Transportation Commission Meeting

May 18, 2022

7:00 PM

City Hall
301 King Street
Council Workroom

AGENDA

1. Public Comment (Not to exceed 10 min)

2. Minutes of the April 20, 2022 meeting

3. **Action Item: 2022 Long Range Transportation Plan Draft Scores (Public Hearing)**

4. **Discussion Item: DOT Paratransit Update**

5. **Action Item: Consideration of Endorsement of the FY 2022 Low or No Emissions and Buses and Bus Facilities Grant Applications**

6. **Commissioner Updates**

7. **Items for Consent**
   A. NVRC Ferry Study
   B. West Glebe Road and Mt. Vernon Avenue Bridge Updates
   C. EVRS Implementation and EV Charging Grants Update
   D. WMATA 2022/2023 Metrorail Shutdown Update
   E. WMATA Zero-Emission Bus Transition Plan
   F. Transportation Lands Use Connection (TLC) Grant Award for Safe Routes to School
   G. Mt. Vernon Avenue North Project Public Comment Period
   H. NVTA Six Year Program Public Comment Period
   I. 2021 AlexMoves Transportation Survey Results

8. **Other Business**

Public hearing items are so noted on the agenda*. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting*

Next Meeting: June 15, 2022

The May 18 meeting of the Transportation Commission is being held in the City Council Workroom on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed via Zoom by registering at the following link:

https://zoom.us/webinar/register/WN_vhTlsFP_RuO5BB9XdfgBOw

Or by phone: 301 715 8592
Meeting ID: 941 1661 5483
Passcode: 068073

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 5/18/22 to Megan.Oleynik@alexandriava.gov

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.

City of Alexandria
Transportation Commission

Regular Meeting

April 20, 2022
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Bill Pugh, Commissioner Matthew McManus (virtual), Commissioner Jody Manor.

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Megan Oleynik – Transportation Planning Division, Martin Barna - DASH.

Audio/Visual presentation is available online:
https://www.alexandriava.gov/TransportationCommission

Vice Chair Marsh called the Transportation Commission meeting to order at 7:03 pm.

1. **Public Comment Period**
   No public comment.

2. **March Minutes**
   Motion to approve the minutes: Commissioner McMahon
   Second: Commissioner Kane
   Motion carries unanimously

3. **DISCUSSION ITEM: Updates on Fare-Free New Dash Network and Consideration of Endorsement of the FY 2023 Transit Development Plan (TDP)**
   ISSUE: Update from DASH staff on the fare-free New DASH Network and the proposed service changes in the FY 2023 – FY 2028 DASH Transit Development Plan (TDP).

   RECOMMENDATION: That the Transportation Commission receive the updates from staff and consider endorsing the proposed TDP.

   DISCUSSION: Martin Barna, DASH, provided updates on DASH ridership and service since the

implementation of the Free-Fare DASH New Network in September 2021. Commissioners asked clarifying questions and provided feedback.

Motion to provide a letter to City Council endorsing the FY23 Transit Development Plan including recommendations currently unfunded in the proposed FY23 City Budget: Commissioner Kane
Second: Commissioner McMahon
Motion carries unanimously

4. **DISCUSSION ITEM: Review of 311 Process and Expectations**
ISSUE: Review of Alex311 process and expectations.

RECOMMENDATION: That the Transportation Commission receive this update.

DISCUSSION: Megan Oleynik, Transportation Long Range Planner, provided a review of the background of Alex311 and the processes and expectations for Transportation cases. Feedback received from Commissioners included that Alex311 should reinstate ability to post photos with cases, that service level agreement timelines should be revisited for some case types, and that there should be more transparency in where cases go that are added to longer-term project lists.

5. **ACTION ITEM: 2022 Long Range Plan Scoring Criteria and Project Lists**
ISSUE: Review of the scoring criteria and project lists for the 2022 update to the Transportation Long Range Plan (LRP).

