The meeting will begin at 7:00PM. We will be conducting audio/video checks between 6:45 and 6:55PM.

Transportation Commission

March 16, 2022
Commission Members

• Vacant – DASH
• Oscar Gonzalez – Citizen East, High School Project
• Casey Kane – Traffic and Parking Board, Eisenhower West/ Landmark/Van Dorn Advisory Group
• Jody Manor– Planning Commission
• Bruce Marsh – Citizen East, Potomac Yard Metro Implementation Working Group
• Jim Maslanka– Citizen West
• Melissa McMahon – Planning Commission
• Matthew McManus – Citizen West
• Bill Pugh – Environmental Policy Commission, Eisenhower West/ Landmark/Van Dorn Advisory Group
• Kirk McPike – Council (non-voting)
• Charles Sumpter on behalf of John Chapman – Council (non-voting)
Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the February 16, 2022 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3) and the Continuity of Government ordinance adopted by the City Council on June 20, 2020 to undertake essential business. All of the members of the public body and staff are participating from remote locations through a Zoom Webinar.
Public Comment Period

Agenda Item #2
Public Comment

• For speakers not discussing items related to the public hearings.
• Raise hand or press *9
• Mute or unmute press *6
• 3 minutes per speaker
3 Minute Timer

*Announcement will sound automatically when time is up*
Transportation Commission Minutes: February 16, 2022

Agenda Item #3
Suggested Edits

• p. 3 (Duke Street in Motion Item) – Regarding statement "Commissioner Pugh wanted to know if the feedback listed on page 20 from the respondents were significantly different than those responses from the web-based respondents, pop-up, and bus-stop chat. Yes, the on-line responses were significantly higher, around 1700, while the in-person responses were significantly fewer." Adjust to reflect that Commissioner Pugh’s comment was more about whether the substance of the feedback was different, not the particular numbers.

• p. 3 (Duke Street in Motion Item) – Include reference to Commissioner Pugh’s question and comment on how the study is addressing land use and urban design, that more transit and that staff responded that the current study is not focusing on that.
FY23 City Budget

Agenda Item #4
FISCAL YEAR 2023
PROPOSED BUDGET: CIP & Operating
Transportation Commission
March 14, 2022
AGENDA

• Overview/Process
• Capital Improvement Program (CIP)
  • Supporting Infrastructure
  • State of Good Repair
  • Climate Change & Environmental Justice
• Operating
• Prevailing Wage Ordinance
• Capital Program Affordability
• Budget Calendar
OVERVIEW/PROCESS
**Fulfill Our Mission**
Working together to foster a thriving Alexandria

**Pursue Our Vision**
A culture that supports each of us and inspires excellence

**Live Our Values**
- Respect: We are open-minded and treat all people with dignity
- Teamwork: We do great things together
- Integrity: We are thoughtful stewards of the public’s trust
- Continuous Improvement: We challenge ourselves to learn and grow

<table>
<thead>
<tr>
<th>FY 2023 Budget Priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recovery</td>
</tr>
<tr>
<td>Infrastructure</td>
</tr>
<tr>
<td>Climate Change and Environmental Justice</td>
</tr>
<tr>
<td>Housing</td>
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<tr>
<td>Youth Support</td>
</tr>
<tr>
<td>Community Engagement</td>
</tr>
<tr>
<td>Employee Compensation</td>
</tr>
</tbody>
</table>
CIP Development Process

- **June 2021**: CIP development process kicks off
- **July 2021**: Departments submitted Phase I capital project Complexity Forms
- **August - September 2021**: OMB reviewed Complexity Form submissions and sets-up documents for Phase II Project/Program Submissions
- **October 2021**: departments submit Phase II Project/Program Submissions
- **November 2021 – December 2021**: Capital Improvement Program Steering Committee (CIPSC) crafts recommendations for the City Manager
- **January 2022 – February 2022**: City Manager develops recommendations and finalizes Proposed CIP

**What is CIPSC?**
- Committee with members from the most capital intensive City departments (T&ES, RPCA, DGS, ITS, DPI, and P&Z), charged with:
  - Crafting recommendations for a balanced proposed CIP
  - Identifying policy priorities and themes for the CIP
  - Presenting recommendations to the City Manager
- Committee chaired by Deputy City Manager Emily Baker
FY 2023 – 2032 Expenditure Uses
$2.73 Billion

