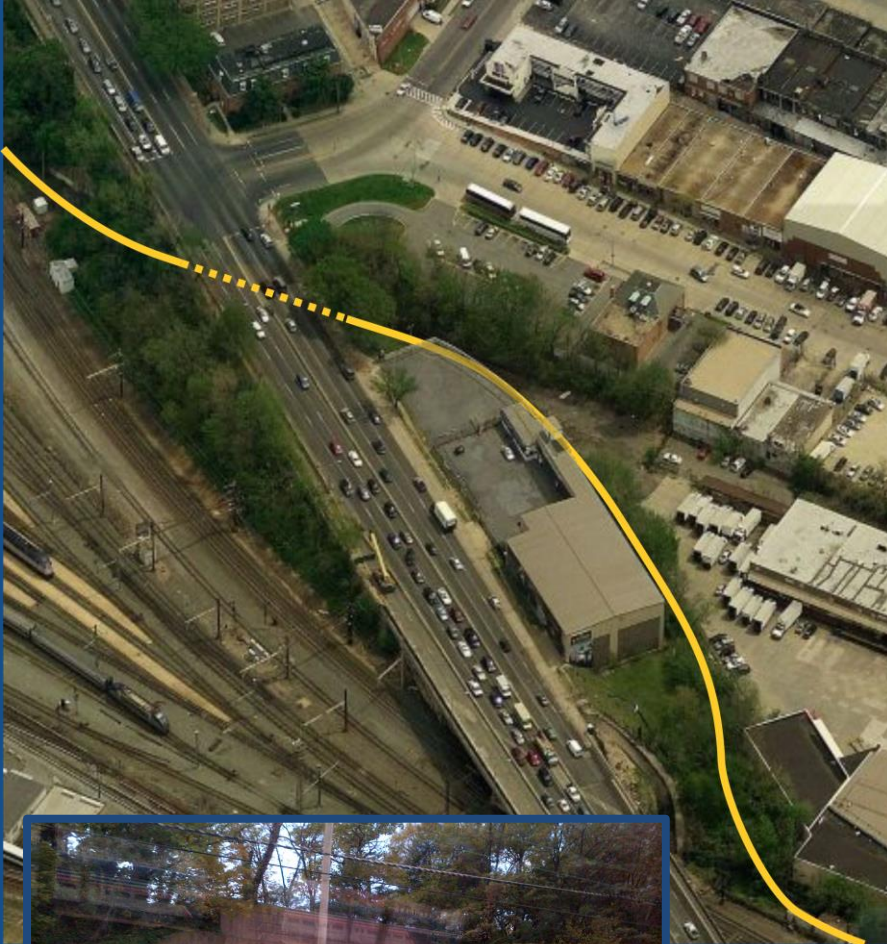
- Long narrow site (5200 x 60 feet)
 - 9.5 acres owned by Amtrak
 - 1.2 acres privately owned
- Sufficient capacity for VRE immediate storage needs 13 trains (9 to 10 cars each)
 - No fueling/maintenance
 - No idling locomotives
 - No VRE trains overnight or on weekends
- Only feasible storage location
 - Access to Union Station via Union Market Track spur



