



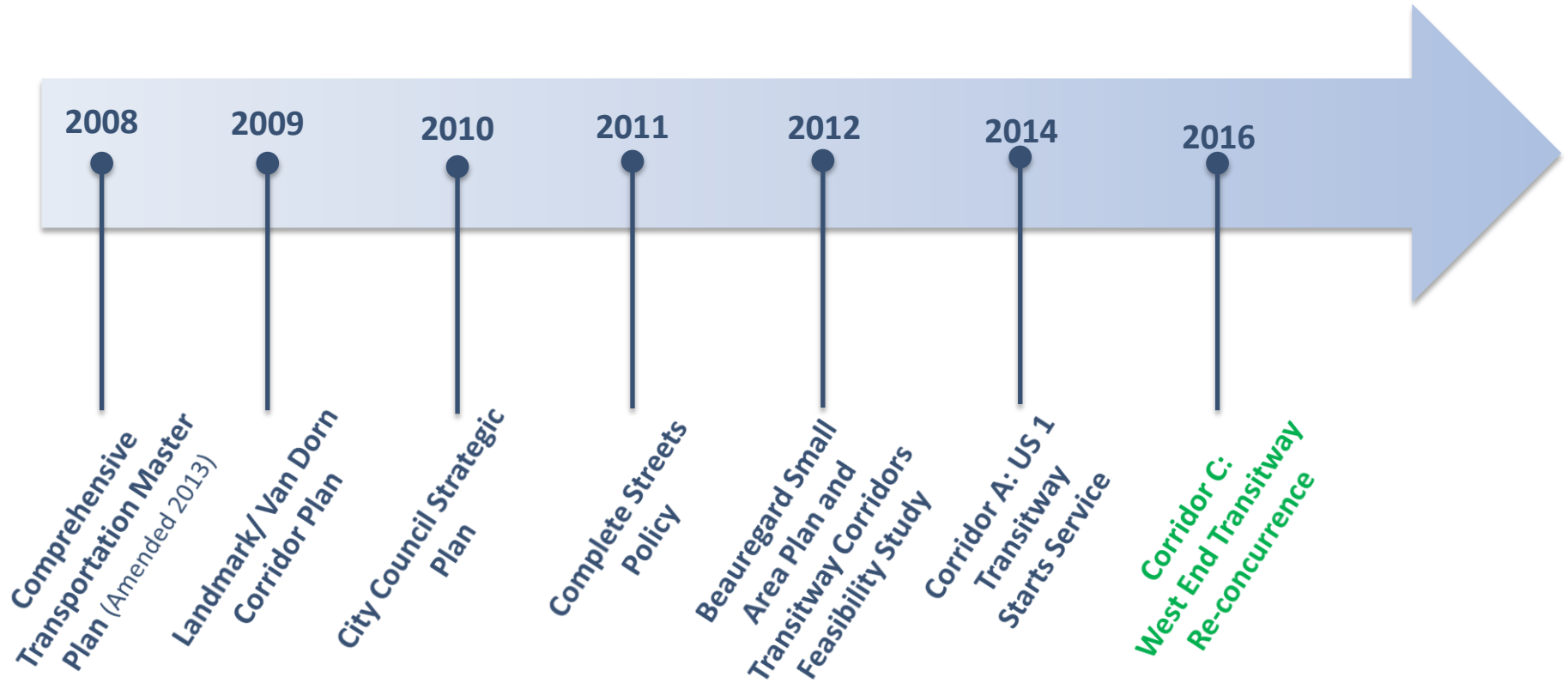
# WEST END TRANSITWAY

City Council

March 29, 2016



# History of Transitway Decision Making



# Primary Goals of Current Phase of Work

- Re-concurrence by the City of the **Locally-Preferred Alternative** defining:
  - Transit technology – *BRT*
  - Route – *between Van Dorn Metro and Pentagon Metro*
  - Configuration – *operating in dedicated lanes*
  - Refined planning-level project cost estimate
- Approved **environmental document**
  - Decision is made by Federal Transit Administration in cooperation with other supporting agencies

