

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: April 14, 2022

SUBJECT: NVTa Endorsement of the City of Alexandria and Fairfax County's RAISE applications, Town of Leesburg's Mega and INFRA applications, and NVTc's application request for Community Project Funding

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) endorsement of City of Alexandria and Fairfax County's RAISE grant applications, Town of Leesburg's Mega and INFRA grant applications, and Northern Virginia Transportation Commission's Community Project Funding application.
- 2. Suggested Motion:** *I move Authority Endorsement of City of Alexandria and Fairfax County's RAISE grant application, Town of Leesburg's Mega and INFRA grant applications, and Northern Virginia Transportation Commission's Community Project Funding application.*
- 3. Background:** As is customary among NVTa partnerships, requests for the Authority's endorsement are received from regional agencies and local jurisdictions embraced by the Authority. To help fund their transportation projects, these regional agencies and local jurisdictions pursue sources of funding through federal grants and programs. NVTa has received five endorsement requests from three embraced localities and one regional agency under federal grant and funding programs as seen in the following table.

Federal Grant & Funding Program	Local Jurisdiction/Regional Agency
A. USDOT RAISE Discretionary Grant Program	1. City of Alexandria
	2. Fairfax County
B. USDOT Mega Grant Program	3. Town of Leesburg
C. UDOT INFRA Grant Program	4. Town of Leesburg
D. U.S. House Appropriations Committee Community Project Funding	5. Northern Virginia Transportation Commission

A. Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant:

The U.S. Department of Transportation (USDOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER.

The RAISE program enables the USDOT to achieve national objectives, examining initiatives that promise to invest in road, rail, transit, and port projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

RAISE Program Criteria:

Projects for RAISE funding will be evaluated based on merit criteria which includes safety, environmental sustainability, quality of life, economic competitiveness, opportunity, state of good repair, innovation, and partnership. Within these criteria, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity as well as create workforce development opportunities.

- For this round of RAISE grants, the minimum grant award is \$5 million, and the maximum grant award is \$25 million, and no more than \$225 million can be awarded to a single State, as specified in the appropriations act. Under the RAISE FY 2022 program, minimum and maximum award sizes are the same for capital and planning projects.
- New this year, under the Bipartisan Infrastructure Law, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity. The Department will assess projects for universal design and accessibility for travelers, as well as consider how proposals increase mobility for freight and supply chain efficiency.
- The program is one of the few USDOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.
- To provide technical assistance to prospective applicants, USDOT is hosting a series of webinars during the FY 2022 RAISE grant application process.

1. Project Scope Under City of Alexandria's RAISE Application:

A request for application endorsement was received from the City of Alexandria for its King Street/N. Beauregard Street Intersection Improvements. The proposed improvements at the King Street and N. Beauregard Street intersection include lane reconfiguration, removing a right turn slip lane, and upgrades to the traffic signal equipment and operations. In addition, the project will enhance the pedestrian crossing experience with raised and painted pedestrian refuges to decrease crossing lengths, reduce conflicts with vehicles, and provide safer access to transit stops near the intersection. It will also provide streetscape improvements such as six-foot wide landscaped buffers and minimum six-foot wide sidewalks in addition to improving stormwater management at the intersection.

2. Project Scope Under Fairfax County's RAISE Application:

Fairfax County has requested endorsement of its RAISE Application for three projects: Richmond Highway Bus Rapid Transit (BRT); Frontier Drive Extension; and Sunrise Valley Drive Active Transportation Improvements.

