

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 21, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF AND NVTC STAFF

SUBJECT: AGENDA ITEM # 3 – ROUTE 7 ALTERNATIVES ANALYSIS PHASE 2

ISSUE: Staff update to Transportation Commission on the initiation of the Route 7 Alternatives Analysis Phase 2.

RECOMMENDATION: That the Commission receive the following for information.

EXECUTIVE SUMMARY

The Route 7 project team, including its consultant, Parsons Brinckerhoff (PB), briefed the Northern Virginia Transportation Commission (NVTC) Commissioners on January 7, 2015 on the outcomes of the first phase the Transit Alternatives Analysis Study of the Route 7 Corridor and the expected outcomes of Phase II.

The project team is proposing a preferred modal option and alignment that is eligible for federal funding and has strong champions among stakeholders and member jurisdictions. Conducted in two phases, the study has already examined multiple modal options and alignments for high capacity transit along the 13-mile Route 7 corridor between Tysons Corner in Fairfax County and the City of Alexandria. With the support of a Technical Advisory Committee (TAC), the project team plans extensive public involvement, including engagement with elected officials through NVTC, transportation and planning leadership in each jurisdiction, and with riders and businesses served by the corridor. The TAC consists of representatives from NVTC member jurisdictions, the Department of Rail and Public Transportation (DRPT), the Council of Governments Transportation Planning Board (MwCOG/TPB), WMATA, and the Virginia Department of Transportation (VDOT). The Study is expected to be completed in March 2016.

BACKGROUND

Phase I of the study concluded in December 2013. Phase I was funded through a Federal FY 2010 SAFETEA-LU earmark (to the City of Falls Church) and non-federal matching funds. The project team held two public meetings during Phase I of the study. At the conclusion of Phase I, six possible alternatives were identified for further study. They included:

- No-Build Alternative
- Alternative 1-A-B: Bus Rapid Transit from Tysons to King Street Metrorail Station via East Falls Church Metrorail station
- Alternative 1-B-TSM: Transit TSM (Transportation Systems Management)
- Alternative 3-A-B: Bus Rapid Transit from Tysons to Van Dorn Metrorail Station via East Falls Church Metrorail station
- Alternative 3-A-L: Light Rail Transit from Tysons to Van Dorn Metrorail Station via East Falls Church Metrorail station
- Alternative 3-B-B: Bus Rapid Transit from Tysons to Van Dorn Street Metrorail station

The “Purpose and Need” and “Definition of Alternatives” reports provide additional information on the project and possible alternatives.

Last summer, NVTC received a grant from the Northern Virginia Transportation Authority (NVTA) in the amount of \$838,000 to conduct Phase II work. During Phase II, the remaining six alternatives will be examined in more detail and the preferred mode, alignment, and termini will be determined. In addition to focusing on alignment and modal options, Phase II will explore funding options. NVTC is currently working with the consultant and the TAC to develop an intensive outreach strategy to engage elected and appointed officials, agency executives and senior staff, and public and community stakeholders. The project will conclude in March 2016.

NEXT STEPS

In addition to regular updates to the NVTCs Commissioners, next steps include:

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| • December 2014: | Finalize Outreach Plan |
| • January 2015: | Presentation to the NVTC Board |
| • December 2014-February 2015: | Development of operating plans for alternatives and connection services |
| • February-May 2015: | Ridership forecasting |
| • Fall 2015: | NVTC Update |
| • Fall 2015: | Public meeting |