RECOMMENDATION: That the Transportation Commission approve the draft scoring criteria for the LRP and provide feedback on the draft LRP project list.

DISCUSSION: Megan Oleynik, Long Range Transportation Planner, presented on the proposed scoring criteria for the LRP based on the Commissioner discussion at the retreat.

Commission McMahon suggested the "How well does the project focus investment near existing or proposed population and employment centers?" and the "How well does project focus investment near opportunities for economic development?" criteria in the "Land Use, Neighborhood Livability, & Economic Development" category be combined. Other Commissioners expressed support for this update.

Ms. Oleynik presented on proposed project updates for the 2022 LRP based on funding changes and plan updates since 2022. Commissioners provided feedback and asked clarifying questions. Commissioner Kane asked that more information be provided for the priority trail project. He asked that the study list be given estimated timelines. He also suggested staff revisit if the Pedestrian/Bicycle Bridge over I-395 and the Telegraph Road tunnel should be included on the Developer Project list or the City Project list. Commissioner McMahon suggested adding a Safe Routes to School project to address the outcomes of FY23 Walk Audits. Commissioner McMahon also suggested a few textual updates to the Scoring Guidelines.

Motion to approve the discussed revisions to the Long Range Plan Scoring Criteria and Project List: Commissioner McMahon

Second: Commissioner Kane
Motion carries unanimously.

6. **Commissioner updates**

Commissioner Kane – the Traffic and Parking Board heard a consent item on the Duke Street Traffic Mitigation that was extended through the end of April. The project has seen improved timings on Duke Street and slight delays on side streets. Also got an update on Capital Bikeshare, 16 of 17 VDOT funded stations have been installed. Approved adding parking, a bicycle corral, and a scooter corral on Mt. Vernon Avenue south of Braddock Road. Noted that he will be the Transportation Commission representative for the Duke Street in Motion Advisory Committee.

Commissioner Manor – No updates.

Commissioner Marsh – provided an update on items discussed at PYMIG including the road network for North Potomac Yard and construction progress.

Commissioner Maslanka – attended a public meeting on the Potomac River Generating Station (PRGS) focusing on transportation and traffic. Attended public meeting on the new Inova Alexandria Hospital site.

Commissioner McMahon – expressed that through construction closures on Potomac Avenue, the road has performed well with only one lane of traffic in each direction.

Commissioner McManus – asked for an update on City progress on Electric Vehicle Charging grant applications.

Commissioner Pugh – provided an update on the new programmatic approach to planting street trees that was presented to the Environmental Policy Commission. He noted that City Council had received the Joint Commission letter and the Joint Commission is awaiting a potential date to discuss further with Council. Finally, he noted that the public comment period is open for the Transportation Planning Board's Visualize 2045 Plan through May 1.

7. **Items for Consent**

8. **Other Business**
   a. TPB Visualize 2045 Plan – Public Comment Opportunity
   b. I-495 Southside Express Lanes Study – Public Meetings in May

Adjournment
At 9:15 pm, the Transportation Commission adjourned.

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City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 18, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – 2022 TRANSPORTATION LONG RANGE PLAN DRAFT SCORES

ISSUE: Review of Commissioner draft scores for the 2022 update to the Transportation Long Range Plan (LRP).

RECOMMENDATION: That the Transportation Commission discuss draft 2022 LRP scores and docket the adoption of the 2022 LRP for public hearing at the June 15 meeting.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive plan that identifies the City's long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Once projects on the LRP receive full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP).

Every two years, the Commission updates the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added and projects and studies may be removed if they have been completed or completely funded in the City's CIP or by grants. City staff refer to the LRP when there are calls for grant funded projects and consider the projects against the grant evaluation criteria to determine which might be top candidates for funding.

DISCUSSION: The draft 2022 LRP update includes changes on the scoring guidance and updated project, developer project, and study lists as discussed by the Commission at its April retreat and Transportation Commission Meeting.