- a. The Richmond Highway BRT project features a mixed traffic running BRT system from the Huntington Metrorail Station along North Kings Highway to the Penn Daw Community Business Center, and then running in a dedicated median from Penn Daw on Richmond Highway to U.S. Army Fort Belvoir. The project is designed to catalyze the transformation of the Richmond Highway corridor through the implementation of high-quality mass transit and the creation of opportunities for higher density, mixed-use developments along planned community business center (CBC) nodes.
- b. The Frontier Drive Extension provides improvements to the circulatory system around the Franconia-Springfield Transit Center which provides improved access to both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield thereby reducing congestion on Loisdale Drive. The project will support the relocation of the Transportation Security Administration (TSA) headquarters to Springfield, Virginia.
- c. Sunrise Valley Drive Active Transportation Improvement project will reconstruct Sunrise Valley Drive to include a 15,000-foot one-way separated bike lane in each direction from Fairfax County Parkway to the Innovation Metrorail Station. Sunrise Valley Drive is a challenge for pedestrians and bicyclists due to conditions such as wide intersections and high vehicular volumes. Separated bike lanes will significantly improve the safety of bicyclists at intersections where there is a high volume of turning motor vehicles crossing the bikeway.

B. Mega Grant Program:

The U.S. Department of Transportation's Mega Grant Program (known statutorily as the National Infrastructure Project Assistance program) which was enacted in 2021 as part of a Bipartisan Infrastructure Law (BIL) seeks to support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

The Mega grant program funding will be made available in 2022 under the Multimodal Project Discretionary Grant Opportunity combined Notice of Funding Opportunity (NOFO) that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities. For FY2022-FY2026 \$5 billion will be available until such funds are expended.

Mega Grant Program Criteria:

Projects for the Mega grant program funding will be evaluated based on Benefit-Cost Analysis (BCA) that clearly quantifies and compares expected benefits and costs of the potential investment. Available funding under the Mega grant program will be used to ensure that

devoted projects provide significant economic benefits to users and the Nation as a whole, relative to the resources required to implement those projects.

3. Project Scope Under Town of Leesburg's Mega Grant Application:

A request for application endorsement was received by the Town of Leesburg for its Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road construction project. This project is a very important transportation improvement project for the Town of Leesburg that also has regional significance. The Route 15 Bypass is a 4-lane divided arterial highway and is part of the National Highway System. In addition to local traffic, Route 15 serves as a major commuter route for residents from northern Loudoun County, Maryland, and Pennsylvania traveling to employment centers in eastern Loudoun County, Fairfax County, and points further east. A new interchange is proposed to elevate the Route 15 Bypass over both Edwards Ferry Road and Fort Evans Road, to provide interchange ramps, and to provide a frontage road system connecting the two roadways.

C. Infrastructure for Rebuilding America Grants Program:

The U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) grant program also known statutorily as the Nationally Significant Multimodal Freight & Highway Projects awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

In 2021, INFRA was updated to include new eligibilities, set asides, and other programming changes in the BIL which was substantively changed from the FACT Act of 2015. \$7.25 billion in funding is available through the INFRA grants program during a four-year period beginning in FY2022.

INFRA Grant Program Criteria:

Like Mega grant program funding, INFRA grant program funding will also be evaluated based on Benefit-Cost Analysis (BCA) that clearly quantifies and compares expected benefits and costs of the potential investment. Available funding under the INFRA grant program will be used to ensure that devoted projects provide significant economic benefits to the region and the Nation as a whole, relative to the resources required to implement those projects.

4. Project Scope Under Town of Leesburg's INFRA Grant Application:

In conjunction with its Mega grant program application, the Town of Leesburg submits its INFRA grant program application for the construction of Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road. In addition to previously identified regional significance, this project will economically benefit users and the region. Edwards Ferry Road and Fort Evans Road intersections serve large retail centers and many other smaller stores and restaurants. This project aims to decrease congestion between the Edwards Ferry Road and Fort Evans Road intersections as well as ensure pedestrians and bicyclist safely cross Route 15.

D. The U.S. House Appropriations Committee Community Project Funding

To meet critical needs of communities across the United States, the House Appropriations Committee has invited Members of Congress to request funding for projects in their communities. These requests are subject to strict transparency and accountability rules. This funding opportunity allows state, regional, and local jurisdictions, and agencies to request funding from their Congressional representatives. Each Member of Congress can submit up to 15 funding applications during FY2023 for the House Appropriations Committee's consideration.

