

# ENVISION ROUTE 7



## Summary of Study Findings and Recommendations



Thursday, April 7, 2016

*Presented to:* Northern Virginia Transportation Commission

# This Presentation

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



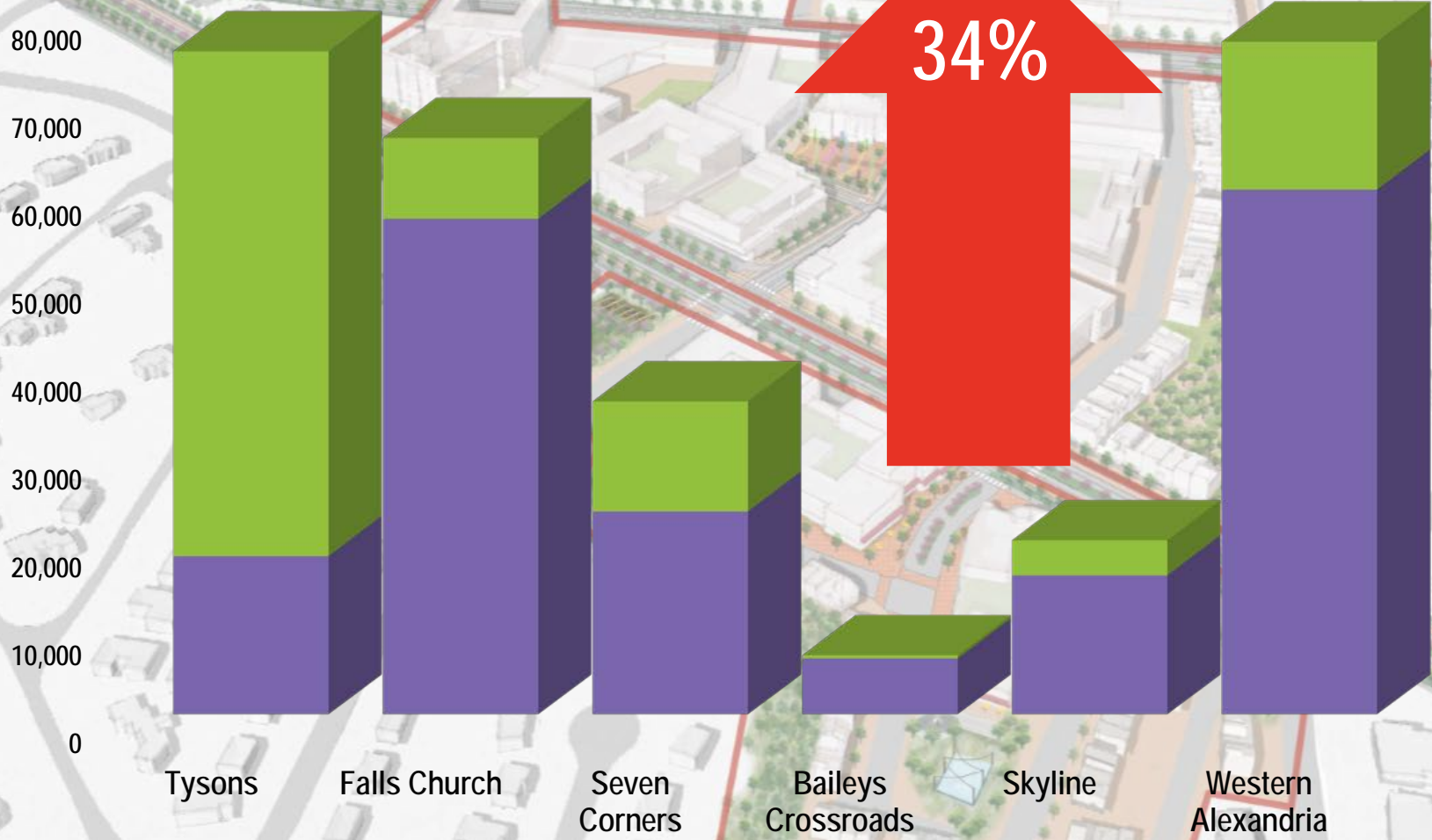
# Corridor-Wide Benefits of High Capacity Transit