VIRGINIA RAILWAY EXPRESS

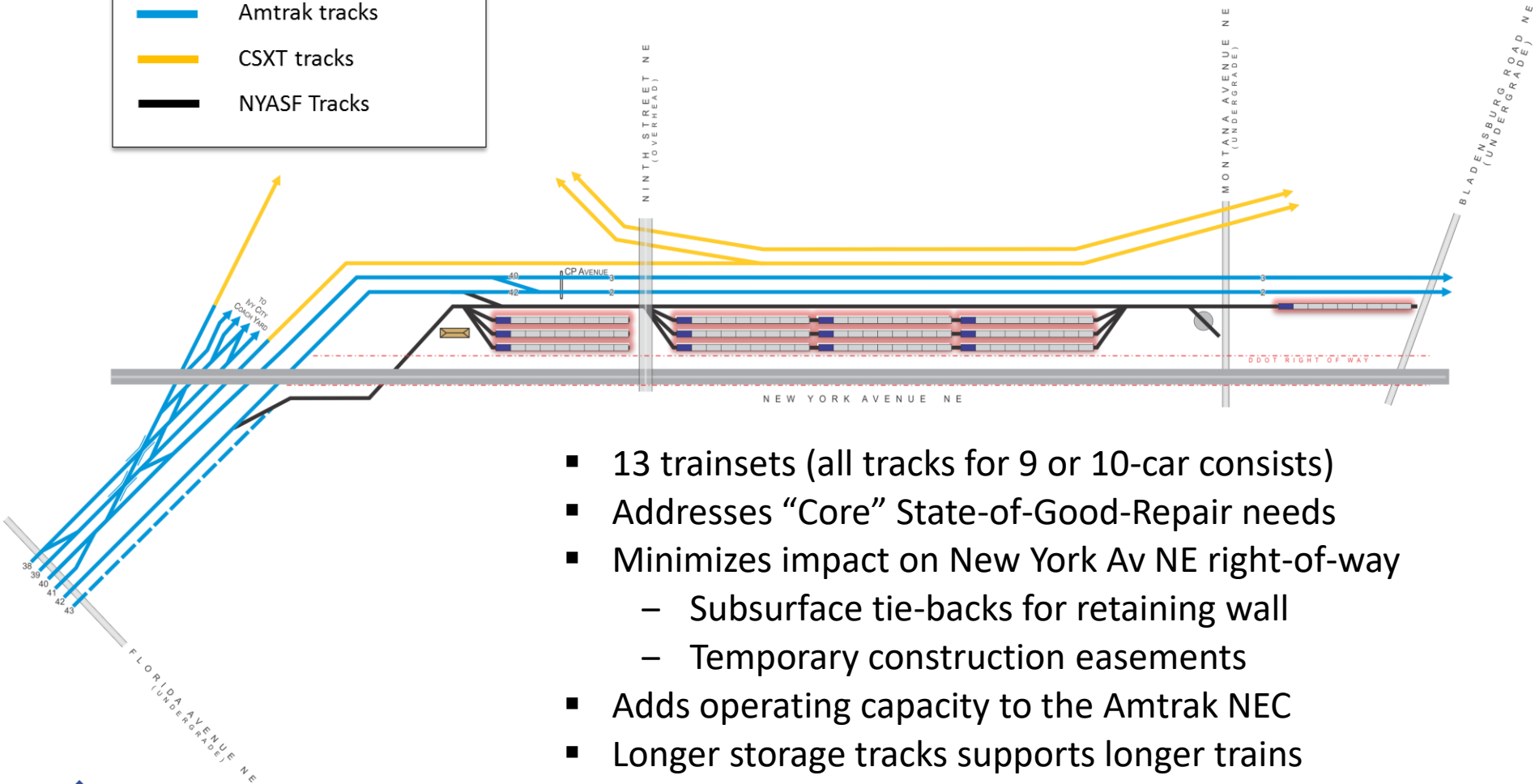
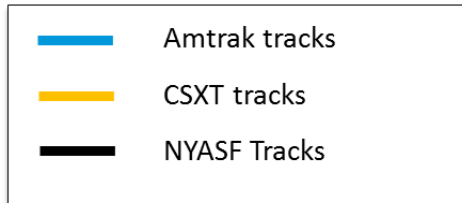
MIDDAY STORAGE REPLACEMENT PROJECT

- Union Market Track
 - Former Union Market yard
 - 1500 foot connector track
 - Provides a link to Union Station without affecting other Amtrak and MARC trains



A BETTER WAY. A BETTER LIFE.