Community Project Funding Criteria:

In addition to other financial regulatory obligations, community engagement and support is crucial in determining which projects are worthy of Federal Funding. Only projects with demonstrated community support will be considered.

5. Project Scope Under NVTC's Community Project Funding Application:

The Northern Virginia Transportation Commission (NVTC) has submitted a request for endorsement of their FY2023 Community Project Funding Request for Envision Route 7 Bus Rapid Transit (BRT). Since 2013, NVTC has led the development of the Envision Route 7 BRT project to help the region implement high-quality, frequent, and reliable transit to the Route 7 corridor from Tysons to Alexandria via the East Falls Church Metro. The project will help connect the economically and culturally diverse communities along Route 7 to opportunities across the region as it links both to Metro and the growing network of regional BRT routes that includes: Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and The ONE BRT along Richmond Highway in Fairfax County.

Attachments:

- A. City of Alexandria's request for NVTA endorsement letter
- B. Fairfax County's Request for NVTA endorsement letter
- C. Town of Leesburg's request for NVTA endorsement letter
- D. NVTC's request for NVTA endorsement letter & Route 7 BRT Initial Plan/NEPA Study



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall
Alexandria, Virginia 22313**

alexandriava.gov

703.746.4025

March 30, 2022

Monica Backmon, CEO
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

**RE: Request for NVTA Endorsement of City of Alexandria's RAISE Application for King
Street/N. Beauregard Street Intersection Improvements**

Dear Ms. Backmon,

I am writing to request NVTA's endorsement of the City of Alexandria's application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for King Street/N. Beauregard Street Intersection Improvements.

The proposed improvements at the King Street and N. Beauregard Street intersection include lane reconfiguration, removing a right turn slip lane, and upgrades to the traffic signal equipment and operations. In addition, the project will enhance the pedestrian crossing experience with raised and painted pedestrian refuges to decrease crossing lengths, reduce conflicts with vehicles, and provide safer access to transit stops near the intersection. It will also provide streetscape improvements such as six-foot wide landscaped buffers and minimum six-foot wide sidewalks in addition to improving stormwater management at the intersection.

The King Street and N. Beauregard Street intersection is near the border of Arlington and Fairfax Counties, and several DASH and Metroway bus lines run through the intersection, making it significant to regional multimodal transportation. The planned West End Transitway and Future Route 7 Bus Rapid Transit line will provide frequent, convenient transit service through this intersection, and pedestrians and cyclists will be able to connect from the

Monica Backmon, CEO

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intersection to the planned Beauregard Trail which will provide access to the south. This multimodal project will reduce congestion, improve access to local and regional bus service, and provide a safer and more comfortable pedestrian experience. RAISE grant funding would greatly facilitate construction of this project.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Yon Lambert (Mar 30, 2022 11:25 EDT)

Yon Lambert, Director of Transportation and Environmental Services

cc: James F. Parajon, City Manager
Emily A. Baker, Deputy City Manager
Hillary Orr, Deputy Director, T&ES



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 14, 2022

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request for NVTa Support of Fairfax County Applications for RAISE Discretionary Grant Program

Dear Ms. Backmon:

I am writing to request the Northern Virginia Transportation Authority's assistance by providing a letter of support for the applications that Fairfax County plans to submit for the United States Department of Transportation (USDOT) FY 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program. Following formal Fairfax County Board of Supervisors authorization on March 22 and April 12, 2022, Fairfax County plans to submit applications for the following projects by the April 14, 2022, deadline:

- Richmond Highway Bus Rapid Transit (BRT):**
The Richmond Highway BRT (TransAction Project ID #39) project features a mixed-traffic running BRT system from the Huntington Metrorail Station along North Kings Highway to the Penn Daw Community Business Center (generally centered around the intersection of North Kings Highway/South Kings Highway and Richmond Highway) and then running in a dedicated median from Penn Daw on Richmond Highway (U.S. Route 1) to U.S. Army Fort Belvoir. It includes nine transit stations, facilities for bicycles and pedestrians, while accommodating automobiles and other motorized vehicles. The project is designed to catalyze the transformation of the Richmond Highway corridor, through the implementation of high-quality mass transit and the creation of opportunities for higher density, mixed-use developments along planned community business center (CBC) nodes. Further, the Richmond Highway corridor is the most heavily used transit corridor in Fairfax County, and this project will generate even greater transit ridership.