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

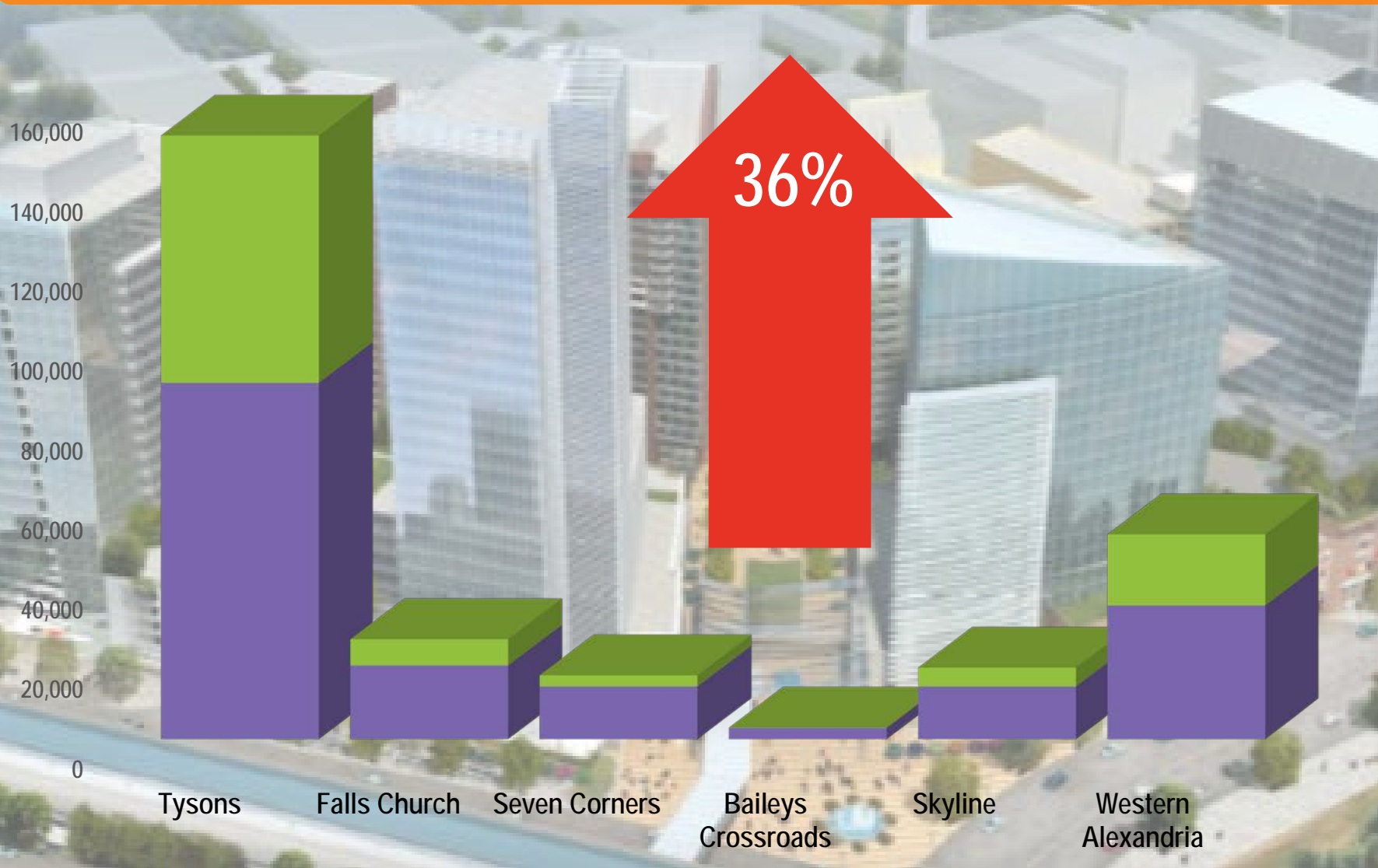


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# Population Growth

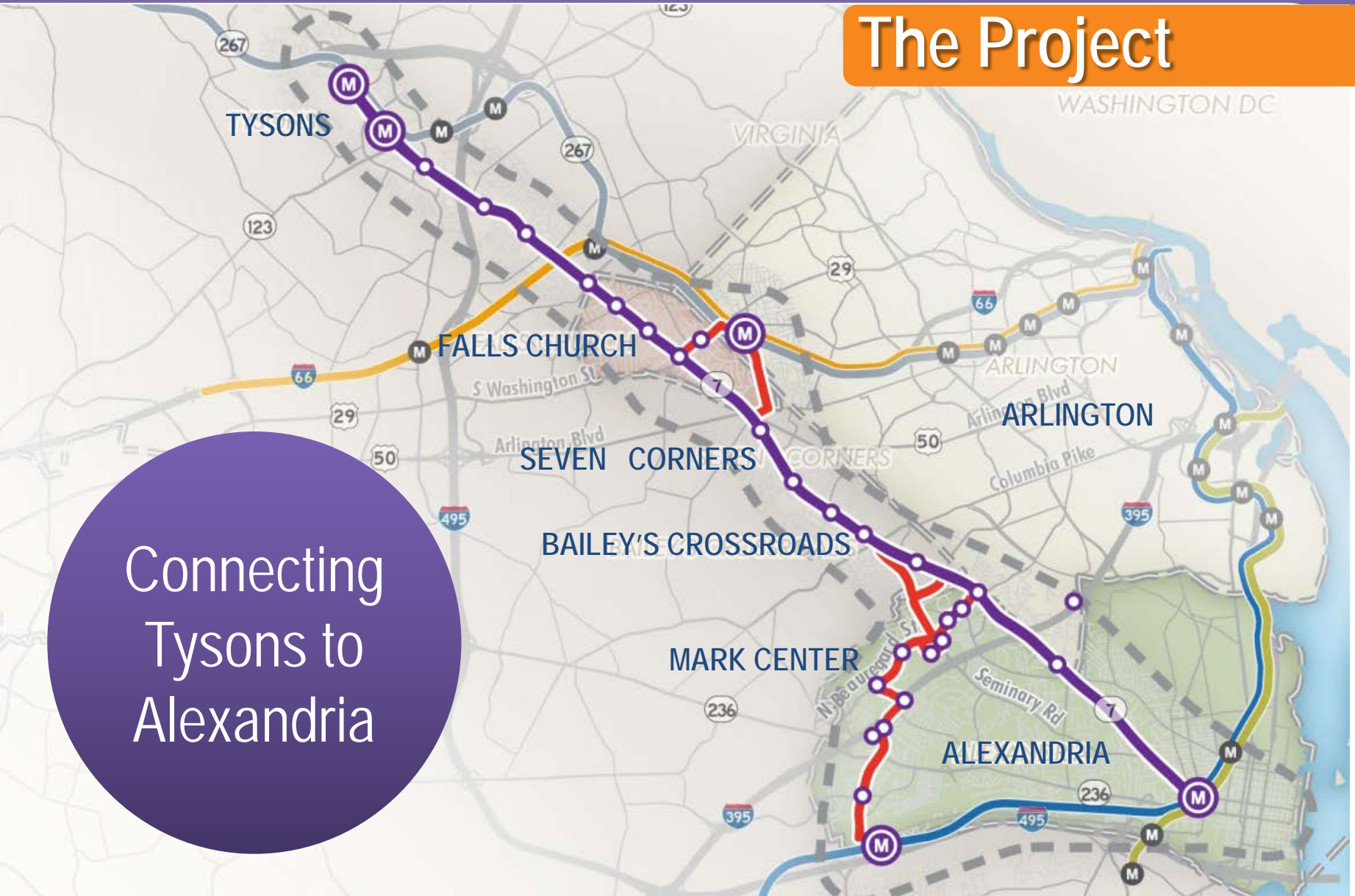


# Job Growth



# The Project

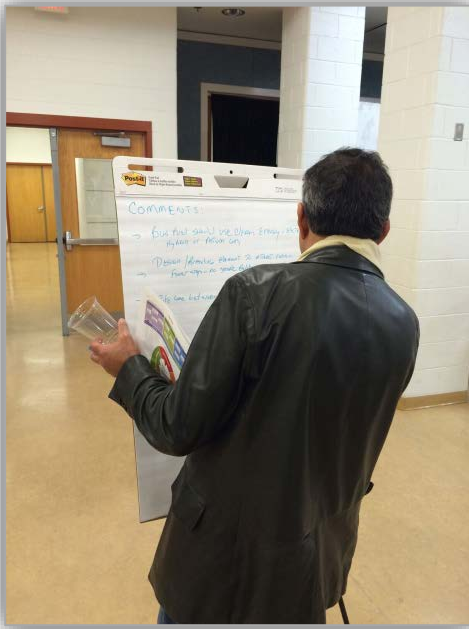
Connecting  
Tysons to  
Alexandria



# 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 stand point*
- *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?

