

Contents

1.0	Purpose and Need	1-1	3.5.3	Public Involvement	3-41
1.1	Introduction	1-1	3.5.4	Minimization and Mitigation Measures	3-41
1.1.1	Corridor Description	1-1	3.6	Economic Development	3-44
1.1.2	Planning Context	1-1	3.6.1	Introduction	3-44
1.1.3	Project History	1-3	3.6.2	Key Findings	3-46
1.2	Purpose for the Columbia Pike Transit Initiative	1-3	3.6.3	Minimization and Mitigation Measures	3-51
1.3	Need for the Columbia Pike Transit Initiative	1-3	3.7	Visual and Aesthetic Conditions	3-52
1.4	Project Goals and Objectives	1-5	3.7.1	Introduction	3-52
1.5	Document Content and Organization	1-5	3.7.2	Key Findings	3-55
			3.7.3	Minimization and Mitigation Measures	3-57
2.0	Alternatives Considered	2-1	3.8	Cultural Resources	3-57
2.1	Definition of Alternatives	2-1	3.8.1	Introduction	3-57
2.1.1	No Build Alternative	2-1	3.8.2	Key Findings	3-61
2.1.2	Transportation Systems Management 1 Alternative-Enhanced Bus	2-7	3.8.3	Minimization and Mitigation Measures	3-61
2.1.3	Transportation Systems Management 2 Alternative-Articulated Bus	2-7	3.9	Parklands	3-62
2.1.4	Streetcar Build Alternative	2-10	3.9.1	Introduction	3-62
2.2	Streetcar Build Alternative Design Options related to O&M Facilities	2-18	3.9.2	Key Findings	3-62
			3.9.3	Minimization and Mitigation Measures	3-62
3.0	Environmental Consequences	3-1	3.10	Air Quality	3-66
3.1	Transportation Effects	3-7	3.10.1	Introduction	3-66
3.1.1	Introduction	3-7	3.10.2	Key Findings	3-67
3.1.2	Transit Operations	3-7	3.10.3	Minimization and Mitigation Measures	3-67
3.1.3	Traffic Operations	3-12	3.11	Noise and Vibration	3-69
3.1.4	Parking and Building Access	3-16	3.11.1	Introduction	3-69
3.1.5	Bicycle and Pedestrian Conditions	3-17	3.11.2	Key Findings	3-69
3.1.6	Minimization and Mitigation Measures	3-18	3.11.3	Minimization and Mitigation Measures	3-69
3.2	Land Use, Zoning, and Consistency with Local Plans	3-19	3.12	Water Resources	3-70
3.2.1	Introduction	3-19	3.12.1	Introduction	3-70
3.2.2	Key Findings	3-21	3.12.2	Key Findings	3-70
3.2.3	Minimization and Mitigation Measures	3-27	3.12.3	Minimization and Mitigation Measures	3-72
3.3	Land Acquisitions	3-30	3.13	Contaminated Materials	3-75
3.3.1	Introduction	3-30	3.13.1	Introduction	3-75
3.3.2	Key Findings	3-30	3.13.2	Key Findings	3-75
3.3.3	Minimization and Mitigation Measures	3-31	3.13.3	Minimization and Mitigation Measures	3-76
3.4	Neighborhoods and Community Facilities	3-32	3.14	Secondary and Cumulative Effects	3-79
3.4.1	Introduction	3-32	3.14.1	Introduction	3-79
3.4.2	Key Findings	3-32	3.14.2	Secondary Effects	3-79
3.4.3	Minimization and Mitigation Measures	3-33	3.14.3	Cumulative Effects	3-79
3.5	Environmental Justice Communities	3-36	3.14.4	Minimization and Mitigation Measures	3-80
3.5.1	Introduction	3-36	3.15	Safety and Security	3-81
3.5.2	Key Findings	3-40	3.15.1	Introduction	3-81
			3.15.2	Key Findings	3-81
			3.15.3	Minimization and Mitigation	3-83
			3.16	Construction Impacts and Potential Permits	3-85
			3.16.1	Introduction	3-85
			3.16.2	Key Findings	3-85
			3.16.3	Permits and Approvals	3-87
			3.16.4	Project Commitments	3-88

