



Capital Program, Planning and Real Estate Committee

Item III - C

July 13, 2107

Union Station Metro Station First St. Entrance & N. Mezzanine Project

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201886

Resolution:
 Yes No

TITLE:

Metro Union Sta First St. Entrance & N. Mezz Proj.

PRESENTATION SUMMARY:

This presentation describes a proposed project to relocate the Union Station Metrorail station First Street NE entrance and to expand the north mezzanine to relieve congestion, and requests the Board to provide related approvals.

PURPOSE:

To obtain Board approval to: (1) construct the Union Station Metro Station Project; (2) negotiate and execute two or more reimbursable project agreements with the District of Columbia (DC), the State of Maryland (MD), the Union Station Redevelopment Corporation (USRC), and the National Railroad Passenger Corporation (Amtrak) for this work and subsequent efforts directly related to improvements at Union Station; and (3) add the Union Station Metro Station Project to Metro's Capital Improvement Program (CIP) as a reimbursable project.

DESCRIPTION:

Key Highlights:

In 2011, a WMATA station capacity and access study revealed a significant level of congestion on the north mezzanine and platform and recommended a variety of ways to provide relief.

In 2014, WMATA developed a recommended construction program for the Union Station Metrorail station First Street NE entrance and north mezzanine that would address some of the congestion issues identified in the 2011 study.

- Relocating First Street NE Entrance of Union Station Metrorail station
- Adding stairs adjacent to existing north mezzanine escalators
- Adding faregates and relocating fare vending machines

In 2016, Metro's 10-Year Capital Needs Inventory (CNI) reaffirmed the need for and priority of the First Street NE entrance project.

In February 2017, DDOT provided final design approval for the First Street NE entrance and north mezzanine project.

The District of Columbia and State of Maryland have agreed to fund the project for \$5 million as a reimbursable capital project.

To achieve construction efficiencies, Metro would partner with USRC and Amtrak to build the transit project as part of Amtrak's Concourse Modernization Project.

Background and History:

Union Station is a multimodal hub that serves commuter and intercity rail customers, local and intercity bus customers and connects to Metro's busiest rail station of the same name. The Union Station Metrorail station was identified as far back as 2008 as needing added capacity to move customers safely and expeditiously. In 2010, the District of Columbia requested WMATA to design and construct a solution to the station's passenger bottlenecks.

In 2011, a WMATA station capacity and access study revealed a significant level of congestion on the north mezzanine and platform and recommended a variety of ways to provide relief.

By 2014, WMATA had developed, in collaboration with the District Department of Transportation (DDOT), the Commission of Fine Arts (CFA), and the National Capital Planning Commission (NCPC), a recommended construction program for the First Street NE entrance of Union Station Metrorail station that would address some of the congestion issues identified in the 2011 study. Since then, ridership at the Union Station Metrorail station has declined approximately 10 percent; however, crowded conditions continue. Future ridership is expected to grow significantly as a result of growth in Amtrak and commuter rail service and development to the north of Union Station.

In 2016, Metro's 10-Year Capital Needs Inventory (CNI) reaffirmed the need for and priority of the First Street NE entrance project as well as identified the longer term need for a new center entrance mezzanine project to increase overall station capacity.

In February 2017, DDOT provided final design approval for the First Street NE entrance project and north mezzanine project.

Concurrently, Amtrak is advancing its concourse modernization project, which will enhance passenger comfort and accessibility by providing larger waiting areas and more space for customer circulation in the intercity and commuter concourse area. This is the initial phase of Amtrak's larger 2nd Century Plan, which seeks to double train and passenger capacity over the next twenty years.

With approvals received and timeframes coordinated with Amtrak's parallel project, the First Street NE entrance project is ready to enter the construction phase.

Discussion:

For several years, Metro, USRC and Amtrak have been coordinating on the transit and concourse projects. The transit project will reduce pedestrian congestion by (1)

relocating the First Street NE entrance to align with the escalator bank connecting to the Amtrak train concourse above, (2) increasing vertical circulation capacity by adding stairs to the escalator bank, and (3) enhancing station access capacity by adding three faregates and relocating fare card vending machines. The plans and specifications were completed in 2014, and WMATA received approval of them from DDOT in February 2017.

DC and MD have agreed to provide \$5 million to fund the transit project as a reimbursable capital project. The design of Amtrak’s concourse project is scheduled to be completed in early fall 2017, with award of a construction contract later in the fall and completion of the project by 2020.

All parties agreed efficiencies would be gained by combining the transit and concourse projects into one construction project related to construction management, customer impact and cost savings. If the transit project does not move forward concurrently with the concourse project there would be additional customer disruption at the time the transit project advanced.