After the April Transportation Commission meeting, Commissioners individually reviewed the draft 2022 LRP, and prioritized the projects using the adopted criteria. The draft project scores are provided for discussion in Attachment 1. The full project list, developer contingent project list, and study list are provided in Attachments 2, 3, and 4, respectively.

ATTACHMENTS:

1. 2022 LRP – Draft Project Scores
2. 2022 LRP – Project List
3. 2022 LRP – Developer Contingent Project List
4. 2022 LRP – Studies List

Attachment 1

City of Alexandria Long-Range Plan - Draft Commissioner Project Scores

Proj. ID	2018 Rank	2020 Rank	2022 Rank	Name	Oscar Gonzalez	Casey Kane	Jody Manor	Bruce Marsh	Jim Maslanka	Melissa McMahon	Matthew McManus	Bill Pugh	Draft Average Score
P-13	2	2	**1**	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	71	54	75	64	67	59		57	**63.9**
P-14	5	6	**2**	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	66	54	65	64	63	61		57	**61.4**
P-5	12	4	**3**	Sanger Avenue Bridge	68	55	62	62	68	53		60	**61.1**
P-20 (New)	NA	NA	**4**	I-395 Bicycle and Pedestrian Bridge	65	51	63	63	56	61		64	**60.4**
P-22 (New)	NA	NA	**4**	Safe Routes to Schools Walk Audit Recommendation Implementation	53	56	63	62	67	62		60	**60.4**
P-1	3	3	**6**	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	68	54	59	65	60	58		58	**60.3**
P-17	NA	5	**7**	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	66	52	69	58	63	53		55	**59.4**
P-23 (New)	NA	NA	**8**	Vision Zero High Crash Intersection Improvements	69	55	63	60	52	57		58	**59.1**
P-3	11	7	**9**	Madison Street Bike facility	70	51	67	60	52	54		56	**58.6**
P-21 (New)	NA	NA	**9**	Telegraph Road Bicycle & Pedestrian Connection	63	53	63	60	55	60		56	**58.6**
P-12	17	12	**11**	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	68	51	63	61	54	55		54	**58.0**
P-19 (New)	NA	NA	**11**	Union Street Pedestrian and Safety Enhancements	65	50	75	54	54	51		57	**58.0**
P-2	10	13	**13**	Commonwealth Avenue non-motorized bridge	68	48	63	63	53	55		51	**57.3**
P-4	14	10	**14**	Non-motorized bridge over Cameron Run	68	48	63	63	48	51		58	**57.0**
P-11	15	9	**15**	Connection between Potomac Yard Park to Mount Vernon Trail	68	51	63	59	49	52		53	**56.4**
P-16	NA	11	**16**	Interim Bike Facility on Eisenhower Ave	68	54	63	56	43	53		57	**56.3**
P-10	9	14	**17**	Norfolk Southern Rail spur in OTN converted into multi-use path	62	49	63	57	58	53		50	**56.0**
P-18	20	19	**18**	I-395 access to West End Town Center	39	43	63	57	54	51		53	**51.4**
P-14	8	18	**19**	Commonwealth Ave. Green Street	53	49	63	52	36	52		52	**51.0**
P-6	18	17	**20**	S. Van Dorn Intersection Improvements	39	45	63	51	45	46		41	**47.1**
P-8	19	16	**21**	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	29	44	63	50	42	45		53	**46.6**

Tier 1 High priority for Staff
Tier 2 Medium priority for Staff
Tier 3 Low priority for Staff

