



**NATIONAL
LANDING**

PENTAGON CITY

CRYSTAL CITY

POTOMAC YARD

January 7, 2022

Mr. Kyle Kling
Arlington County
Department of Environmental Services
2100 Clarendon Boulevard, Suite 710
Arlington, VA 22201

Dear Mr. Kling,

On behalf of the National Landing Business Improvement District (BID) and the collective business communities of Crystal City, Pentagon City, and Potomac Yard, I am writing to provide feedback on the CC2DCA Pre-NEPA process to date.

The BID supports the draft Purpose and Need for its focus on multi-modal connectivity. National Landing's extensive transportation network is one of its greatest assets. By linking bus, regional rail, metro, and bike and pedestrian facilities together with the airport, CC2DCA can enhance National Landing as a leader in sustainable mobility.

To realize its full potential, CC2DCA should improve mobility for all users, regardless of mode. The County's screening criteria provide a clear and transparent means by which to evaluate each of the proposed alignments and concepts to ensure compatibility with the defined Purpose and Need. Specifically, the criteria on accessibility, proximity to employment and residents, and minimizing grade changes and overall travel time provide the best means to measure how well alternatives meet the Purpose and Need.

Of the concepts retained for further study, 7D best fulfills the Purpose and Need of the project. Unlike concepts 8A, 8B and 9A, concept 7D would not require additional grade changes to access the VRE/Amtrak station – a key screening criterion. Additionally, concept 7D would connect directly to the planned VRE platform which is currently in final design. Concepts 8D and 9D, however, would connect to a future Amtrak platform, which is neither funded nor part of the scope of VRE's planned station. As a result, concept 7D more reliably delivers important access to Amtrak via the planned VRE station.

Finally, the BID appreciates the inclusion of a connection to the Mount Vernon Trail in the screening criteria. As the project advances into design, the BID further encourages the project team to design the project to enable a seamless riding experience for all that does not require a dismount – including for riders of cargo bikes and bikes with trailers.

CC2DCA will be an important investment in multimodal transportation for the National Landing Downtown. The new connection will not only reduce traffic in and around National Landing by displacing existing auto trips, but also stimulate new demand by catalyzing the type of growth best served by such investments. We look forward to continuing discussions around the project's Purpose and Need as well as proposed alternatives as the NEPA process continues.

Sincerely,

Tracy Sayegh Gabriel
President & Executive Director

**NATIONAL LANDING
BUSINESS
IMPROVEMENT
DISTRICT**

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