Fairfax County intends to apply for \$25 million through the RAISE Program. The Authority has previously provided \$250 million to project, as well as an additional \$248 million to the Richmond Highway Widening project, which also included provisions for part of this BRT project. \$50 million has been allocated through the Commonwealth's Smart Scale Process, and approximately \$60 million in federal Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds are also allocated to the project. Fairfax County is also preparing the project to request approximately 49% of its total cost through the federal NEW STARTS Program funding.

Ms. Monica Backmon

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- Frontier Drive Extension

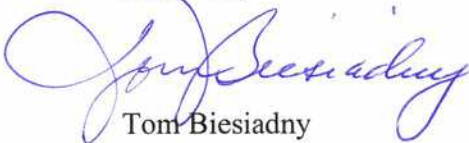
The Frontier Drive Extension (TransAction Project ID #84) from Franconia-Springfield Parkway to Loisdale Road provides improvements to the circulatory system around the Franconia-Springfield Transit Center, which provides improved access to both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield, thereby reducing congestion on Loisdale Drive. It provides on-street parking along the extension of Frontier Drive, as well as pedestrian and bicycle facilities. The project will support the relocation of the Transportation Security Administration (TSA) headquarters to Springfield, Virginia. The current project estimate for the Frontier Drive Extension is \$180 million, and the County has secured \$35 million, including \$27 million through NVT. The County intends to apply for \$25 million through the RAISE program for this project.

- Sunrise Valley Drive Active Transportation Improvements

The Sunrise Valley Drive Active Transportation Improvement Project will reconstruct Sunrise Valley Drive to include a 15,000-foot one-way separated bike lane in each direction from Fairfax County Parkway to the Innovation Metrorail Station. Sunrise Valley Drive is a challenge for pedestrians and bicyclists due to conditions such as wide intersections, and high vehicular volumes. Traffic is expected to increase with the opening of Silver Line Phase II in Summer 2022. Separated bike lanes will significantly improve the safety of bicyclists at intersections where there is a high volume of turning motor vehicles crossing the bikeway. The current project estimate for the Sunrise Valley Drive Active Transportation Improvements is \$23.6 million, and the County has secured \$6 million. The County intends to apply for \$17.5 million through the RAISE program for this project.

As the USDOT considers funding under this program, we would appreciate the Authority's support of Fairfax County's grant applications which will provide for an improved national and regional transportation network. If you have any questions or need additional information, please call me at (703) 877-5663 or Noelle Dominguez at (703) 877-5665. Thank you for your time and assistance for these critical projects.

Sincerely,



Tom Biesiadny
Director

cc: Todd Wigglesworth, Chief, Coordination and Funding Division, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, Coordination Section Chief, FCDOT



RENÉE M. LaFOLLETTE, P.E., DIRECTOR
Department of Public Works and Capital Projects

25 West Market Street ■ 20176 ■ 703-771-2790 ■ Fax: 703-737-7065 ■ rlafollette@leesburgva.gov ■ www.leesburgva.gov

April 13, 2022

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road
Request for NVTa support of Town of Leesburg applications for National Infrastructure Project Assistance (MEGA) and Infrastructure for Rebuilding America (INFRA) Grants

Dear Ms. Backmon:

I am writing to request Northern Virginia Transportation Authority's (NVTa) expression of support for an application by the Town of Leesburg, Virginia for National Infrastructure Project Assistance (MEGA) and Infrastructure for Rebuilding America (INFRA) grants to construct an interchange on RT 15 Bypass at Edwards Ferry Road and Fort Evans Road.

The Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road is a very important transportation improvement project for the Town of Leesburg that also has regional significance. As such, Leesburg has advanced the project to 30 % design.

The Route 15 Bypass/Edwards Ferry Road Interchange project is administered by the Virginia Department of Transportation (VDOT). The estimated cost of the Route 15 Bypass/Edwards Ferry Road Interchange project is approximately \$184 million.

Typically, projects with large budgets will require participation from multiple funding sources. To date, the Town has been awarded \$7.4 million in Northern Virginia Transportation Authority (NVTa) 70% regional funds for preparation of the Interchange Justification Report and design.

This design is underway by the Virginia Department of Transportation (VDOT). Additionally, a total of \$13.1 million from VDOT has been programmed to this project in future out-years.

The Route 15 Bypass/Edwards Ferry Road Interchange project is included in the Town Plan, the Virginia Department of Transportation (VDOT) Six-Year Plan, the Northern Virginia Regional Transit Authority (NVTa) TransAction Plan adopted November 2012, and the Town's Fiscal Year 2022-2027 Capital Improvement Program (CIP).

VDOT is administering this project due to its size and complexity. Even though VDOT will be administering this project, the Town is responsible for securing the needed funding. Town staff will be actively involved throughout the design and construction of this project.

Ms. Monica Backmon

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The Route 15 Bypass is a 4-lane divided arterial highway and is part of the National Highway System. In addition to local traffic, Route 15 serves as a major commuter route for residents from northern Loudoun County, Maryland, and Pennsylvania traveling to employment centers in eastern Loudoun County, Fairfax County, and points further east.

The existing at-grade intersections at Edwards Ferry Road and Fort Evans Road represent two of the three remaining signalized intersections on the Leesburg Bypass. Both intersections serve large retail centers and many other smaller stores and restaurants. The short separation between these two intersections and the minimal distance to the adjacent Route 7 (East Market Street) interchange exacerbate the traffic issues. This intersection becomes congested on a daily basis due to commuters, and on weekends and during holiday seasons due to the adjacent retail facilities. Also, a major portion of this project will be a pedestrian component, allowing pedestrians and bicyclists to safely cross Route 15 and enabling residents to get to retail and employment centers.

A new interchange is proposed to elevate the Route 15 Bypass over both Edwards Ferry Road and Fort Evans Road, to provide interchange ramps, and to provide a frontage road system connecting the two roadways. A public information meeting was held on February 27, 2017. On May 8, 2017, Town Council endorsed this interchange concept per Town Resolution 2018-091.

Since that endorsement, VDOT and the Town have continued to make progress on the project and have met or exceeded deadlines that were established as part of the committed schedule. The following steps have been completed or are planned:

- Interchange Justification Report (IJR) has been approved by VDOT and the Town Council.
- 30% plans, associated with the IJR have been approved.
- Environmental documentation has been approved by the Federal Highway Administration.
- Land acquisition of the southwest quadrant property for the ultimate interchange.
- Design Public Hearing was held on May 31, 2018.
- Commonwealth Transportation Board (CTB) approved the Limited Access Control Change on April 10, 2019.
- Final design and construction will be scheduled after funding is secured.
- Town staff and VDOT are working together to investigate possible phased project delivery.

Final design and construction will be scheduled after all funding is secured.

In closing, thank you for your consideration and support in funding this needed project. Should NVT A have any questions, please let us know. I look forward to your response.

Sincerely,



Renée M. LaFollette, P.E.

cc: Kaj H. Dentler, Town Manager

Philip Jones, P.E., Assistant Director of Capital Projects

Bud Siegel, Deputy Director of Public Works and Capital Projects

Calvin Grow, Transportation Engineer, Department of Public Works and Capital Projects



April 13, 2022

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Mr. John C. Tuck III

Executive Director
Katherine A. Mattice

Monica Backmon, Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Reference: Request for NVTA Endorsement of NVTC's FY 2023 Community Project Funding Request
- Envision Route 7 Bus Rapid Transit

Dear Ms. Backmon,

I am writing to request NVTA endorsement of Northern Virginia Transportation Commission's (NVTC) application under the U.S. House Appropriations Committee's Community Project Funding for our Envision Route 7 BRT Planning Project. This funding will fill a critical funding gap that will allow the project to continue towards construction and operation.

