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Crystal City to Ronald Reagan Washington National Airport Multimodal Connection (CC2DCA) Study Winter-Spring 2023 Update

This past fall, Arlington County, in coordination with the Virginia Department of Transportation (VDOT), completed the third round of public engagement for the Crystal City to Ronald Reagan Washington National Airport Multimodal Connection (CC2DCA) Study. Between October 4 and November 6, 2022, the County made available public information materials and an online feedback form to solicit and collect public feedback on the recommended Preferred Alternative for CC2DCA and the process through which it was identified. Arlington County hosted a virtual public meeting on October 25, 2022.

In This Newsletter:

- A brief summary of the public feedback received last fall;
- An update on the Preferred Alternative; and
- An overview of what's coming next.

What did we hear last fall?

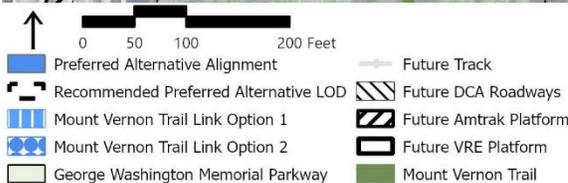
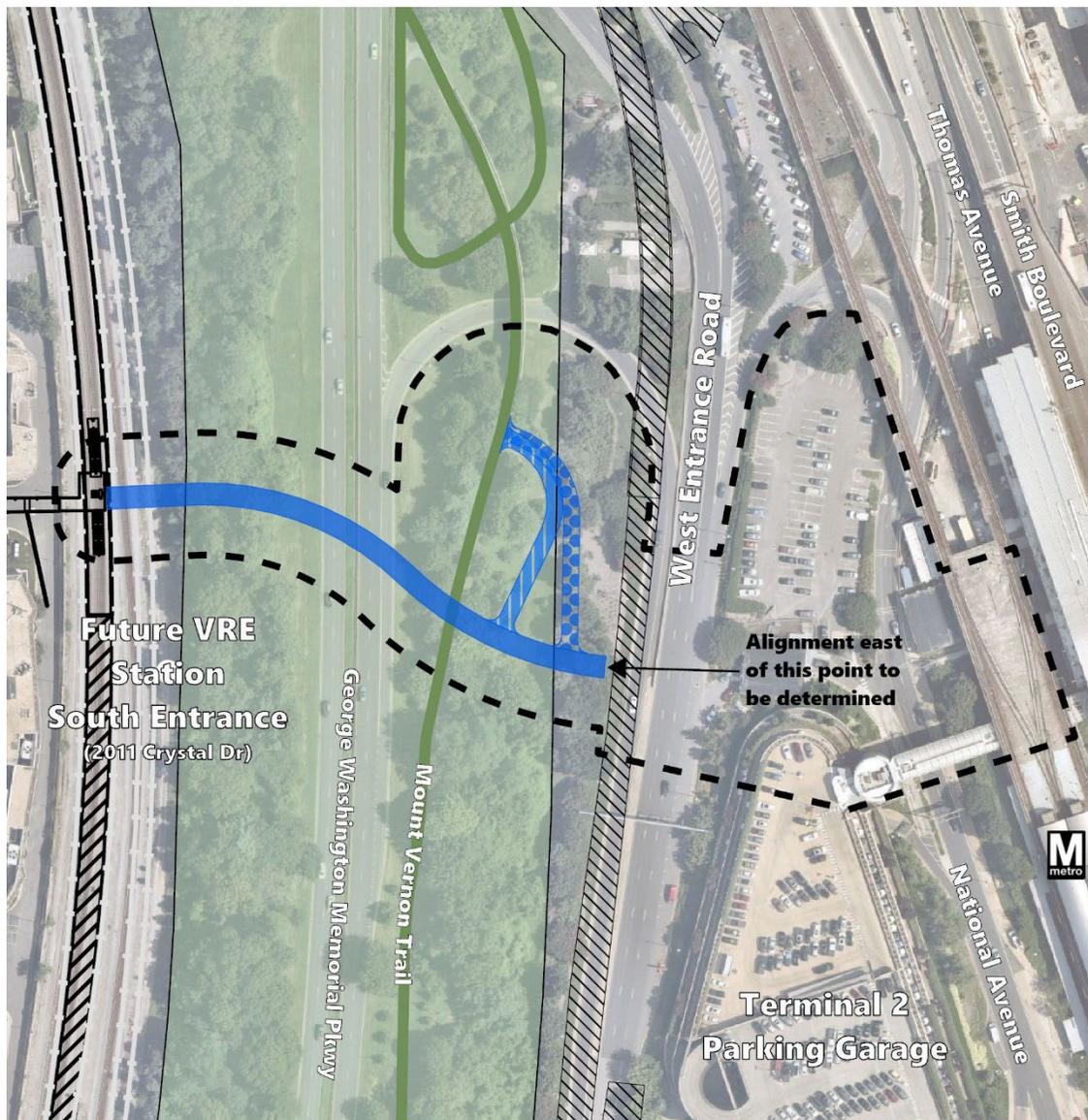
A recording and transcript of the October 25 meeting, as well as the associated information materials and a summary of responses to the feedback form, are available on the [Study's web page](#). Thirty-one people attended the meeting; 244 people completed part or all of the feedback form; seven organizations or individuals provided comments by email. Some commenters expressed objections to the anticipated cost of the project. Some had concerns about its usefulness or its impacts on the George Washington Memorial Parkway (GW Parkway). **Most respondents agreed with Arlington County and VDOT's recommendation of Alternative 7D as the Preferred Alternative.** As a reminder, and as explained in this [brochure](#), Alternative 7D consisted of a girder bridge between the future south entrance of the planned, new VRE station (across from 2011 Crystal Drive) and the airport, via the Terminal 2 parking garage.