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PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	In COG Equity Emphasis Area?	Relationship to Other Initiatives
P-13	2	2	1	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Sidewalks projects that were recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than $5 million	10+ years	Ongoing	Partially	Yes
P-14	5	6	2	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Multi-use trail projects including crossing improvements recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria	Project	Ped/bike	More than $5 million	10+ years	Ongoing	Partially	Yes
P-5	12	4	3	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facililties.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Streets	More than $5 million	5-10 years	Not Started	Yes	Yes
P-20 (New)	NA	NA	4	I-395 Bicycle and Pedestrian Bridge	Provide a bicycle and pedestrian bridge from the Landmark Site/West End Town Center to the west side of I-395.	Landmark/Van Dorn SAP	Project	Ped/bike	More than $5 million	10+ years	Not Started	Yes	Yes
P-22 (New)	NA	NA	4	Safe Routes to Schools Walk Audit Recommendation Implementation	Implement recommendations of the Safe Routes to School Walk Audits planned for FY23.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	$1-5 million	1-5 years	Not Started	Partially	Yes
P-1	3	3	6	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than $5 million	5-10 years	Not Started	No	Yes
P-17	NA	5	7	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15.	Eisenhower East	Project	Pedestrian	$1-5 million	10+ years	Not Started	No	Yes
P-23 (New)	NA	NA	8	Vision Zero High Crash Intersection Improvements	Address safety issues at high crash intersections throughout the City as identified using Vision Zero's data analysis (Added to the 2020 LRP mid-cycle in November 2021 as an unranked project).	Vision Zero Action Plan	Project	Streets	Less than $1 million	1-5 years	Ongoing	Partially	Yes
P-21 (New)	NA	NA	9	Telegraph Road Bicycle & Pedestrian Connection	Rec. #74 Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing tunnel connection at Mill Road or another comparable connection.	Eisenhower East SAP	Project	Ped/bike	More than $5 million	5-10 years	Not Started	No	Yes
P-3	11	7	9	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Bicycle	Less than $1 million	1-5 years	Not Started	No	No
P-12	17	12	11	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Avenue and development (new and existing) North of Pickett Street.	Eisenhower West Small Area Plan	Project	Multimodal	More than $5 million	10+ years	Not Started	No	Yes
P-19 (New)	NA	NA	11	Union Street Pedestrian and Safety Enhancements	Implement pedestrian and safety improvements outlined in the Union Street Corridor Study including improved crosswalks at King Street/Union Street, exploring shared streets for portions of Union Street, raised intersections and crosswalks, additional traffic control and management.	Union Street Corridor Study	Project	Streets	More than $5 million	1-5 years	Not Started	No	Yes
P-2	10	13	13	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than $5 million	5-10 years	Not Started	Yes	Yes
P-4	14	10	14	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than $5 million	5-10 years	Not Started	No	No
P-11	15	9	15	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	North Potomac Yard SAP	Project	Ped/bike	More than $5 million	10+ years	Not Started	No	Yes
P-16	NA	11	16	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	Project	Bicycle	Less than $1 million	0-10 years	Not Started	No	Yes
P-10	9	14	17	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle path through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than $5 million	5-10 years	Not Started	No	Yes
P-18	20	19	18	I-395 access to West End Town Center	Modify the northbound I-395 Ramp to eastbound Duke Street to mitigate weaving conflicts between drivers from the ramp and on Duke Street and provide direct access from the ramp to the eastbound	Landmark/Van Dorn SAP	Project	Streets	More than $5 million	5-10 years	Not Started	Yes	Yes
P-14	8	18	19	Commonwealth Ave. Green Street	Move the Comonwealth Ave. turnabout to the entrance at the parking lot and convert the 0.25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	Pedestrian	Less than $1 million	5-10 years	Not Started	Yes	No
P-6	18	17	20	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	$1-5 million	5-10 years	Not Started	No	Yes
P-8	19	16	21	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	Eisenhower West Small Area Plan	Project	Streets	More than $5 million	10+ years	Not Started	No	Yes

