

Contents

1.0	Detailed Definition of Alternatives	1-1	5.4	Environmental Consequence	5-2
1.1	Introduction	1-1	5.4.1	No Build Alternative	5-2
1.2	No Build Alternative	1-1	5.4.2	TSM 1 Alternative	5-2
1.3	TSM Alternatives	1-1	5.4.3	TSM 2 Alternative	5-10
1.4	Streetcar Build Alternative	1-1	5.4.4	Streetcar Build Alternative	5-10
1.5	Comparison of Alternatives	1-1	5.5	Public Outreach Activities	5-11
2.0	Environmental Constraints Map	2-1	5.6	Avoidance, Minimization, or Mitigation of Disproportionately High and Adverse Effects	5-11
3.0	Transportation Conditions	3-1	6.0	Economic Development and Economic Impacts	6-1
3.1	Introduction	3-1	6.1	Introduction	6-1
3.2	Methodology	3-1	6.2	Methodology	6-1
3.2.1	Transit Operations	3-1	6.2.1	Construction-related Employment Impacts	6-1
3.2.2	Traffic Operations	3-3	6.2.2	Operations-related Employment Impacts	6-2
3.2.3	Parking and Building Access	3-3	6.2.3	Evaluation of Additional Tax Base Impacts (ROW)	6-2
3.2.4	Bicycle and Pedestrian Conditions	3-3	6.2.4	Economic Development Impacts from Mobility	6-2
3.3	Transportation Effects	3-3	6.3	Existing Conditions	6-2
3.3.1	Transit Operations	3-3	6.3.1	Demographics	6-2
3.3.2	Traffic Operations	3-12	6.3.2	Building Stock	6-3
3.3.3	Parking and Building Access	3-17	6.3.3	Economic Development	6-3
3.3.4	Bicycle and Pedestrian Conditions	3-18	6.3.4	Un-Built Development Capacity	6-5
3.4	Minimization and Mitigation Measures	3-20	6.3.5	Housing and Transportation Affordability	6-6
4.0	Land Acquisitions	4-1	6.4	Environmental Consequences	6-7
4.1	Introduction	4-1	6.4.1	Construction-related Employment Impacts	6-7
4.2	Alternatives Considered	4-1	6.4.2	Operations-related Employment Impacts	6-9
4.2.1	No Build Alternative	4-1	6.4.3	Tax Base Impacts	6-12
4.2.2	Transportation Systems Management Alternatives	4-1	6.4.4	Economic Development Impacts from Mobility	6-20
4.2.3	Streetcar Build Alternative	4-1	6.5	Minimization and Mitigation Measures	6-26
4.3	Right-of-Way Analysis Methodology	4-6	6.5.1	Construction-related Impacts	6-26
4.3.1	Definition of Right-of-Way Impacts	4-6	6.5.2	Operations-related Impacts	6-26
4.3.2	Geographic Information Systems (GIS) Analysis	4-7	6.5.3	Tax Base Impacts	6-26
4.4	Environmental Consequences	4-8	6.5.4	Economic Development Impacts	6-27
4.4.1	No Build Alternative - Columbia Pike Multimodal Project and Super Stops Program	4-8	7.0	Cultural Resources	7-1
4.4.2	TSM 1 Alternative	4-8	7.1	Introduction	7-1
4.4.3	TSM 2 Alternative	4-8	7.2	Project Description	7-1
4.4.4	Streetcar Build Alternative	4-8	7.2.1	Project Alternatives	7-1
4.5	Minimization and Mitigation Measures	4-9	7.2.2	Concurrent Studies within the Project Area	7-2
5.0	Environmental Justice	5-1	7.3	Regulatory Framework	7-2
5.1	Introduction	5-1	7.3.1	Federal Government	7-3
5.2	Methodology	5-1	7.3.2	Commonwealth of Virginia	7-3
5.3	Existing Conditions	5-2	7.3.3	Arlington County	7-3
			7.3.4	Fairfax County	7-3
			7.4	Historic Architectural Resources	7-4
			7.4.1	Methodology	7-4
			7.4.2	Area of Potential Effects	7-4
			7.4.3	Background Research	7-4
			7.4.4	Historic Architectural Survey	7-6