Since 2013, NVTC has led the development of the Envision Route 7 Bus Rapid Transit (BRT) project to help our region implement high-quality, frequent and reliable transit to the Route 7 corridor from Tysons to Alexandria via the East Falls Church Metro. The project will help connect the economically and culturally diverse communities along Route 7 to opportunities across our region as it both links to Metro as well as the growing network of regional BRT routes that includes Metroway BRT in the City of Alexandria and Arlington County, the West End Transitway in the City of Alexandria, and The ONE BRT along Richmond Highway in Fairfax County.

The Authority's early investment of \$838,000 in 2014 made possible NVTC's selection of the locally preferred alternative of bus rapid transit. The Authority has also included the Envision Route 7 BRT in its TransAction long-range plan, recognizing the importance of this regional project. Throughout these efforts, the Authority staff have been active contributors and champions of the Envision Route 7 BRT planning process.

As community partners, we believe this project will bring a variety of benefits to the region, including:

- Provide a faster, more reliable transportation option
- Reduce greenhouse gas emissions
- Connect major employment centers
- Reduce congestion in a key Northern Virginia transportation corridor
- Increase economic development opportunities

We hope you will strongly support NVTC's Community Project Funding request for Envision Route 7 as the project approaches the next phase where initial planning and National Environmental Policy Act (NEPA) documentation will be completed in preparation for design and construction.

Sincerely,

 A handwritten signature in blue ink, appearing to read "Katherine A. Mattice".

Katherine A. (Kate) Mattice
Executive Director

NVTC seeks **\$2 million** in federal support to complete the **initial planning and National Environmental Policy Act (NEPA) documentation** to prepare the **Envision Route 7 Bus Rapid Transit** project for design and construction. The Envision Route 7 BRT will provide a high performing limited stop bus transit service that will connect the Department of Defense Mark Center in Alexandria to Tysons in Fairfax County through Bailey's Crossroads, Seven Corners, and Falls Church.

This **regional project** is being done in **partnership** with Fairfax County, City of Falls Church, Arlington County and the City of Alexandria as well as the Virginia Department of Rail and Public Transportation (DRPT) and Department of Transportation (VDOT). Envision Route 7 is part of a **growing network of BRT routes** that includes *Metroway BRT* in the City of Alexandria and Arlington County, the *West End Transitway* in the City of Alexandria, and the *Embark Richmond Highway BRT* in Fairfax County. These **high-capacity BRT** routes will **connect** with Northern Virginia's **extensive transit network** of rail, bus, and commuter rail to better serve the people and businesses of Northern Virginia.

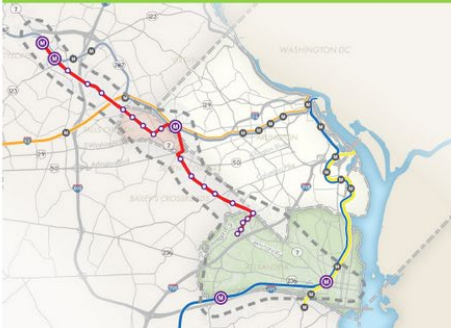
The Envision Route 7 BRT project will provide as many as 42,000 transit trips each day along the corridor, connect important business and residential areas, and, most importantly, provide high quality transit along this important historic corridor.