City of Alexandria Transportation Long-Range Plan

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PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	Less than $1 million	Started
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	$1-5 million	Not Started
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	$1-5 million	Not Started
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	$1-5 million	Not Started
D-5	New Road from Route 1 to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration	Project	Streets	$1-5 million	Not Started
D-6	Realigned Eisenhower Avenue from Covanta to Metro Road	Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road	EW/Landmark/Van Dorn SAP	Project	Streets	More than $5 million	Ongoing
D-7	Realignment of Metro Loop Road and new grid west of Van Dorn Street	Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.	EW/Landmark/Van Dorn SAP	Project	Streets	More than $5 million	Ongoing
D-8	Construct new shared-use path along the waterfront of the former power plant site	Construct a new trail within the expanded waterfront open space on theformer power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.	Old Town North Small Area Plan	Project	Bicycle	$1-5 million	Not Started
D-9	Develop grid of streets in former power plant site	Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.	Old Town North Small Area Plan	Project	Streets	More than $5 million	Started
D-10	Mount Vernon Trail along East Abingdon Drive	Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.	Old Town North Small Area Plan	Project	Ped/Bike	$1-5 million	Started

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PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-11	Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane	Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed	Old Town North Small Area Plan	Project	Ped/Bike	$1-5 million	Not Started
D-12	Segments of Backlick Run on developer property along Backlick Run stream	Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.	EW/Landmark/Van Dorn SAP	Project	Ped/Bike	$1-5 million	Not Started
D-13	New High Street	New High Street: The Plan recommends a new “High Street” that will connect the core of the Landmark Mall redevelopment to the balance of the West End Town Center across Duke Street. It then continues south to Pickett Street as a local-serving alternative to Van Dorn Street. Along the way, it greatly improves local connectivity while creating considerable market value for the adjacent parcels. North of Stevenson Avenue, New High Street will also accommodate dedicated lanes for the new Van Dorn Street transit line as it makes its way through the core of the West End Town Center.	EW/Landmark/Van Dorn SAP	Project	Streets	More than $5 million	Not Started
D-14	Duke Street and North Van Dorn Street Redesign	Includes streetscape improvements plus a shared use path along Van Dorn Street	EW/Landmark/Van Dorn SAP	Project	Streets		Started
D-17	Eisenhower East SAP Bicycle and Pedestrian Facilities	Rec #65 and 73 (with developers)	Eisenhower East	Project	Bicycle	Less than $1 million	Not Started
D-18 (NEW)	Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	EW/Landmark/Van Dorn SAP	Project	Streets	More than $5 million	Started

City of Alexandria Long-Range Plan

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Studies

No.	Name	Description	Source	Category	Mode	Timeframe
S-1	Pedestrian safety improvements at Braddock/Wythe/West intersections	Study would evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Long-Term
S-3	HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.	Alexandria Mobility Plan (carried over from 2008 Transportation Master Plan)	Study	Streets	Mid-term
S-4	Glebe Road Bridge and Four Mile Run Pedestrian Bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where exsting W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	Long-Term
S-5	Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area.	Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.	Braddock SAP	Study	Pedestrian	Mid-term
S-6	Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station	Rec #75	Eisenhower East	Study	Transit	Mid-term
S-7	South Patrick Street Sound Wall	Work with VDOT to study the feasibility of enhanced landscaping and/or screening for the existing sound walls on South Patrick Street, and removing and/or modifying the sound wall at the intersection of Franklin Street and South Patrick Street.	South Patrick Street Affordable Housing Study	Study	Streets	Long-term
S-8	Low Stress Bicycle Network	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share	EAP2040	Study	Bicycle	Mid-term
S-9 (NEW)	Glebe Road Corridor Analysis	Review right-of-way and laneage along East/West Glebe Road in the Arlandria-Chirilagua neighborhood to determine appropriate bicycle, pedestrian, and vehicular accomodations.	Arlandria-Chirilagua SAP	Study	Streets	Short-term

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 18, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – DOT Paratransit Update

ISSUE: Receive an update about the City's paratransit program, Alexandria DOT.

RECOMMENDATION: That the Transportation Commission receive the update on the DOT Paratransit Program and endorse the expansion of the service area into Washington, DC.