- Public Buildings: $362.7 M
- Transportation: $571.2 M
- ACPS: $497.8 M
- Community Development: $366.9 M
- Stormwater Management: $288.4 M
- WMATA Capital Contributions: $181.8 M
- Recreation & Parks: $157.1 M
- CIP Development & Implementation Staff: $110.6 M
- IT Plan: $106.1 M
- Sanitary Sewers: $77.3 M
- Other Regional Contributions: $5.0 M
- Grand Total: $2.73 Billion
PRIORITY INVESTMENTS – CIP
Infrastructure

• WMATA Capital (FY23 – $16.3M; 10-yr - $181.8M)

• Transportation Highlights
  • Non-Motorized Infrastructure (FY23 - $8.6M; 10-yr - $51.2M)
    • Complete Streets (10-yr, $9M)
    • Safe Routes to School (NEW, 10-yr - $4.7M)
    • Lower King Street (NEW, 10-yr - $2.4M)
    • Transportation Project Planning (NEW, 10-yr - $2.6M)
    • Multi Use Trail Projects ($6.9M)
    • South Patrick Street Median (NEW, 10-yr - $3.4M)
    • Mount Vernon Avenue North ($2m)
Infrastructure

Transportation Highlights (continued):
• Streets and Bridges Program (FY23 - $21.4M; 10-yr - $189.7M)
• High-Capacity Transit (FY23 - $4M; 10-yr - $151.2M)
• Smart Mobility (FY23 - $4.6M; 10-yr - $21.2M)

State of Good Repair:
• Street Reconstruction & Resurfacing (INCREASED; 10-yr - $63.4M)
• Sidewalk Capital Maintenance (INCREASED, 10-yr - $8.3M)
• Bridge Repairs & Four Mile Run Bridges (INCREASED; 10-yr - $57.3M)
• Historic Infrastructure Materials (NEW; 10-yr - $4.7M)
Climate Change & Environmental Justice

• **Citywide Electric Vehicle Charging Stations** (FY23 - $500K; 10-yr - $9.5M)
  - New Project to provide charging for City fleet and some public access points

• **DASH Fleet Expansion & Electrification** (FY24 – FY26: $29.1M)
  - Includes funding for at least 20 100% electric expansion buses and supporting chargers over the next five years

• **Electric Bus On-Route Charging Stations** (FY25 – FY27: $4.8M)
  - New Project, will allow charging between trips to optimize usage and decrease trips back to depot

• **High-Capacity Transit Corridors** (FY23 – FY28: $151.2M)
  - Large scale projects for more efficient thoroughfare connections and access to transit
Transportation – Operating

• Transit – FY 23
  • DASH: $24 million (including trolley) +17.9%
    • Funding for training, maintenance, IT & 24/7 staffing for New Network
  • WMATA: $17.5 million in City general fund support +/-0%
  • DOT Paratransit: $1.6 million +/-0%

• Transportation Improvement Program (TIP) – FY 23
  • Capital Bikeshare: +85% due to West End Expansion
  • +1 FTE (grants administration/federalization)
  • Street Resurfacing ($700k)
  • Bus Shelter Capital Maintenance ($113k)
BUDGET CALENDAR
# Budget Development Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Meeting Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, February 15, 2022</td>
<td>7:00pm</td>
<td>FY 2023 Proposed Budget Presentation</td>
</tr>
<tr>
<td>Thursday, February 17, 2022</td>
<td>7:00pm</td>
<td>Proposed Budget Presentation - Public (virtual)</td>
</tr>
<tr>
<td>Wednesday, February 23, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Capital Improvement Program</td>
</tr>
<tr>
<td>Wednesday, March 2, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Alexandria City Public Schools</td>
</tr>
<tr>
<td>Monday, March 7, 2022</td>
<td>5:30pm</td>
<td>Public Hearing FY 2023 Budget</td>
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<tr>
<td>Tuesday, March 8, 2022</td>
<td>7:00pm</td>
<td>Introduce the Maximum Property Tax Rates</td>
</tr>
<tr>
<td>Wednesday, March 9, 2022</td>
<td>7:00pm</td>
<td>Advertise tax rate</td>
</tr>
<tr>
<td>Wednesday, March 16, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Healthy &amp; Thriving Residents</td>
</tr>
<tr>
<td>Wednesday, March 23, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Livable, Green &amp; Prospering City</td>
</tr>
<tr>
<td>Wednesday, March 30, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Safe, Secure &amp; Just Community</td>
</tr>
<tr>
<td>Wednesday, April 6, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Accountable, Effective &amp; Well-Managed Government/BFAAC</td>
</tr>
<tr>
<td>Thursday, April 14, 2022</td>
<td>7:00pm</td>
<td>Add/deletes due</td>
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<tr>
<td>Wednesday, April 20, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Topic TBD (if needed)</td>
</tr>
<tr>
<td>Saturday, April 23, 2022</td>
<td>9:30am</td>
<td>Tax Rate Public Hearing/ Add/Delete Public Hearing</td>
</tr>
<tr>
<td>Tuesday, April 26, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Preliminary Add/Delete Discussion</td>
</tr>
<tr>
<td>Monday, May 2, 2022</td>
<td>7:00pm</td>
<td>Budget Work Session: Final Add/Delete Discussion</td>
</tr>
<tr>
<td>Wednesday, May 4, 2022</td>
<td>7:00pm</td>
<td>Budget Adoption/ Tax Rate Adoption</td>
</tr>
</tbody>
</table>
Vision Zero Update