KING STREET METRORAIL STATION

MARK CENTER

VAN DORN STREET METRORAIL STATION

# 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

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# 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



# Paying for the Project - Candidate Funding Sources

## 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

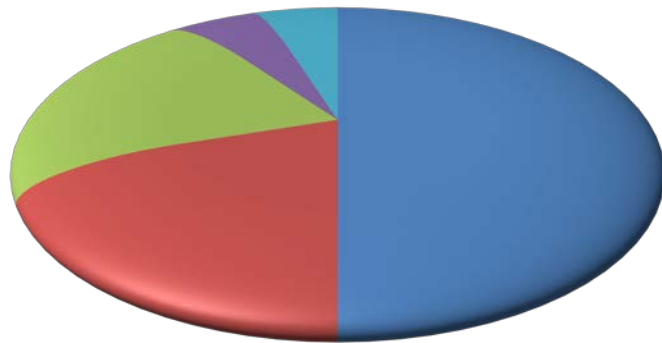
- Tax Increment Financing
- Special Assessment Districts
- Joint Development
- Air Rights

## Other Sources

- Developer Contributions
- Developer Impact Fees
- Fare Revenue
- Advertising
- Naming Rights

# Potential Funding Options for the Project

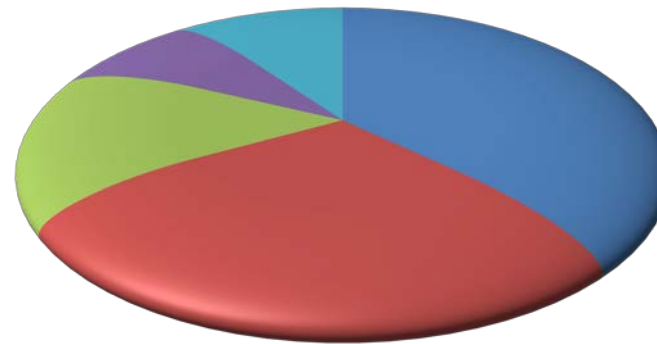
## New Starts Federal Funding



- Federal CIG
- HB 2 Funds
- HB 2313 Funds
- Value Capture
- Other

## Theoretical Examples Based on a \$270M Project Capital Cost

### Small Starts Federal Funding



- Federal CIG
- HB 2 Funds
- HB 2313 Funds
- Value Capture
- Other



# 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

	BRT Tysons to Mark Center with EFC	BRT Tysons to Mark Center	BRT Tysons to King Street with EFC	LRT Tysons to Mark Center with EFC at Grade	LRT Tysons to Mark Center with EFC - Elevated
	Small Starts BRT New Starts BRT	Small Starts BRT New Starts BRT	New Starts BRT	New Starts LRT	New Starts LRT
Mobility Improvements	Medium (3)	Medium (3)	Medium (3)	Medium (3)	Medium (3)
Cost Effectiveness	High (5)	Medium-High (4)	High (5)	Medium (3)	Medium (3)
Congestion Relief	Medium-High (3)	Medium (3)	Medium-High (4)	Medium-High (4)	Medium-High (4)
Environmental Benefits	High (5)	Medium-High (4)	High (5)	Medium-High (4)	Medium-High (4)
Land Use	Medium (3)	Medium (3)	Medium (3)	Medium (3)	Medium (3)
Economic Development	Medium (3)	Medium (3)	Medium (3)	Medium (3)	Medium (3)
Sum and Average Score	22/6 = 3.67	20/6 = 3.33	23/6 = 3.83	20/6 = 3.33	20/6 = 3.33
Project Justification Rating	<b>Medium-High For Both</b>	Medium For Both	<b>Medium-High</b>	Medium	Medium

# 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



# 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

To learn more...



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