BACKGROUND: The Alexandria DOT paratransit program began in 1984 as a service to Alexandria residents who were unable to use public transit due to a disability. The program was modified in 1993 to comply with the Americans with Disabilities Act (ADA). The program offers trips to residents who are approved through a certification process at a reduced rate. In addition to providing service throughout Alexandria, the program currently provides service to Alexandria residents travelling to and from the City to the following Virginia jurisdictions: Arlington County, Fairfax County, City of Falls Church, and City of Fairfax. A contractor provides the transportation for this service primarily with vans, although sedans have been recently added to the service through a subcontractor for overflow trips. The cost per trip ranges from $34-51 based on the volume of trips each month. Residents pay the following fares for this service and the City subsidizes the remaining cost:

- Within Alexandria – Free (as of September 2021 when DASH went fare free)
- Up to 5 miles outside of City limits - $4
- More than 5 miles outside of City limits - $6

The DOT Paratransit program is operated by the City of Alexandria and is separate from MetroAccess, which is the regional paratransit service operated by WMATA. MetroAccess provides trips anywhere in the region that is within a ¾ mile from a WMATA rail or bus route. Alexandria residents can participate in both programs and choose which service to use for trips. The City pays WMATA for trips taken by residents of Alexandria. The per trip rate varies each year based on the total number of MetroAccess trips in the region and the overall service cost. The annual per trip rate has varied drastically over the last several years, but most recently, in FY 2022, the per trip cost was $152.

Prior to the Pandemic, trips with DOT steadily increased from 52,470 in FY 2013 to 66,420 in FY 2019. A client feedback form in 2021 revealed that more than 95% of clients felt the vehicles were safe and clean and that both the reservations staff and drivers were professional and courteous. Because feedback on this program was so positive and MetroAccess costs were rising so quickly, staff initiated the process to expand service to enable clients the option of utilizing DOT for more trips which would also save the City money. More details about the program can be viewed in Attachment 1.

DISCUSSION: The Alexandria Mobility Plan (AMP) identified "Modernizing the paratransit program for the City's aging population" as a key strategy towards achieving the City's Transit Policies, including "Make transit easier to use". Operationally, there have been very few changes to the program over the last several decades, while the number of clients and the cost of this service has increased each year. Staff believe there are many opportunities to update the program to make it a more efficient service that can serve more people and be more cost-effective.

Knowing that the existing contracts for both services and a software vendor were expiring, the City partnered with CivStart, a non-profit organization funded by the National League of Cities, to develop a case study with paratransit data. The data that the City had was in various formats that were difficult to compile and analyze. CivStart matched the City with Stae, a a technology company providing data extraction, integration, and analytics tools to cities, through their online platform. Stae agreed to help Alexandria extract and analyze historical program data, provide insights to support planning, define program needs and ultimately inform vendor evaluation during an upcoming paratransit operator procurement process. They were able to gain key insights by geocoding address data to reveal travel patterns in the program. The findings from this study were used to craft a Request of Proposals (RFP) for a paratransit service provider as well as new software vendor to help improve efficiencies in data management, routing of drivers and increased options for customers to more conveniently book trips.

The RFP was released in 2021, and Diamond Transportation, the current provider, was awarded the service contract, and Via was awarded the data contract. City staff are currently working with Diamond and Via to launch a reservation system this summer. This new technology will be used by the City, Diamond, and Senior Services (who manage the Call Center) and will provide better reservation options that are coordinated in real-time with Diamond, improved trip routing, and better reporting options. Via will also offer new client communication features including an online reservation system and an app for clients who are comfortable making their own reservations and text notifications about the status of their trip and vehicle arrivals.

In addition to the new technology, staff propose expanding the DOT program into Washington, DC. Given the higher per trip cost of MetroAccess, there is a cost savings to the City by encouraging residents traveling to DC to use DOT instead of MetroAccess. To incentivize users to switch to DOT, staff recommends a $6 fare for trips into DC, which is slightly less than the maximum MetroAccess fare of $6.50.

With all of the changes that could occur, staff will work closely with clients to communication any changes and provide training on the expanded opportunities for booking and travel options.

