

August 8, 2017

County Manager Mark Schwartz and
Members of the County Board
2100 Clarendon Boulevard, Suite 300
Arlington, Virginia 22201

Re: CCCRC VRE Station Relocation Business Perspective

Dear Mr. Schwartz and Members of the County Board:

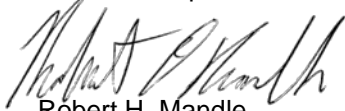
The commercial members of the Crystal City Citizen Review Council would like to hereby endorse Virginia Railway Express ("VRE") Platform Location #2. It is our belief that Option #2 provides the most visibility to VRE and the most benefit to Crystal City as it is built today, while acting as the only option that positions Crystal City and Arlington County to realize goals of becoming a true regional multi-modal transit hub.

As we evaluate the various platform location options, we do so in terms of which option will best improve Crystal City in the near and long-term. As Crystal City is built today, the half-mile radius around Location #2 encompasses 1,500 more jobs than the next closest option. This proximity helps make more buildings in Crystal City economically competitive within the region. Moreover, it helps take hundreds of cars off the road each day by making VRE accessible to a larger portion of the population. Location #2 encourages the use of existing mass transit more so than any other option as it is closer to the Metroway Station and the existing and planned Metrorail Station entrances than any other option.

In the long-run, the best selection is the location that positions Crystal City to achieve its goal of becoming a true regional multimodal hub; accomplishing this goal is no easy task. In order to achieve this long-term planning goal, Crystal City will need to offer potential transportation partners (i.e., Washington Reagan Airport, Amtrak, MARC, Metro, high-speed rail, etc) a true connection to all other modes of transportation, meaningful street presence and visibility, and a true station experience in a purpose-built facility. We believe Option #1 is too far north to accomplish a connection to Washington Reagan Airport, making a multimodal hub there far less valuable to other transportation providers. Option #2 and #3 provide a similar airport connection and both can provide a true station experience. However, only Option #2 can offer a direct connection to Metro (via the planned new Metro entrance). Creating a multimodal hub is a binary outcome; Crystal City will either be able to create an ecosystem that future transportation partners want to become a part of, or it will not. To give itself the best chance of accomplishing this long-term goal, Crystal City and Arlington should use all the advantages they have available and select the only VRE Platform Location that provides a station experience, street visibility, and immediate adjacency to Metro. Location #2 is the only option that accomplishes all of these goals.

As representatives of Crystal City area commercial property owners, we take all potential environmental impacts very seriously. Not least of these impacts are noise and vibration. VRE has studied the noise and vibration impact for all three station locations when compared to the existing VRE station. The results of these studies show that there is no meaningful sound or vibration impact between the proposed options. As such, we support Option #2, which best serves the existing Crystal City transit users and best positions Crystal City and Arlington County to realize the long-term planning goal of bringing a regional multimodal hub to Crystal City.

In Partnership,



Robert H. Mandle
Chief Operating Officer
Crystal City Business Improvement District



Harmar Thompson
Senior Vice President
LCOR