# West End Transitway Policy Advisory Group

- Established in 2014 by City Council to provide policy and technical guidance for Alternatives Analysis (AA)/Environmental Documentation
- Six meetings with public comment
- Voted on December 3, 2015 to adopt Resolution of Support for the project, which recommends the Build Alternative





# Build Alternative & Stations

**LEGEND**

West End Transitway

- Planned Station
- Dedicated Transit Lane in One Direction
- Dedicated Transit Lanes in Both Directions
- Transit in Mixed Traffic
- Transit in I-395 HOV Lanes (Peak Period)
- Metrorail Station
- Metrorail Blue Line
- Metrorail Yellow Line



- dedicated lanes
- queue jump lanes
- full amenity stations
- near-level boarding
- real time bus information
- off-board fare collection
- transit signal priority
- safety improvements at intersections
- improved sidewalks, and new bicycle facilities



# 2012 Council Resolution: Caveats Addressed

Caveats	Action Taken	Transitway Recommendation
<p><b>Optimize alignment to better serve the Northern Virginia Community College (NVCC)</b></p>	<p>Evaluated multiple station location and alignment alternatives</p>	<p>To enhance access to NVCC, project includes:</p> <ul style="list-style-type: none"> <li>- Pedestrian safety/accommodation enhancements at Braddock Road</li> <li>- Stations at Fillmore and Braddock</li> <li>- Build Alternative does not preclude other (potential future) services from directly serving main campus</li> </ul>
<p><b>Monitor transition from Alternative D (Bus Rapid Transit) to Alternative G (Streetcar)</b></p>	<p>No action required at this time by the current project</p>	<p>Transportation Commission to discuss when appropriate</p>

# Environmental Findings

- No impacts to:
  - Air quality
  - Cultural Resources and Section 106 (National Historic Preservation Act)
  - Noise levels
  - Parks - Section 4(f)
  - Streams (no direct impact)
  - Vibration
- Improved stormwater quality and reduced quantity in keeping with Virginia Water Control Law
- Net increase in number of trees
- Visual resources changes consistent with City-adopted plans
- Hazardous and contaminated materials sites further analyzed prior to construction



# Other Key Items Addressed

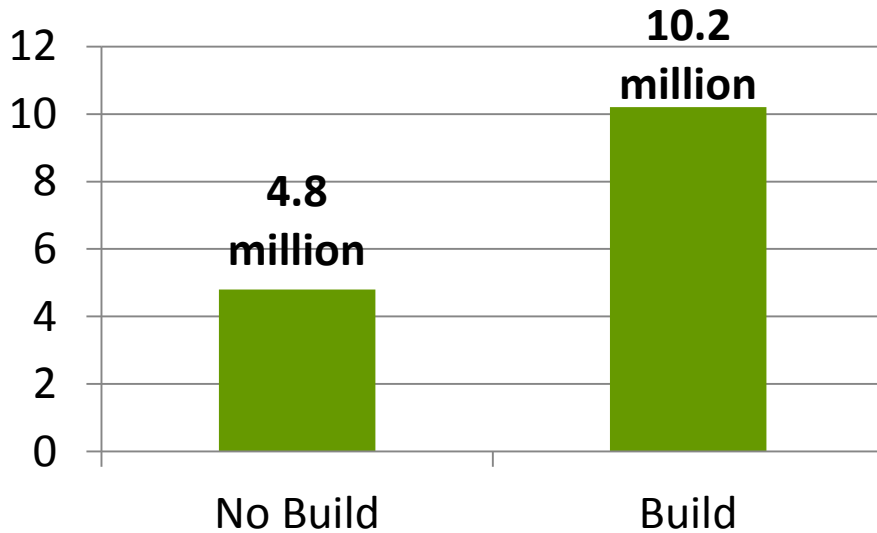
- Bicycle facilities on S. Van Dorn
- Minimize parking / property impacts along N. Van Dorn near Sanger Ave
- Minimize right of way / property impacts along S. Van Dorn
- Minimize overall residential parking impacts
- Establish Landmark Mall alignment
- Confirm Van Dorn Metrorail Station has adequate bus capacity
- Coordinate with T&ES Stormwater Division
- Match adopted interim right-of-way from Beauregard Small Area Plan
- Optimize southern terminus alignment (Metro Road)
- Minimize parking / property impacts at Southern Towers