USRC, as the overseer for planning and redevelopment efforts at Union Station, is willing to contract for and deliver the project subject to Metro and Amtrak providing funding for their respective projects.

Metro staff would provide oversight on the transit portion of the project in accordance with Metro’s joint development and adjacent construction policies and procedures. One or more reimbursable project agreements are required among the parties to establish the funding and roles and responsibilities for delivering the project.

FUNDING IMPACT:

This project would be funded on a reimbursable basis by DC and MD.	
Project Manager:	E. Robin McElhenny
Project Department/Office:	Capital Planning and Program Management/ Office of Planning

TIMELINE:

Previous Actions	2011: WMATA completed a station capacity and access study for Union Station Metrorail Station.
	2014: WMATA developed a recommended construction program for the Union Station Metrorail station First Street NE entrance and north mezzanine.
	2017: DDOT provided final design approval for the First Street NE entrance and north mezzanine project.
	Summer/Fall 2017: Negotiate and execute reimbursable project agreement(s).

Anticipated actions after presentation	Fall 2017/Winter 2018: USRC finalize the contract package and advertise the contract.
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RECOMMENDATION:

Provide Board approval to: (1) construct the Union Station Metro Station Project; (2) negotiate and execute two or more reimbursable project agreements with the DC, MD, the USRC and Amtrak for this work and subsequent efforts directly related to improvements at Union Station; and (3) add the Union Station Metro Station Project to Metro's CIP as a reimbursable project.



Washington Metropolitan Area Transit Authority

Union Station Metro Station Project

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July 13, 2017



Purpose

Obtain Board approval to:

- Add Union Station Metro Station project to Metro's Capital Improvement Program (CIP) as a DC and MD funded project
- Negotiate and execute agreements with DC, MD, Amtrak and Union Station Redevelopment Corporation (USRC) for project funding and delivery



Busiest Metro Station

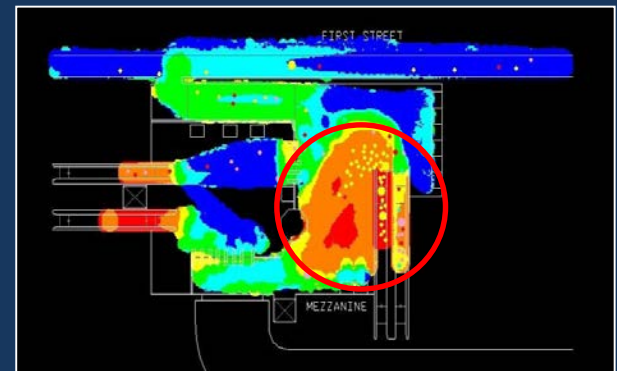
- Union Station is the busiest in the Metrorail system with 60,000 daily boardings
 - During AM peak hour, passengers entering Metro from train concourse experience long queues
 - During PM peak hour, passengers alighting Metrorail trains experience crowding and delays exiting the platform



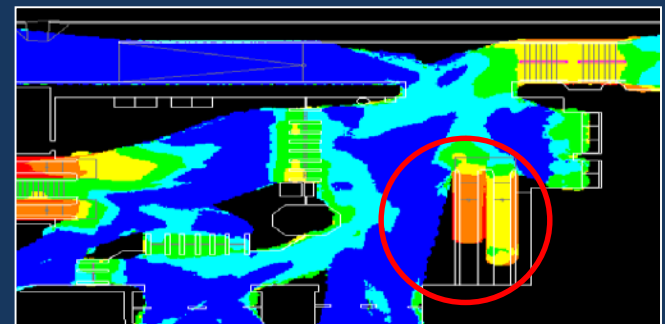
Developing a Solution

- In 2008, Metro Station Access and Capacity Study identified capacity issues at Union Station
- In 2010, DC requested WMATA to design and construct a solution to the station's passenger bottlenecks
- In 2011, Metro conducted a station access and capacity study at Union Station