What happened since November?

After the agency and public comment period ended, **Arlington County and VDOT refined Alternative 7D, the recommended Preferred Alternative**, based on feedback received from key stakeholders. Specifically, Arlington County and VDOT:

- shifted the bridge's alignment slightly to the north to provide an opportunity to avoid the Terminal 2 parking garage, as requested by the Metropolitan Washington Airports Authority (MWAA).
- did not define a specific CC2DCA alignment east of the GW Parkway until the upcoming preliminary design phase of the Study because of the geometric constraints created by MWAA's Roadway Network Improvements project at DCA, which cannot be fully addressed at this stage of project development. Instead, across airport property, the refined recommended Preferred Alternative consists of a Limit of Disturbance area (LOD) covering the range of potential alignments.
- softened the curve of CC2DCA across the GW Parkway in response to comments from the National Park Service (NPS).

The resulting, refined Preferred Alternative is shown below. **The CC2DCA Study's Concurring Agencies (NPS, the US Environmental Protection Agency, and the US Army Corps of Engineers) concurred with the Preferred Alternative on February 8, 2023.**



CC2DCA | Crystal City, Arlington, VA

Preferred Alternative Alignment and LOD

Source: NearMap, National Park Service, Arlington County GIS

What's next?

Now that Arlington County and VDOT have identified a Preferred Alternative, preparation of the environmental assessment (EA) is proceeding. In accordance with the National Environmental Policy Act (NEPA), the EA will analyze the impacts of the Preferred Alternative along with those of Alternative 9D (a description of Alternative 9D can be found in the [brochure](#)) and the No Action Alternative. **Arlington County and VDOT anticipate that the EA will be available for a 30-day public review in July 2023.** During the review period, VDOT and Arlington County will host a public hearing to receive comments on the EA. **A specific alignment east of the GW Parkway and which Mount Vernon Trail Link option to advance will be determined during the Preliminary Engineering phase** of the project (to start this spring), in coordination with the key stakeholders (MWAA and NPS) and with consideration of public comments.

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