Agenda Item #5
Four-Part Update

- Citywide Crash Trends
- CY 2021 Accomplishments
- Updated Reporting Periods
- FY 2023 Vision Zero Work Plan
Total crashes and KSI crashes *trended downward* from 2011 to 2020.

---

**All Crashes - 10 Years**

**KSI Crashes - 10 Years**
However, KSI crashes *trended slightly upward* over the last *five years*. 
Over half of KSIs are pedestrian crashes or angle crashes.

Percent of KSI Crashes by Crash Type:
- Pedestrian: 29%
- Angle: 25%
- Rear End: 16%
- Fixed Object Off Road: 11%
- Head On: 5%
- Other Crashes: 14% (<5% each)
People who didn’t wear their seatbelt were **20 times more likely** to be killed or severely injured in a crash compared to those who did.

- **<1%** killed or severely injured (wore seatbelt)
- **17%** killed or severely injured (did not wear seatbelt)
Young adults comprise the highest proportion of KSI crashes, but children, teens, and older adults are the most susceptible.
The rate of KSIIs is higher on streets with higher posted speed limits.
Most bicycle KSIs happen on streets where bicycle infrastructure is not present.
Next Steps

Final report to be published on Vision Zero webpage in spring

Continue to target safety improvements to prominent problem areas
Calendar Year 2021 Highlights

- **10** locations with LED streetlight retrofits
- **20** Uncontrolled Crossing Improvements
- **5** Intersections with LPIs and No Turn on Reds
- **30** Controlled Crossing Improvements
- **3** Intersections with Left-Turn Crash Mitigation Treatments
- **1** Speed Limit Reduction
Calendar Year 2021 Highlights

- **Neighborhood Slow Zone Pilot**
  - Design Initiated

- **Rayburn-Reading Avenue Project**
  - Design Complete

- **King/Callahan/Russell**
  - Utility Relocations Underway

- **Mount Vernon Avenue North**
  - Planning/Conceptual Design

- **Old Cameron Run Trail**
  - 60% Design

- **North Beauregard Street Multi-Use Trail**
  - 30% Design

- **Potomac Avenue/Glebe Road Improvements**
  - Design Initiated
Updated Reporting Periods

➢ Shift from Calendar Year Cycle to Fiscal Year Cycle
➢ Upcoming Vision Zero reporting period will be from July 2022 – June 2023
## FY23 Work Plan: Highlights

### Engineering
- High-crash location audits
- Neighborhood slow zone
- Speed management on (2) high-speed corridors
- Safety countermeasures at (2) priority uncontrolled crossing locations
- Reduce the speed limit on (1) high-speed corridor

### Enforcement
- Automated speed enforcement for school zones
- Expanded automated red-light enforcement
- eCitations
- Seatbelt education and enforcement

### Education
- Provide (10) Citywide bicycle safety classes
- Conduct and support educational campaigns throughout the year

### Encouragement
- Distribute safety equipment at community events
- Integrate Vision Zero into TMP messaging

### Evaluation
- Vision Zero Viewer
- Annual Vision Zero progress report
- Citywide crash analysis report
Thank You!
Action Item:
Consideration of Endorsement for SMART SCALE Grant Application

Agenda Item #6
SMART SCALE – Scoring Criteria

- **Congestion Mitigation**: 45%
- **Land Use**: 20%
- **Accessibility**: 15%
- **Environmental Quality**: 10%
- **Safety**: 5%
- **Economic Development**: 5%
### Prior Project Awards