4.0	Financial Analysis.....	4-1
4.1	Capital Funding Strategy.....	4-1
4.1.1	Capital Cost Estimate.....	4-1
4.1.2	Funding for Other New Starts Projects.....	4-5
4.1.3	Capital Funding Sources for the TSM Alternatives.....	4-7
4.1.4	Capital Funding Sources for the Build Alternative.....	4-7
4.2	Operating and Maintenance Funding Strategy.....	4-8
4.2.1	Operating and Maintenance Costs.....	4-8
4.2.2	Operating Funding Sources.....	4-8
4.3	Risks and Uncertainties.....	4-9
4.3.1	Construction Cost and Revenue Risk.....	4-10
4.3.2	Operating Cost and Revenue Risk.....	4-10
4.3.3	Risk Assessment and Mitigation.....	4-10
5.0	Evaluation of Alternatives.....	5-1
5.1	Methodology of Evaluation.....	5-1
5.2	Ability to Meet Project Purpose & Need.....	5-1
5.2.1	Limited Roadway Capacity.....	5-1
5.2.2	Insufficient Transit Capacity to Support Growth and Development.....	5-2
5.2.3	Improve Transit Access to Skyline.....	5-5
5.3	Ability to Support Project Goals and Objectives.....	5-5
5.3.1	GOAL 1: Improve Mobility for Corridor Residents, Employees, Customers, and Visitors.....	5-5
5.3.2	GOAL 2: Contribute to and Serve as a Catalyst for Economic Development.....	5-6
5.3.3	GOAL 3: Enhance Livability and Long-Term Economic and Environmental Sustainability of the Corridor.....	5-6
5.3.4	Goal 4: Support Development of an Integrated Regional Multimodal Transportation System.....	5-7
5.3.5	Goal 5: Provide a Safe Environment for all Modes of Travel.....	5-8
5.4	Evaluation Synthesis.....	5-8
6.0	Agency Coordination and Public Involvement.....	6-1
6.1	Coordination with Other Projects.....	6-1
6.2	Agency Coordination and Project Management Structure.....	6-2
6.2.1	Project Management Team.....	6-2
6.2.2	Policy Committee.....	6-2
6.2.3	Technical Advisory Committee.....	6-4
6.2.4	Community Coordination Committee.....	6-5
6.3	Public Involvement.....	6-5
6.3.1	Public Meetings.....	6-5
6.3.2	Community and Stakeholder Meetings.....	6-6
6.3.3	Project Website.....	6-6
6.3.4	Project Mailing List.....	6-7
6.3.5	Future Public Involvement Activities.....	6-7