ATTACHMENT:

1. Presentation

Attachment 1

ALEXANDRIA

DOT

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)

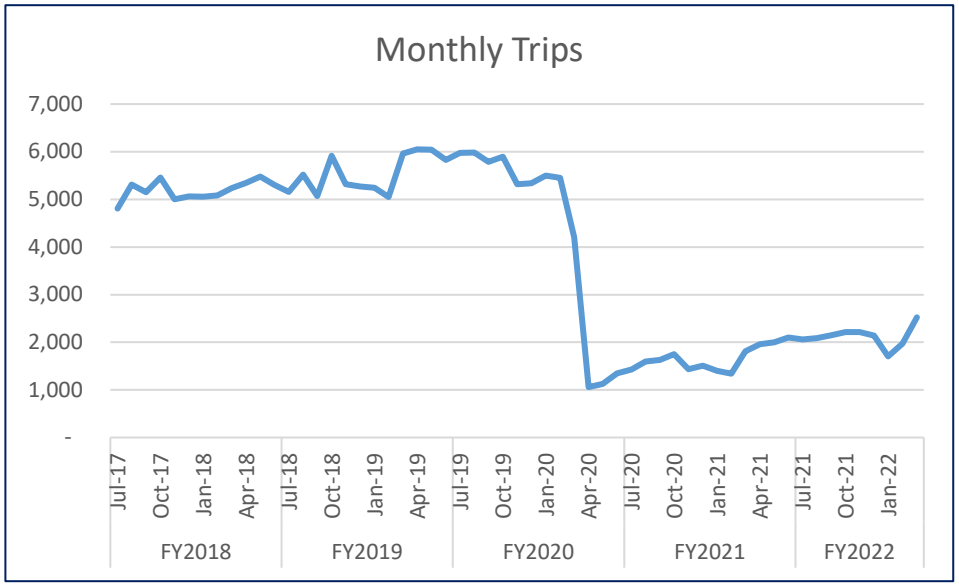
Program Overview

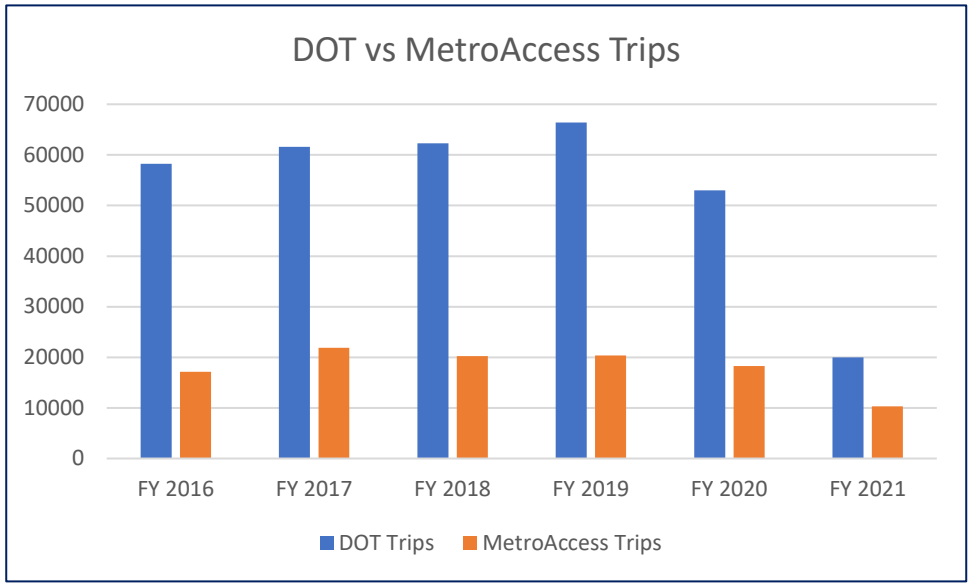
Managed by T&ES with contractor Support:	Service Area	Fares
• Senior Services - reservations • Diamond-National Express Transit – transportation provider • Via – Data & Technology	• Alexandria • Arlington County • Fairfax County • City of Falls Church • City of Fairfax	• Within Alexandria – Free *(as 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