Bus Rapid Transit (BRT)



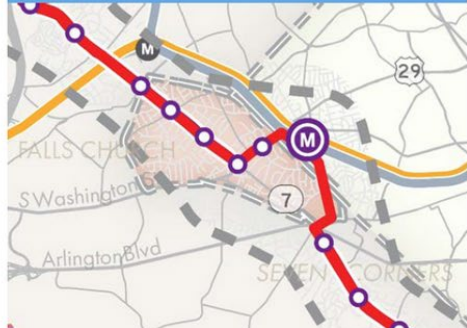
- > Ridership is comparable to that of light rail
- > Mode is compatible with Alexandria's West End Transitway
- > Ability to compete for federal grants is highest
- > Flexibility in meeting various travel conditions along Route 7 is greatest

Tysons to Mark Center



- > Ridership estimates are comparable with other alignments
- > Connection to Alexandria's West End Transitway is seamless, contributing to a developing regional BRT network
- > Access to jobs at the Mark Center and residences and businesses along Route 7 is enhanced

Connection to East Falls Church Metrorail Station



- > Ridership estimates are 38 percent higher with connection
- > Connections to Downtown Falls Church and neighborhoods in Seven Corners are enhanced
- > Mid-corridor connection to Metrorail's Orange and Silver lines is established.

In an assessment against the Federal Transit Administration's Capital Investment Grants program, this 12.5-mile BRT route would rate Medium High, demonstrating strong ridership, accessibility, land use and environment impacts. At a currently estimated capital cost of less than \$300 million, the project would also rate a High in cost effectiveness.

Visit <http://www.envisionroute7.com/> for more information, or contact NVTC's Executive Director Kate Mattice at 571-457-9523 or katemattice@novatransit.org

Envision Route 7 Bus Rapid Transit (BRT) Initial Planning and NEPA Study

Planning Documentation	<ul style="list-style-type: none"> The Envision Route 7 Bus Rapid Transit (BRT) project is in the planning phase and is included in Northern Virginia's long-range transportation plan, Transaction. At the appropriate time, it will be submitted for inclusion in the National Capital Region Transportation Planning Board Transportation Improvement Program (TIP) and Constrained Long-Range Plan (CLRP).
Funding Request	<ul style="list-style-type: none"> NVTC is requesting \$2,000,000 to complete the Initial Planning and National Environmental Policy Act (NEPA) phases of the project to allow the project to enter Project Development under the Federal Transit Administration's FTA Capital Investment Grants (CIG) funding.
Funding Sources	<ul style="list-style-type: none"> Planned sources of funding to complete design and construct the Envision Route 7 BRT project currently include (but not limited to) the Virginia Department of Rail and Public Transportation, Commonwealth of Virginia, Northern Virginia Transportation Authority, local funding and the FTA CIG program.
Letters of Support	<ul style="list-style-type: none"> See attached
Public Engagement	<ul style="list-style-type: none"> At each phase of the Envision Route 7 BRT planning process, NVTC has conducted extensive outreach along the corridor pro-actively and consistently engaged key stakeholders including low income and communities of color, the general public, employers, local jurisdictions, and elected leaders from local jurisdictions and NVTC. Outreach methods include public meetings open and accessible to the public, online surveys, online interactive tools, presentations to elected bodies, and a project website. Throughout the planning, conceptual design, and NEPA stages, NVTC will continue to engage the general public and the existing list of stakeholders while searching for innovative and non-traditional ways to engage with low-income, minority, and under-represented communities along the corridor to ensure high-quality, consistent, and multi-language access to all project information and engagement
Project Phase	<ul style="list-style-type: none"> Planning and Environmental Review (NEPA)
NEPA category of action	<ul style="list-style-type: none"> Anticipated NEPA category of action: NVTC will work with FTA to determine the appropriate category of action, likely a Categorical Exclusion or Environmental Assessment.
Status of Environmental Review	<ul style="list-style-type: none"> Pending funding and discussions with FTA
Previous Federal Funding	<ul style="list-style-type: none"> Phase 1 feasibility study was funded through a \$350,000 grant from the Federal Transit Administration. All subsequent work, including analysis to select the locally preferred alternative and conceptual engineering along the corridor was funded by the Virginia Department of Rail and Public Transportation, the Cities of Alexandria and Falls Church, and the Counties of Arlington and Fairfax.