List of Figures

Figure 1.1-1:	Project Corridor.....	1-2
Figure 2.1-1:	Multimodal Project Proposed Typical Cross-Section.....	2-2
Figure 2.1-2:	Potential Columbia Pike Realignment at Joyce Street.....	2-5
Figure 2.1-3:	No Build Alternative Route Network.....	2-6
Figure 2.1-4:	TSM Alternatives Route Network.....	2-9
Figure 2.1-5:	Streetcar Alignment and Background Bus Service Route Network.....	2-14
Figure 2.1-6:	Streetcar Alignment and Facilities.....	2-15
Figure 2.1-7:	Western Terminus Design Options.....	2-16
Figure 2.2-1:	Initial Streetcar Build Alternative Design Options.....	2-19
Figure 3.1-1:	No Build Alternative Route Network.....	3-9
Figure 3.1-2:	TSM and Streetcar Build Alternatives Alignments.....	3-11
Figure 3.1-3:	Level of Service: Study Intersections.....	3-13
Figure 3.2-1:	Existing Land Use.....	3-22
Figure 3.2-2:	Future Land Use.....	3-24
Figure 3.2-3:	Zoning.....	3-28
Figure 3.4-1:	O&M Facility Concept Plan.....	3-33
Figure 3.4-2:	Neighborhoods and Community Facilities.....	3-34
Figure 3.5-1:	Environmental Justice Populations - Low-Income Populations (2000).....	3-38
Figure 3.5-2:	Environmental Justice Populations - Minority Populations (2010).....	3-39
Figure 3.5-3:	Transit Operations Change from No Build - Low-Income Populations (2000).....	3-42
Figure 3.5-4:	Transit Operations Change from No Build - Minority Populations (2010).....	3-43
Figure 3.7-1:	Skyline Complex, looking Northwest.....	3-52
Figure 3.7-2:	South Jefferson Street looking North.....	3-53
Figure 3.7-3:	Columbia Pike looking East towards South Oakland Street.....	3-53
Figure 3.7-4:	Columbia Pike at South Randolph Street looking West.....	3-53
Figure 3.7-5:	Columbia Pike looking East towards Walter Reed Drive.....	3-53
Figure 3.7-6:	Columbia Pike at South Wayne Street, looking West.....	3-54
Figure 3.7-7:	Columbia Pike at Four Mile Run, looking West.....	3-54
Figure 3.7-8:	Columbia Pike at the Navy Annex, looking West.....	3-54
Figure 3.7-9:	United States Air Force Memorial.....	3-54
Figure 3.7-10:	Hayes Street looking North towards Army Navy Drive.....	3-55
Figure 3.7-11:	12 th and Eads Streets, looking West.....	3-55
Figure 3.7-12:	Streetcar, Tracks, and OCS (Artist's Rendering).....	3-56
Figure 3.7-13:	TPSS (Artist's Rendering).....	3-56
Figure 3.8-1:	Areas of Archaeological Sensitivity.....	3-59
Figure 3.8-2:	Historic Architectural Resources in the APE.....	3-60
Figure 3.9-1:	Public Parklands.....	3-63
Figure 3.12-1:	Water Resources.....	3-73
Figure 3.13-1:	Recognized Environmental Conditions (REC) Sites.....	3-77
Figure 3.15-1:	Bicycle and Streetcar Tracks Crossing Caution Sign.....	3-83

Figure 6.0-1: Public Involvement and Agency Coordination 6-1
 Figure 6.3-1: Columbia Pike Transit Initiative Website..... 6-6

List of Tables

Table 1.3-1: Problems and Needs..... 1-4
 Table 1.4-1: Project Goals and Objectives 1-5
 Table 2.1-1: Overview of Alternatives 2-1
 Table 2.1-2: Current and Planned Projects Along the Corridor and Included in the No Build Alternative 2-4
 Table 2.1-3: Characteristics of Alternatives..... 2-17
 Table 2.2-1: Initial Streetcar Build Alternative Design Option Screening Matrix 2-20
 Table 3.1-1: Comparison of Key Transit Operations Indicators (2016)... 3-8
 Table 3.1-2: Comparison of Key Transit Operations Indicators (2030)... 3-8
 Table 3.1-3: Relationship between Delay/Vehicle and Intersection LOS..... 3-12
 Table 3.1-4: Level of Service..... 3-14
 Table 3.2-1: Applicable Local and Regional Plans 3-20
 Table 3.3-1: Potential ROW Impacts by Alternative..... 3-31
 Table 3.5-1: Minority and Low-Income Populations in Study Corridor, Arlington County, and Fairfax County 3-37
 Table 3.6-1: Remaining Development Potential along Columbia Pike (2010) 3-44
 Table 3.6-2: Remaining Development Potential in Baileys Crossroads (2011) 3-45
 Table 3.6-3: Relative Housing and Transportation Costs in the Study Area 3-45
 Table 3.6-4: Construction Impacts for the Washington, DC MSA 3-46
 Table 3.6-5: Annual O&M Impacts for the Washington, DC MSA 3-47
 Table 3.6-6: Total Assessed Value of Property Acquisitions..... 3-50
 Table 3.6-7: Annual Value of Travel Time Savings in 2030 (in 2011 dollars) 3-50
 Table 3.6-8: Annual Value of Travel Cost Savings in 2030 (in 2011 dollars) 3-50
 Table 3.6-9: Increases in Property Values of Streetcar Build Alternative Design Options in 2030 (in 2011 dollars)..... 3-51
 Table 3.9-1: Parklands 3-65
 Table 3.9-2: Potential Effects on Parklands..... 3-65
 Table 3.10-1: Predicted Maximum One-Hour Carbon Monoxide (CO) Concentrations at Selected Intersections (ppm) 3-68
 Table 3.10-2: Predicted Maximum Eight-Hour Carbon Monoxide (CO) Concentrations at Selected Intersections (ppm) 3-68
 Table 3.10-3: Regional Vehicle Miles Traveled by Alternative (2016)... 3-68
 Table 3.10-4: Regional Miles Traveled by Alternative (2030)..... 3-68
 Table 3.12-1: Water Resources Associated with Surface Waters in the Study Corridor 3-71
 Table 3.15-1: Transit Safety and Security Findings (2007)..... 3-82