Capacity analysis from 2011 study



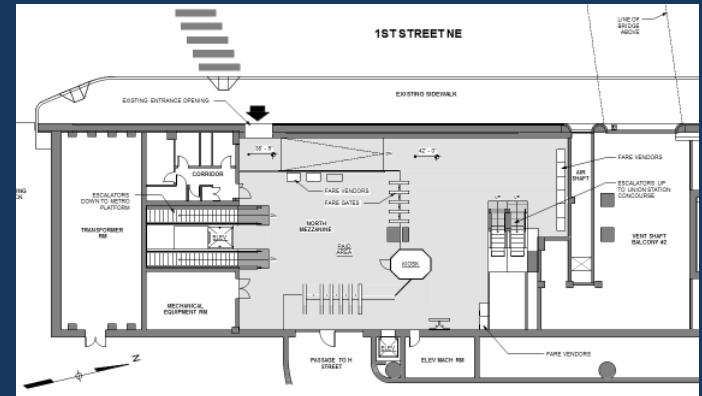
2011 PM Peak 15 Minutes



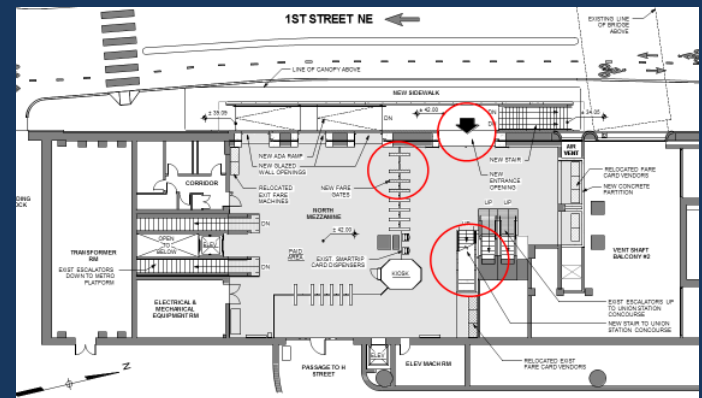
2030 Build PM Peak 15 Minutes

Developing a Solution

- By 2014, WMATA had developed a construction program that addressed congestion:
 - Relocate 1st Street Entrance
 - Add faregates
 - Add stairway: mezzanine and Amtrak concourse
- WMATA received final design approval from:
 - Commission of Fine Arts in 2014
 - DDOT in early 2017



Existing Entrance and Mezzanine



Entrance and Mezzanine Enhancements



Developing a Solution

- In 2016, Union Station project had a high priority score in Metro's 10-Year Capital Needs
- Previous efforts to advance Union Station Metro Station project stalled due to lack of funding
- Opportunity now exists to combine project with Amtrak concourse modernization project; DC and MD have agreed to fund the project



Agreements

- Design of Amtrak concourse modernization project scheduled for completion in early fall
- Combining transit and concourse projects into one construction contract offers efficiencies
- USRC agreed to contract for delivery of project; two agreements envisioned to establish roles and responsibilities:
 - DC, MD and Metro to fund a reimbursable transit project (\$5 million funded by DC and MD)
 - Amtrak, USRC, and Metro to deliver project, including Metro providing funding to USRC for transit project





Recommendation

Obtain Board approval to:

- Add Union Station Metro Station project to Metro's Capital Improvement Program (CIP) as a DC and MD funded project
- Negotiate and execute agreements with DC, MD, Amtrak and Union Station Redevelopment Corporation (USRC) for project funding and delivery

SUBJECT: AMEND THE FISCAL YEAR (FY) 2018 TO FY 2023 CAPITAL IMPROVEMENT PLAN TO INCLUDE THE UNION STATION METRO STATION FIRST STREET ENTRANCE AND NORTH MEZZANINE PROJECT

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

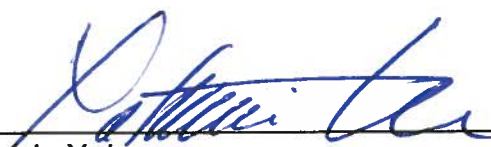
WHEREAS, Pursuant to Board Resolution 2011-30, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors approval is required to enter into a reimbursable project agreement greater than \$500,000 and pursuant to Board Resolution 2017-11, Board approval is required to add a new project to the Six-Year Capital Improvement Plan (CIP); and

WHEREAS, WMATA, the District of Columbia (DC), the State of Maryland (Maryland), the Union Station Redevelopment Corporation, and the National Railroad Passenger Corporation (Amtrak) wish to enter into one or more reimbursable project or project coordination agreements for the funding and construction of the Union Station Metro Station First Street Entrance and North Mezzanine Project; now, therefore be it

RESOLVED, That the Board of Directors authorizes the General Manager/Chief Executive Officer or his designee to add the Union Station Metro Station First Street Entrance and North Mezzanine Project to the Six-Year Capital Improvement Plan and to negotiate and execute one or more reimbursable project or project coordination agreements with DC, Maryland, the Union Station Redevelopment Corporation, and Amtrak for the Union Station Metro Station First Street Entrance and North Mezzanine Project; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel