Transportation Commission

May 18, 2022
7PM
City Council Workroom and Electronic
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)
Public Comment Period
Agenda Item #1
Public Comment

• For speakers not discussing items related to the public hearings.

• For virtual attendees:
  • 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:
April 20, 2022

Agenda Item #2
Draft Long-Range Plan (LRP) Commissioner Scores Public Hearing

Agenda Item #3
Long Range Transportation Plan (LRP)

**LRP- Unconstrained** list of transportation projects, programs and studies

1. Project List – capital projects which are not funded (prioritized by the Transportation Commission)
2. Studies List
3. Developer Contingent Project List
2022 Schedule

April  Review LRP Process and Projects List
- Introduction at Retreat and Review Scoring Criteria
- Project List Review at Commission Meeting

May  Discuss draft LRP/Scores
- Receive Commissioner Scores by May 9
- Staff Compile Commissioner and Staff Scores
- Present Draft Ranked List at Public Hearing (May 18)
- Move to bring to June hearing for Adoption

June  Consider for Adoption
- Present final LRP at Public Hearing
<table>
<thead>
<tr>
<th>Project ID</th>
<th>2018 Rank</th>
<th>2020 Rank</th>
<th>2022 Rank</th>
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<tr>
<td>P-13</td>
<td>2</td>
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<td>Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan</td>
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<td>Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)</td>
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<td>P-17</td>
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<td>Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station</td>
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<td>Madison Street Bike facility</td>
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<td>Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street</td>
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<td>Union Street Pedestrian and Safety Enhancements</td>
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<td>Non-motorized bridge over Cameron Run</td>
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<td>Connection between Potomac Yard Park to Mount Vernon Trail</td>
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<td>Interim Bike Facility on Eisenhower Ave</td>
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<td>Norfolk Southern Rail spur in OTN converted into multi-use path</td>
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<td>3-95 access to West End Town Center</td>
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<td>Commonwealth Ave. Green Street</td>
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<td>S. Van Dorn Intersection Improvements</td>
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<td>16</td>
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<td>Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)</td>
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Tier 1 High priority for Staff
Tier 2 Medium priority for Staff
Tier 3 Low priority for Staff

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</table>
Discussion

• Did you have any questions about a project that made you unsure how to score it?
• Do you have any questions about any of the staff tiering?
• Does your individual ranking of any project vary significantly from the group?
  • Do you want to ask questions of why others scored a certain project a certain way?
  • Do you want to change any of your scores?
• Does the prioritization align with larger City goals (equity, sustainability, pandemic recovery, maintaining infrastructure)?
Public Hearing Comments

• For virtual attendees:
  • 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
Recommendation

• The Transportation Commission move to update draft project scores as discussed and to docket the 2022 Long Range Plan for adoption at the June 15 Transportation Commission meeting.
DOT Paratransit Update

Item #4
Paratransit Program Update

Transportation Commission
May 18, 2022
Alexandria DOT is the City’s public transportation service for City residents who can’t use regular public transit due to their disability.

- Begin in 1984, service only within Alexandria
- Modified in 1993 to meet ADA requirements, service area expanded
- Operated by the City, not DASH or WMATA
- Similar service, but separate from MetroAccess (WMATA’s paratransit program)
Program Overview

Managed by T&ES with contractor Support:
- Senior Services - reservations
- Diamond-National Express Transit – transportation provider
- Via – Data & Technology

Service Area:
- Alexandria
- Arlington County
- Fairfax County
- City of Falls Church
- City of Fairfax

Fares:
- Within Alexandria – Free (as of Sept 2021)
- Up to 5 miles outside City - $4
- More than 5 miles outside City - $6
Program Stats: Trips

- Distribution of trips*
  - 70% within Alexandria
  - 21% within 5 miles
  - 9% more than 5 miles

- Types of trips*
  - 80% Ambulatory
  - 20% non-ambulatory

*Based on Pre-COVID trips
Program Stats: Clients

~1,900 Clients certified

~500 Active Clients (Prior to COVID)

Median age – 71

26% require a wheelchair accessible vehicle

70% female

30% male
Transportation to/from **Medical Appointments** is the most common trip type, followed by **Personal Errands**

95% of clients providing feedback felt **safe** in the vehicles and that they were **clean**

Majority of clients providing feedback would like to see the program **expand to DC**, followed by **Prince William County**

79% of clients still **prefer to call** for reservations, but 21% would use an app or website
Key Budget Numbers

- FY 22 Operating Budget - $1.6 million
- Revenue Impact of fare-free DASH service ~$75,000
- Per Trip Cost - $51
- MetroAccess Per Trip Cost - $152
Challenges

- Program has not been updated in several decades
- Number of clients increases as population ages
- Cost of the service is increasing (*MetroAccess too*)
- Inefficient reservation and routing process
- Limited reporting and data
Policy – Make Transit Easier To Use

Strategy 7. Modernize the paratransit program for the city’s aging population

Actions
- Develop more customer-friendly service that is scalable for increased demand
- Identify opportunities to improve cost-effectiveness for long-term program management for DOT Paratransit and MetroAccess services
- Explore partnerships with existing City services, neighboring jurisdictions, and on-demand service providers to improve the effectiveness and efficiency of serving the travel needs of seniors and persons with disabilities
Progress toward Modernizing the DOT Program

Winter 2021 - CivStart Partnership with Stae to analyze existing client and trip data

Summer 2021 Request for Proposals for Service Provider and Reservation and Client Management Software
Partnership with VIA for Reservation Management and Routing – launching Summer 2022

- Online bookings & an app
- Better reporting features
- More efficient routing
- New client communication features (e.g. texts, certifications)
- Improved client tracking and updating

Improvements with transportation provider - Diamond

- Sub-contracting with UZURV (a TNC)
- More efficient booking process

Expanded service area into Washington, DC – Council Approval June 14

- Potential for future expansions into Maryland and Prince William County
Future Improvements

- Look at pricing to incentivize travel behavior (Shared & Off-Peak rides)
- Look at trip patterns for potential weekly shuttles
- Online certification for eligibility
- Travel Training (advances AMP Goal Supporting Travel Options)
- Exploring potential grant opportunities
Consideration of Endorsement of Low- and No-Emissions Grant Application

Item #5
Background: Grant Information

• The **Low-No Program**:  
  • Supports the transition of transit fleets to the lowest polluting and most energy efficient vehicles.  
  • Provides funding for the purchase or leasing of zero-emission and low-emission transit buses and supporting facilities.

• The **Bus and Bus Facilities Program**:  
  • Assists in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, or purchasing buses and bus-related facilities.
Selection Criteria

Evaluation Criteria
• Demonstration of need
• Demonstration of benefits
• Planning and local/regional prioritization
• Local financial commitment
• Project implementation strategy
• Technical, legal and financial capacity

Additional Priority Considerations

- Climate Change
- Environmental Justice
- Racial Equity and Barriers to Opportunity
- Creating Good-Paying Jobs
- Zero Emission Fleet Transition / Workforce development
- Other Selection Criteria
Grant Requests

• In 2018, the City committed to shifting to an all-electric bus fleet by the year 2037.

• In FY 23 and FY 24, 25 buses (including 5 trollies) are meeting useful life and need to be replaced (DASH Fleet Replacement plan).

• To replace retiring buses with electric buses (+ associated charging infrastructure) will cost approximately $30M.

• DASH is ultimately planning for a fleet of up to 140 buses and needs to upgrade the electrical capacity of the existing DASH building to handle the ultimate charging needs for the DASH campus – including the new facility.

• To be strategic and seek max available funding, staff broke requests into projects totaling $44.7 million scalable up to $50 million (to account for updated estimates during FTA review).
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Funding Request</th>
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<tr>
<td>Upgrade 15 FY23 replacement buses to electric (includes 5 trollies)</td>
<td>$17,050,000</td>
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<td>Build Electric capacity at DASH Facility</td>
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<td>Upgrade 10 FY24 replacement buses to electric</td>
<td>$10,750,000</td>
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<td>Upgrade 6 Smart Scale clean diesel buses to Electric</td>
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<td>Install 16 Chargers to support electric buses</td>
<td>$2,400,000</td>
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<td>Workforce Development</td>
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<td><strong>Total Cost</strong></td>
<td><strong>$44.7 Million</strong></td>
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## Summary of Funding Requests & Costs

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<td>Federal Request</td>
<td>$38.5 Million</td>
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<td>Local Match</td>
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<td>Available Local Match Sources</td>
<td>DASH Fleet Replacement CIP</td>
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<td>FY23 - $5.9m</td>
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<td>FY24 - $4.8m</td>
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* Requesting authorization for up to $50 million to account for new costs as project is further refined
Recommendation

• That the Transportation Commission provide a letter of endorsement to City Council for the Low and No-Emissions Grant Application
Commissioner Updates

Agenda Item #6
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 #7
Other Business
Adjourn Transportation Commission Meeting

Next meeting: June 15, 2022