Table 3.16-1: Project Commitments..... 3-89
 Table 4.1-1: Total Capital Costs for the TSM Alternatives (thousands of 2011 dollars, including allocated contingency)..... 4-2
 Table 4.1-2: Total Capital Costs for the Build Alternative Design Options (thousands of 2011 dollars, including allocated contingency) 4-2
 Table 4.1-3: Capital Costs for TSM 1 (thousands of YOE dollars) 4-3
 Table 4.1-4: Capital Costs for TSM 2 (thousands of YOE dollars) 4-3
 Table 4.1-5: Capital Costs for Skyline Route 7 Design Option (thousands of YOE dollars) 4-4
 Table 4.1-6: FY2013 New Starts Funding Recommendations..... 4-6
 Table 4.1-7: Preliminary Estimate of Capital Funding Sources for TSM 1 (000s of YOE dollars) 4-7
 Table 4.1-8: Preliminary Estimate of Capital Funding Sources for TSM 2 (000s of YOE dollars) 4-7
 Table 4.1-9: Preliminary Estimate of Capital Funding Sources for Skyline Route 7 Design Option (000s of YOE dollars)..... 4-7
 Table 4.2-1: Annual Operating Costs for Columbia Pike Transit Initiative Alternatives (thousands of YOE dollars) 4-8
 Table 4.2-2: Operating Costs and Revenues in the Opening Year (2016) (thousands of YOE dollars) 4-9
 Table 4.2-3: Operating Costs and Revenues in the Design Year (2030) (thousands of YOE dollars) 4-9
 Table 5.2-1: The need to increase transit capacity and improve transit mode share 5-2
 Table 5.2-2: The need to invest in transit service that supports growth and economic development..... 5-4
 Table 5.2-3: The need to improve connection from Skyline to the regional transit network 5-5
 Table 5.4-1: Evaluation Synthesis: Project Needs 5-9
 Table 5.4-2: Evaluation Synthesis: Project Goals..... 5-10
 Table 6.2-1: FTA Meetings for Current Study 6-2
 Table 6.2-2: Policy Committee Meetings 6-3
 Table 6.2-3: Technical Advisory Committee Meetings 6-5
 Table 6.2-4: Community Coordination Committee Meetings..... 6-5
 Table 6.3-1: Public Meeting Attendance Summary 6-6
 Table 6.3-2: Community and Stakeholder Meetings..... 6-7

Volume II - (contained on the CD fixed to the back cover of this document)

1	Detailed Definition of Alternatives
2	Environmental Constraints Map
3	Transportation Conditions
4	Land Acquisition
5	Environmental Justice
6	Economic Development and Economic Impacts
7	Cultural Resources
8	Section 4(f) and 6(f) Documentation
9	Noise and Vibration
10	Air Quality
11	Federal Coastal Zone Management Act Consistency Certification
12	Contaminated Materials
13	Energy
14	Capital Cost Estimate Methodology
15	Operations and Maintenance Cost Calculations
16	Agency Correspondence
17	Examples of Public Involvement