<table>
<thead>
<tr>
<th>Project Name</th>
<th>PRIOR YEAR</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
<th>FY25</th>
<th>FY26</th>
<th>PROJECT TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety and Capacity Enhancements (Duke St. and West Talor Run)</td>
<td>$2,045,000</td>
<td>$3,700,000</td>
<td>$5,745,000</td>
<td></td>
<td></td>
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<tr>
<td>Broadband Link for Eisenhower Avenue</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
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<tr>
<td>Traffic Adaptive Signal Commotrol</td>
<td>$7,010,000</td>
<td>$5,266,000</td>
<td>$2,410,000</td>
<td>$14,686,000</td>
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<tr>
<td>West End Transitway</td>
<td>$2,934,000</td>
<td>$4,505,000</td>
<td>$4,029,000</td>
<td>$11,468,000</td>
<td></td>
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<tr>
<td>DASH Bus Service and Facility Expansion</td>
<td>$7,008,000</td>
<td>$3,421,000</td>
<td>$2,928,000</td>
<td>$1,281,000</td>
<td>$14,638,000</td>
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<tr>
<td>Access Improvements to the Landmark Transit Hub</td>
<td>$-</td>
<td>$3,950,000</td>
<td>$2,384,000</td>
<td>$6,334,000</td>
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<tr>
<td>Citywide TSP on Major Corridors</td>
<td>$-</td>
<td>$374,000</td>
<td>$1,736,000</td>
<td>$2,110,000</td>
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<tr>
<td>West End Transitway Corridor Investments</td>
<td>$-</td>
<td>$23,610,000</td>
<td>$33,590,000</td>
<td>$57,200,000</td>
<td></td>
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</tr>
<tr>
<td>DASH Zero Emission Fleet Expansion</td>
<td>$-</td>
<td>$4,960,000</td>
<td>$7,040,000</td>
<td>$12,000,000</td>
<td>$3,112,946</td>
<td>$3,112,946</td>
<td></td>
</tr>
<tr>
<td>Route 1 and Glebe</td>
<td>$-</td>
<td>$3,112,946</td>
<td>$3,112,946</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 1 South Median</td>
<td>$-</td>
<td>$4,280,490</td>
<td>$4,280,490</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Landmark Mall Transit Center</td>
<td>$-</td>
<td>$12,997,059</td>
<td>$12,997,059</td>
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<tr>
<td><strong>SMART Scale Total</strong></td>
<td><strong>$19,997,000</strong></td>
<td><strong>$13,192,000</strong></td>
<td><strong>$9,367,000</strong></td>
<td><strong>$37,875,000</strong></td>
<td><strong>$44,750,000</strong></td>
<td><strong>$20,390,495</strong></td>
<td><strong>$145,571,495</strong></td>
</tr>
</tbody>
</table>
Project 1: I-395 Ramp Improvements on Duke Street

Allows direct access from I-395 onto redeveloped Landmark site

Part of Landmark site development – City to install by 2027

Up to $14 million
Project 2: Duke Street and Van Dorn St Intersection Improvements

- Improves crosswalks on Duke St/Van Dorn south and east side, straightens access from NB Van Dorn onto EB Duke
- Part of Landmark site development
- Up to $20 million
Project 3: Metroway Extension

- Extension North of Glebe Road to Evans Lane
- Sustainability for EV and stormwater
- Up to $10 million
Project 4: DASH Facility Expansion Phase II

Transition to 100% Electric Buses

20 additional charging stations in climate-controlled facility.

Up to $12 million
<table>
<thead>
<tr>
<th>City of Alexandria Projects</th>
<th>Maximum Funding Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-395 Ramp Improvements at Duke Street</td>
<td>Up to $14 million</td>
</tr>
<tr>
<td>Duke Street and Van Dorn Street Intersection Improvements</td>
<td>Up to $20 million</td>
</tr>
<tr>
<td>Metroway Extension</td>
<td>Up to $10 million</td>
</tr>
<tr>
<td>DASH Facility Expansion – Phase II</td>
<td>Up to $12 million</td>
</tr>
</tbody>
</table>
Next Steps

- Council Consideration: 22 Mar. 2022
- Application Deadline: 1 Aug. 2022
- Pre-Application Deadline: 2 Apr. 2022
- VDOT and DRPT Scoring: Fall 2022
- CTB Public Hearing on Six Year Plan: Spring 2022
- CTB adopts Six Year Plan: June 2022
Recommendation