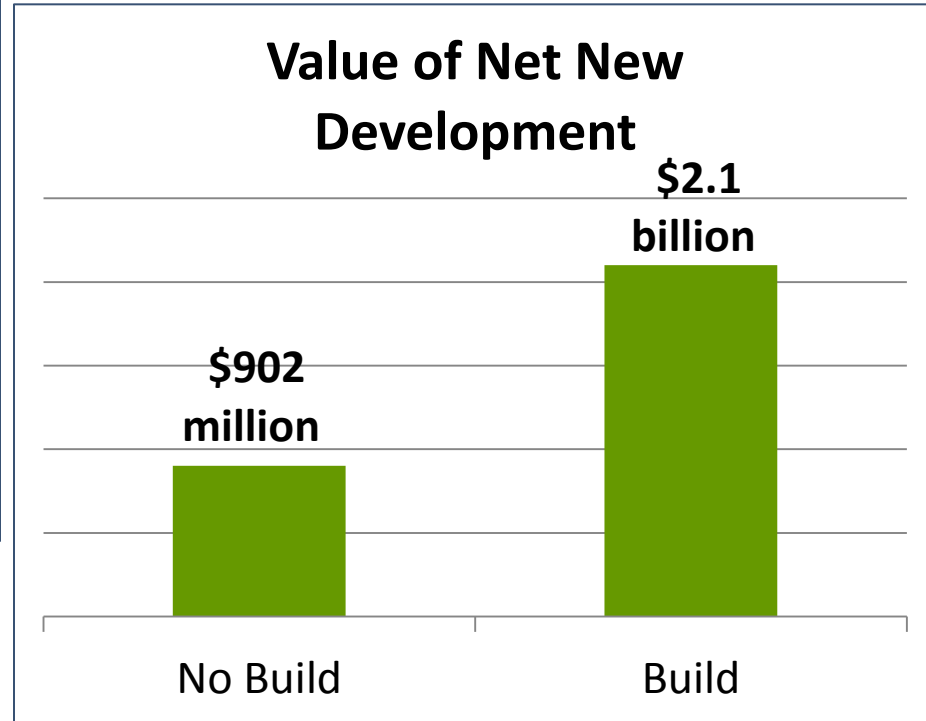


# Economic Analysis

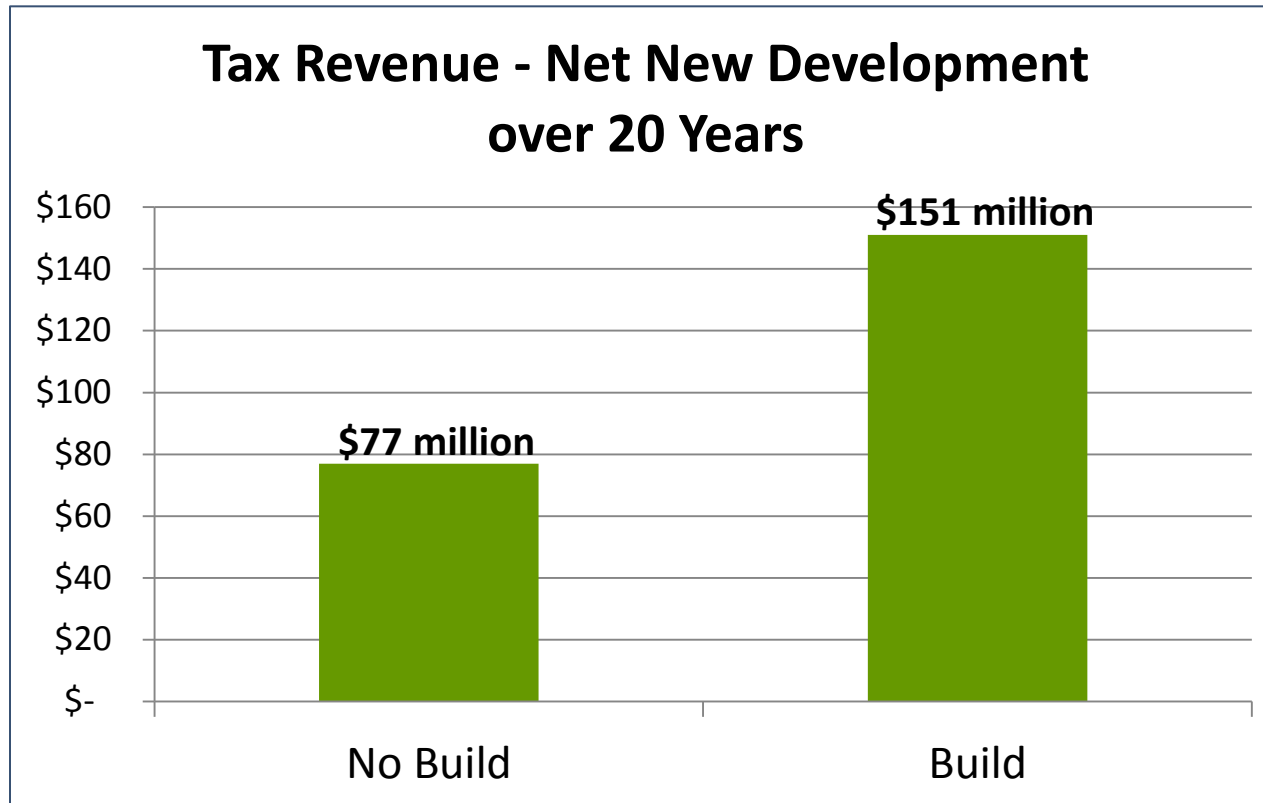
## Square Feet Net New Development



## Value of Net New Development



# Economic Analysis



Note: additional value to existing real estate with Build: \$21 to \$41 million

# Draft Capital Funding Plan

Funding Source	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	TOTAL
NVTA 70%	\$ 2,400,000	\$ 7,000,000	\$ 20,000,000	\$ 20,000,000	\$ 12,740,000				\$ 62,140,000
FTA (Small Starts)			\$ 20,000,000	\$ 20,000,000	\$ 10,660,000				\$ 50,660,000
Private Capital Contributions						\$ 2,600,000	\$ 12,100,000	\$ 12,500,000	\$ 27,200,000
<b>TOTAL</b>	<b>\$ 2,400,000</b>	<b>\$ 7,000,000</b>	<b>\$ 40,000,000</b>	<b>\$ 40,000,000</b>	<b>\$ 23,400,000</b>	<b>\$ 2,600,000</b>	<b>\$ 12,100,000</b>	<b>\$ 12,500,000</b>	<b>\$ 140,000,000</b>

- Ranked #2 transit project by NVTA (FY15-16 Funding Program)
  - NVTA approved \$2.4M in FY16, requested \$7M in FY17
- Provides flexibility for a phased implementation (if needed)



# Next Steps

- Submission of Environmental Document to Federal Transit Administration – Spring 2016
- Entry into project development – Spring 2016
- Administrative completion of current project phase – Summer 2016
- Advance project into design phase – Summer 2016



# QUESTIONS & DISCUSSION



WEST END TRANSITWAY





# RESOURCE SLIDES



# Project and Operating Costs

- Refining initial cost estimates
  - Project cost estimates based on concept engineering

Item	Cost (2015 Dollars)
Capital Construction (includes Roadway, stations, systems, ROW & utilities)	\$60 to 70 million
Fleet (buses, including spares)	\$17 to 19.5 million
Project Development (design, fees, permitting, legal, surveys, testing, etc.)	\$16 to 18.5 million
<i>Contingency</i>	<i>\$28 to 32 million</i>
<b>Total Project Cost</b>	<b>\$121 to 140 million</b>

- Range of operating cost (\$5 to 9 million) based on route and schedule assumptions