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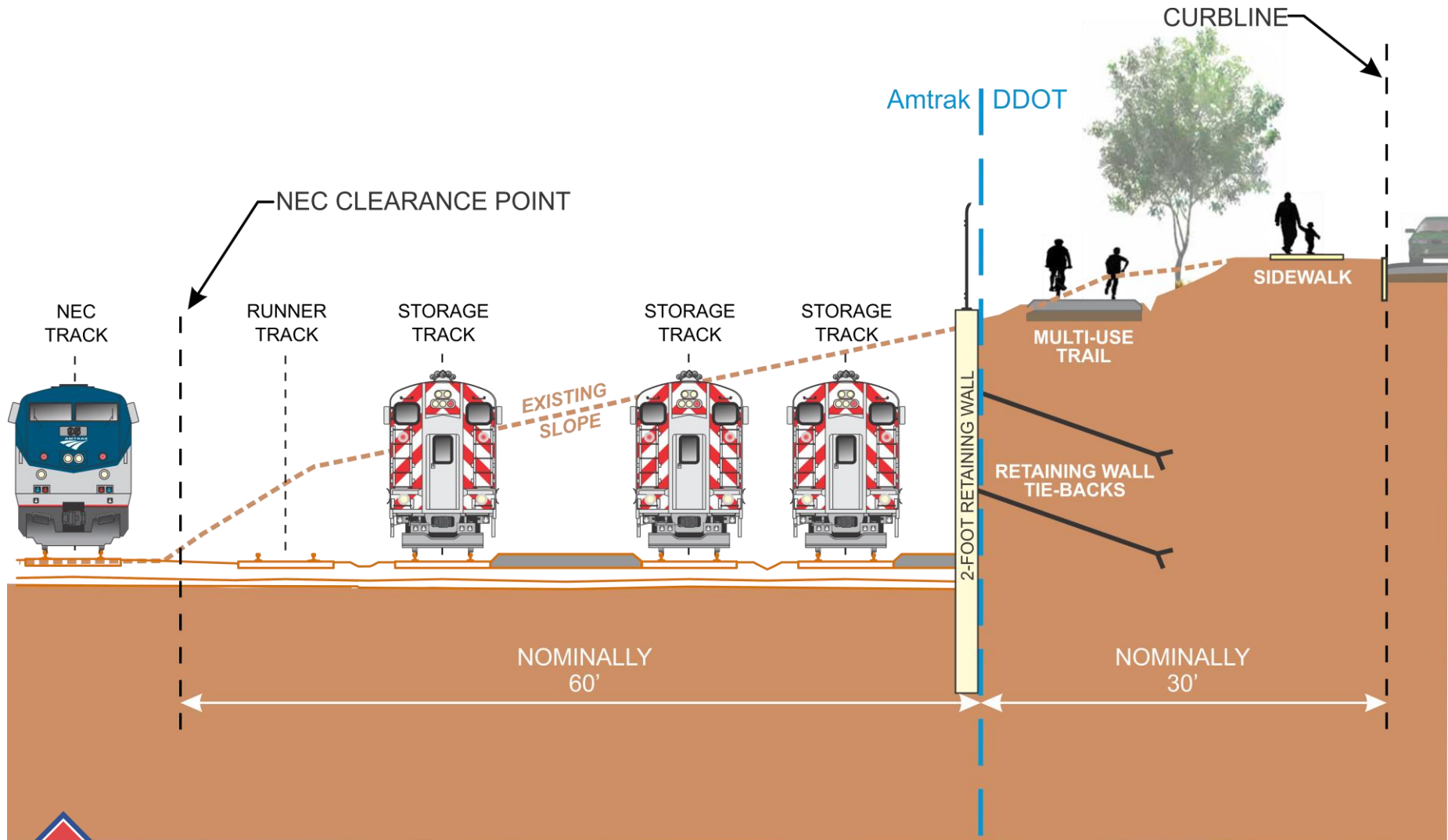