That the Transportation Commission:

• Provide a letter of endorsement to City Council recommending they authorize the submission of up to $56 million in SMART SCALE applications.
Action Item: Consideration of Endorsement for the RAISE Grant Application

Agenda Item #7
Project Location: King Street at Beauregard Street

- Improves streetscape and pedestrian crossings
- Reduces congestion for several bus routes including the future West End Transitway
- Utility and Stormwater Improvements
RAISE – Selection Criteria

- Merit Criteria
- Benefit Cost Analysis
  - Demonstrate Readiness
    - Environmental risk & permitting
    - Technical assessment of feasibility and capacity to deliver project
  - Financial completeness
    - Obligating funds by September 30, 2026
Summary of MAXIMUM Funding Requests

<table>
<thead>
<tr>
<th>King Street and Beauregard Street Intersection Improvements</th>
<th>Phase II: Project Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal - RAISE Grant request</td>
<td>Up to $6.0 million</td>
</tr>
<tr>
<td>Current State/Federal Funding Match</td>
<td>$4.8 million</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>Up to $10-11 million</td>
</tr>
</tbody>
</table>
Next Steps

- **Council Consideration**: April 5, 2022
- **RAISE Application Deadline**: April 14, 2022
- **DOT Scoring**: Spring - Summer 2022
- **RAISE 2022 Announcement**: August 12, 2022
- **Phase II Construction**: Summer? 2022
- **Obligate funds by**: September 30, 2026
Recommendation

That the Transportation Commission:

• Provide a letter of endorsement to City Council recommending that they authorize the submission of an application with up to $6 million to RAISE.
Action Item:
Consideration of Feedback on Transportation Planning Board (TPB) Climate Survey

Agenda Item #8
Background

• TPB: reducing GHG emissions in transportation sector should be a regional planning priority

• To formalize this commitment, the TPB is considering adopting:
  • Greenhouse gas (GHG) reduction goals
  • Strategies (projects, programs, and policies) to reduce GHG emissions
Survey

• TPB conducting a survey of all members (jurisdictions and transportation agencies)
  • Long Range Transportation Plan (LRTP)
  • Visualize 2045
  • TPB’s planning process

• Open through April 1

• Responses coordinated through TPB Member, Councilman Aguirre
Key Initiative Areas

Three primary pathways to reduce on-road transportation GHG emissions:

1. Conversion to electric vehicles or lower carbon fuels

2. Mode shifts and changes in travel behavior

3. Vehicle travel efficiency - traffic system management and operations
Conversion of the motor vehicle fleet

• Convert vehicles to clean fuels

• Develop an electric vehicle charging network
Reduction in motor vehicle travel

• More housing near transit stations and Regional Activity Centers
• Shift jobs and housing to locations near transit and Regional Activity Centers
• Make bus and/or rail fare-free by 2030
• Price workplace parking
• Faster bus service
• Improve walk/bike access to transit stations
• Complete National Capital Trail Network
• More telework
Vehicle travel efficiency

• Charge a per mile fee
• Charge a “cordon fee” vehicles entering the core of DC
• Implement operational improvements, including
  • Advanced ramp metering
  • Enhanced incident management systems
  • Active signal controls
  • Transit bus priority treatments
Recommendation

• That the Transportation Commission authorize the chair to sign a letter to Councilman Aguirre highlighting the elements of consensus on the TPB Climate Change Survey discussed today.
Commissioner Updates

Agenda Item #9
Commission Members

• Oscar Gonzalez – Citizen East, High School Project
• Casey Kane – Traffic and Parking Board, Eisenhower West/ Landmark/Van Dorn Advisory Group
• Jody Manor – Planning Commission
• Bruce Marsh – Citizen East, Potomac Yard Metro Implementation Working Group
• Jim Maslanka – Citizen West
• Melissa McMahon – Planning Commission
• Matthew McManus – Citizen West
• Bill Pugh – Environmental Policy Commission, Eisenhower West/ Landmark/Van Dorn Advisory Group
• Kirk McPike – Council (non-voting)
• Charles Sumpter on behalf of John Chapman – Council (non-voting)
• Vacant – DASH
Items for Consent

Agenda Item #10
Other Business

• Duke Street Advisory Group Member

• Legislative Update

• Transportation Commission Retreat

• In-person Boards and Commissions to resume in April
Adjourn Transportation Commission Meeting

Next meeting: April 20, 2022