7.4.5	Summary and Recommendations	7-7	10.1.1	Study Area	10-1
7.4.6	Conclusion	7-20	10.2	Current Use of Adjoining Properties	10-1
7.5	Archaeological Resources.....	7-20	10.3	Pollutants and Regulatory Setting.....	10-1
7.5.1	Area of Potential Effects.....	7-20	10.3.1	Relevant Pollutants.....	10-1
7.5.2	Background Research.....	7-20	10.3.2	Pollutants of Concern	10-2
7.5.3	Virginia Department of Historic Resources - Registered Archaeological Sites.....	7-20	10.3.3	Regulatory Setting	10-2
7.5.4	Potential Sites and Cultural Resources Surveys ..	7-24	10.3.4	Evaluation Criteria.....	10-2
7.5.5	Summary and Recommendations	7-24	10.3.5	Rationale and Methodology for Modeling	10-3
7.6	References Cited	7-26	10.4	Affected Environment.....	10-6
8.0	Section 4(f) and Section 6(f) Documentation.....	8-1	10.4.1	Current Ambient Air Quality in the Region	10-6
8.1	Introduction	8-1	10.5	Environmental Consequences	10-9
8.2	Section 4(f).....	8-1	10.5.1	No Build Alternative	10-9
8.2.1	Legal and Regulatory Context.....	8-1	10.5.2	TSM Alternatives	10-9
8.2.2	Methodology	8-1	10.5.3	Streetcar Build Alternative	10-9
8.2.3	Potential Section 4(f) Resources.....	8-3	10.5.4	Conformity.....	10-9
8.2.4	Potential Section 4(f) Uses	8-3	10.6	Minimization and Mitigation Measures	10-10
8.2.5	Avoidance and Measures to Minimize Harm	8-11	10.7	Summary of Analysis	10-10
8.3	Section 6(f) of the Land and Water Conservation Fund Act ..	8-12	11.0	Coastal Zone Management Act (CZMA) Consistency Certification ..	11-1
8.3.1	Legal and Regulatory Context.....	8-12	11.1	Introduction	11-1
8.3.2	Methodology	8-12	11.1.1	Project Description	11-1
8.3.3	Section 6(f) Resources.....	8-12	11.1.2	Enforceable Policies of the Virginia Coastal Zone Management Program (VCP).....	11-1
8.3.4	Potential Conversion of Use	8-12	11.1.3	Advisory Policies	11-3
9.0	Noise and Vibration	9-1	12.0	Contaminated Materials	12-1
9.1	Introduction	9-1	12.1	Introduction	12-1
9.1.1	Human Perception of Noise and Vibration.....	9-1	12.2	Methodology.....	12-1
9.1.2	Regulatory Setting	9-2	12.2.1	Data Sources.....	12-1
9.2	Methodology.....	9-2	12.3	Existing Conditions	12-1
9.2.1	FTA Noise Criteria	9-2	12.4	Environmental Consequences	12-2
9.2.2	FTA Vibration Criteria	9-3	12.5	No Build Alternative.....	12-5
9.2.3	Modeling Assumptions	9-4	12.6	TSM 1 Alternative.....	12-5
9.3	Existing Conditions	9-5	12.7	TSM 2 Alternative.....	12-5
9.3.1	Noise Monitoring	9-5	12.8	Streetcar Build Alternative.....	12-5
9.3.2	Baseline Noise Conditions.....	9-5	12.9	Potential Construction Impacts.....	12-5
9.3.3	Baseline Vibration Conditions	9-5	12.10	Minimization and Mitigation Measures	12-6
9.4	Environmental Consequences	9-7	12.11	Potential Permits	12-6
9.4.1	No Build Alternative	9-7	13.0	Energy.....	13-1
9.4.2	TSM Alternatives	9-7	13.1	Introduction	13-1
9.4.3	Streetcar Build Alternative	9-7	13.2	Methodology.....	13-1
9.4.4	FTA Vibration Assessment	9-8	13.3	Existing Conditions	13-1
9.4.5	Summary of Analysis.....	9-9	13.4	Environmental Consequences	13-1
9.5	Minimization and Mitigation Measures	9-9	13.4.1	No Build Alternative	13-1
10.0	Air Quality.....	10-1	13.4.2	Transportation Systems Management 1 Alternative	13-1
10.1	Introduction	10-1			

- 13.4.3 Transportation Systems Management 2 Alternative 13-1
- 13.4.4 Streetcar Build Alternative 13-1
- 14.0 Capital Cost Estimate Methodology 14-1
 - 14.1 Purpose of the Memorandum..... 14-1
 - 14.2 Background for the Estimates..... 14-1
 - 14.3 Definitions of Alternatives for Transit Capital Cost Estimates 14-2
 - 14.3.1 No Build Alternative 14-2
 - 14.3.2 TSM 1 Alternative 14-2
 - 14.3.3 TSM 2 Alternative 14-2
 - 14.3.4 Streetcar Build Alternative 14-2
 - 14.4 Basis of Estimate for Transportation System Management 14-5
 - 14.4.1 Basis of Estimate for Streetcar..... 14-5
 - 14.5 Basis of Transit Capital Cost Estimates 14-5
 - 14.6 Utility of Estimates 14-10
 - 14.6.1 General Assumptions and Limitations 14-10
 - 14.6.2 Approach to Data Sources 14-11
 - 14.6.3 Accuracy of Cost Estimates 14-11
 - 14.7 Conclusions and Next Steps 14-11
- 15.0 Operations and Maintenance Cost Calculations 15-1
 - 15.1 Introduction 15-1
 - 15.2 Cost Summary 15-1
 - 15.3 Cost Methodology - Bus Service by Alternative 15-1
 - 15.4 Cost Methodology - Streetcar 15-3
- 16.0 Agency Correspondence 1
- 17.0 Examples of Public Involvement..... 17-1
 - 17.1 Introduction 17-1
 - 17.2 November 2010 Public Meeting Announcement and Flyer 17-1
 - 17.3 Spring 2011 Update..... 17-2
 - 17.4 December 2011 Community Coordination Meeting Presentation..... 17-3