- 13 trainsets (all tracks for 9 or 10-car consists)
- Addresses “Core” State-of-Good-Repair needs
- Minimizes impact on New York Av NE right-of-way
 - Subsurface tie-backs for retaining wall
 - Temporary construction easements
- Adds operating capacity to the Amtrak NEC
- Longer storage tracks supports longer trains
 - Allows System Plan 2040 “Phase 1” growth



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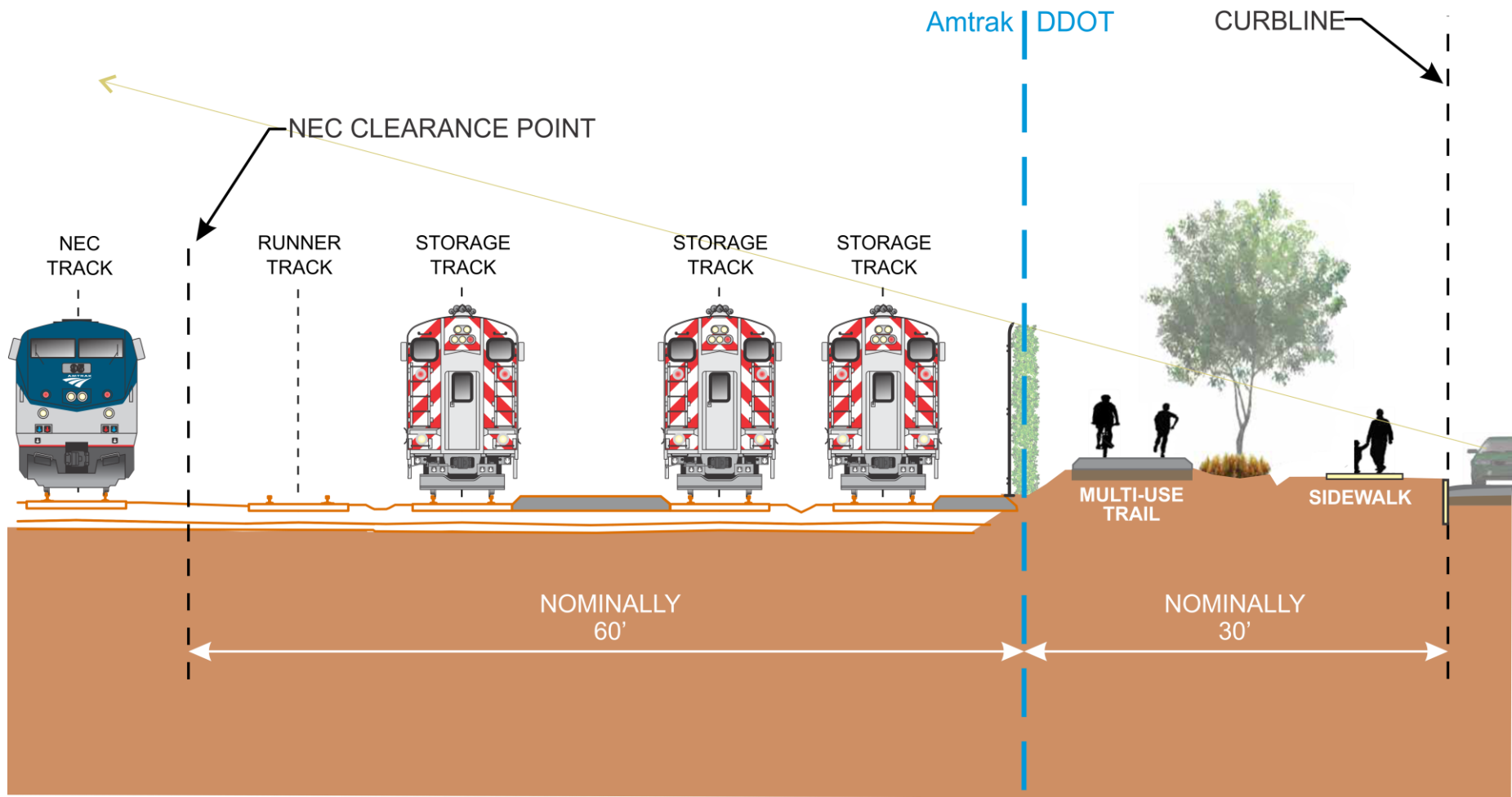
TYPICAL CROSS-SECTION WEST OF 9TH STREET NE



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Not to Scale

TYPICAL CROSS-SECTION EAST OF 9TH STREET NE

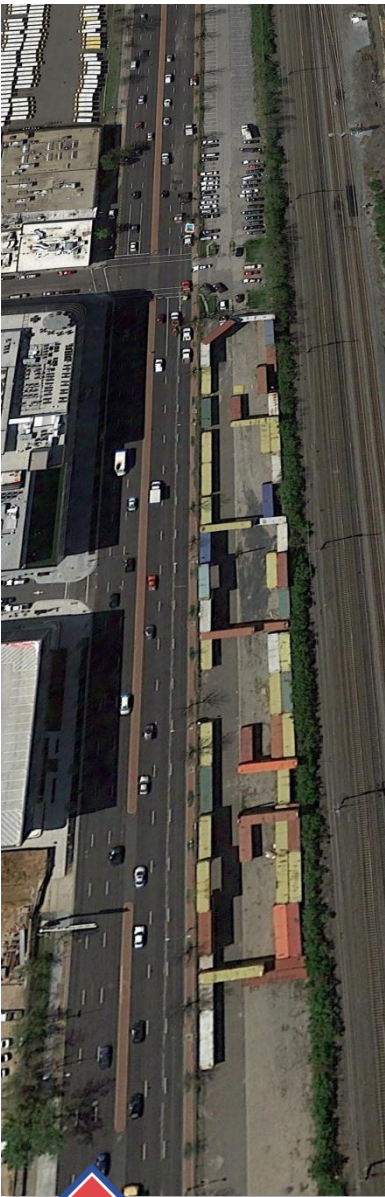


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Not to Scale

SENSITIVE TO NEIGHBORHOOD CONCERNS

- New York Avenue NE is a *Gateway* into the District
- Forms a boundary between industrial railroad and active urban redevelopment land uses
- Project must address/integrate community interests
 - Provide a buffer between railroad and redevelopment
 - Improve appearance of the New York Avenue gateway
 - Support and reinforce neighborhood revitalization

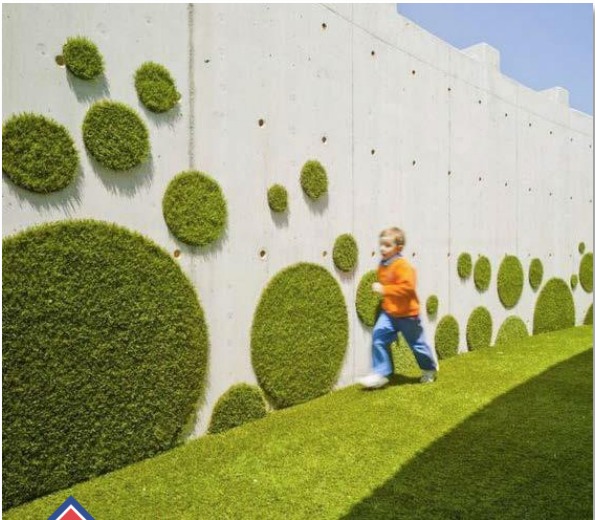


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SENSITIVE TO NEIGHBORHOOD CONCERNS



*Examples of
Green
Screen
Buffering*



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SENSITIVE TO NEIGHBORHOOD CONCERNS



*Examples of
Decorative Buffering*



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NEXT STEPS

- Complete environmental documentation in 2017
 - Minimal impacts on DDOT New York Av right-of-way
 - Subsurface easements for wall tie-backs
 - Temporary construction easements
- Continue coordination with DDOT NY Ave Streetscape Project
- Updated community at public meeting: June 27, 2017



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