Summary of Study Findings and Recommendations

Presented to: Northern Virginia Transportation Commission

Thursday, April 7, 2016
This Presentation

- Project Background
- Public Input
- Recommended Alternative / Analysis Results
- Next Steps and Funding Strategy

ENVISION ROUTE 7
Corridor-Wide Benefits of High Capacity Transit

- Connecting people and businesses to economic opportunity
- Increasing transportation choices
- Moving more people
- Providing a faster trip
- Offering higher quality service
Population Growth

- Tysons: 80,000
- Falls Church: 70,000
- Seven Corners: 60,000
- Baileys Crossroads: 50,000
- Skyline: 40,000
- Western Alexandria: 30,000

Total: 34% Growth
Job Growth

Tysons 36%
Connecting Tysons to Alexandria
What People Have Had to Say So Far

Sample Flip Chart Comments

• The corridor should be more pedestrian friendly
• Strongly favor BRT – construction costs, operating and maintenance costs, flexibility
• BRT must have dedicated lanes to be effective in fostering compact, walkable development
• LRT option is much more attractive from the economic development standpoint
• Complete streets approach shall be used for this area; BRT makes more sense
• Yes! Please implement ASAP! This corridor really needs this.
• Existing transit riders need better facilities!!
Public Comment Takeaways

- Support for improved transit was solid
- There was no strong preference for a specific high-capacity mode (BRT or LRT)
- A connection to the East Falls Church Metrorail Station was clearly desirable
- There was no strong preference for a terminus location in the City of Alexandria
Mode – Which Mode Is Best for the Corridor?

LRT
BRT or Local Bus?
Terminus – Tysons Connecting to?

Mark Center, King Street or Van Dorn?
Alignment – Stay On Route 7 or Connect to EFC?

Connect to East Falls Church?
Recommended Alternative

Bus Rapid Transit…

connects Tysons and Mark Center…

with a connection at East Falls Church
Selected Alternative BRT – Tysons to Mark Center

- Connectivity to EFC is very strong (38% increase over ridership estimates without the connection)
- Connection along Beauregard to Mark Center supports the City of Alexandria’s transit capital program
- BRT is a more cost-effective and competitive option
The Bottom Line - Estimated Costs

- Estimated Capital Costs
  - $250 - $270M (2015 Dollars)
  - $290 - $310M (2020 Dollars)

- Annual Operating and Maintenance Costs – Approximately $18M
**State**
- Operating Assistance
- Capital Assistance
- “HB2” Revenues

**Regional/Local**
- NVTC Gas Tax Revenue
- NVTC Transform66
- NVTA HB 2313 Regional Revenues
- NVTA “30 Percent” Local Revenues
- Locally Generated Revenues

**Federal**
- New Starts/Small Starts
- Urbanized Formula Program (5307)
- Bus and Bus Facilities Formula and Discretionary Program (5339)
- Congestion Mitigation Air Quality (CMAQ)
- Surface Transportation Program (STP)
- TIGER

**Value Capture**
- Tax Increment Financing
- Special Assessment Districts
- Joint Development
- Air Rights

**Other Sources**
- Developer Contributions
- Developer Impact Fees
- Fare Revenue
- Advertising
- Naming Rights
Potential Funding Options for the Project

Theoretical Examples Based on a $270M Project Capital Cost
Five Perspectives of Alternatives Evaluation

**EFFECTIVENESS**
the extent to which the alternatives address the stated needs in the corridor

**IMPACTS**
The extent to which the alternatives support other local policy goals such as economic and community development and/or improving the environment

**EQUITY**
The extent to which an alternative’s impacts and benefits are distributed fairly across different population groups, particularly transportation disadvantaged communities

**COST EFFECTIVENESS**
The extent to which the costs of the alternatives, both capital and operating, are commensurate with their anticipated benefits.

**FEASIBILITY**
The financial and technical feasibility of the alternatives
## Route 7 Alternatives – FTA CIG Ratings

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<th>Mobility Improvements</th>
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<td>Economic Development</td>
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<td>Sum and Average Score</td>
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<td>20/6 = 3.33</td>
<td>23/6 = 3.83</td>
<td>20/6 = 3.33</td>
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<td>Project Justification Rating</td>
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<td>Medium-High</td>
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ENVISION ROUTE 7
Consideration of Sources for Operations Funding

**Constraints on Revenue Sources**

- Anticipated O&M costs cannot be covered with existing revenue streams without impacting other local transit service.
- CMAQ funds may be used for only the first five years of operations.
- Corridor municipalities may need to consider raising their C&I taxes or setting aside a larger portion of general and other revenues sources to support O&M.
- The establishment of a special assessment district or the use of impact fees may be considered, but would lessen the availability of such revenues for capital purposes.
Next Steps

- Get input from the public and stakeholders on recommended alternative and finalize decision
- Program the project into long range funding programs
- Identify appropriate time to enter the federal funding process
- Complete NEPA and design phases
- Secure funding for project
- Envision Route 7
Upcoming Public Meetings

Mon., June 6, 7-9 p.m.
Location TBD
Alexandria, VA 22302

Wed., June 8, 7-9 p.m.
Glen Forest Elementary School
Cafeteria
5829 Glen Forest Drive
Falls Church, VA 22201

Thurs., June 9, 7-9 p.m.
Mary Ellen Henderson Middle School
Cafeteria
7130 Leesburg Pike
Falls Church, VA 22043

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