Client Feedback

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

Alexandria Mobility Plan

Policy – Make Transit Easier To Use

Alexandria Mobility Plan

ALEXANDRIA MOBILITY PLAN

Strategy 7. Modernize the paratrans program for the city's aging populat

Actions

- Develop more customer-friendly service that is scalable for increased d
- Identify opportunities to improve cost-effectiveness for long-term progr management for DOT Paratransit and MetroAccess services
- Explore partnerships with existing City services, neighboring jurisdictior and on-demand service providers to improve the effectiveness and effi 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

Upcoming Changes

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

City of Alexandria, Virginia

MEMORANDUM

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 18, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – CONSIDERATION OF AN ENDORSEMENT OF THE FY 2022 LOW OR NO EMISSION AND BUSES AND BUS FACILITIES PROGRAMS GRANT APPLICATIONS

ISSUE: Consideration of two grant applications to the Federal Transit Administration for low and now emission buses and bus facilities.

RECOMMENDATION: That the Transportation Commission provide a letter of endorsement to the City Council for the approval for the FY 2022 Low or No (Low-No) and Buses and Bus Facilities grant applications.

BACKGROUND: In 2021, Congress passed the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) to fund infrastructure improvement programs. In 2022, the FTA announced $1.1 billion and $372 million respectively for the Low or No Emissions (Low-No) and Buses and Bus Facilities competitive discretionary grant programs.

The Low-No Program aims to support the transition of the transit fleet to the lowest polluting and most energy-efficient transit vehicles. The Bus and Bus Facilities Program assists in financing buses and bus facility capital projects. Grant applications are evaluated by the FTA with considerations including demonstration of need, environmental justice, racial equity, a zero-emission fleet transition plan focusing on workforce development, and other selection criteria. Awards will be announced by August 15, 2022, and funds must be obligated by September 30, 2025.

DISCUSSION: In 2018 the City and DASH committed to shifting to an all-electric bus fleet by the year 2037. DASH currently has 14 electric buses with charging infrastructure and 87 active clean diesel and hybrid buses. The DASH Fleet Replacement plan for FY 2023 and FY 2024 shows that 20 buses and 5 five trolleys will meet their useful life and need to be replaced. To replace these assets with battery electric vehicles (and associated charging infrastructure) the

estimated cost is $30.2 million. The City currently has budgeted approximately $10.7 million in the FY 2023-2024 CIP for fleet replacements, leaving a gap of $19.5 million. Additionally, the City was previously awarded $4.4 million in Smart Scale funds for six clean diesel buses and to upgrade these to electric would cost an additional $2.5 million.

In FY 2018, the City and DASH secured $9.5 million in Smart Scale and Northern Virginia Transportation Authority (NVTA) funds to design and construct Phase I of a new open-air bus and charging facility. The project is anticipated to be constructed by FY 2025 and will include charging infrastructure for 20 buses. DASH is ultimately planning for a fleet of up to 140 buses and needs to upgrade the electrical service and capacity of the existing DASH building to handle the ultimate charging needs for the DASH campus – including the new facility. Staff is currently working with a consultant to determine a more precise cost estimate for this upgrade but is requesting authority to apply for up to $10 million as part of this application as a conservative estimate.

To be strategic with funding awards and amounts, DASH and City staff will likely submit multiple applications to this grant program with the goal of securing the maximum amount of funding. How those applications are structured and scaled will be determined after additional conversations with FTA. Applications will likely be submitted to both Low-No and Buses and Bus Facilities, and FTA will decide from which funding source the project would be awarded.

The following projects ($44.7 million total) will be submitted within these applications:

- **FY23 Bus Replacement** ($17 million): Retire and replace ten (10) buses and five (5) trollies with electric
- **FY24 Bus Replacement** ($10.8 million): Retire and replace ten (10) buses with electric
- **FY24 Expansion Buses** ($2.5 million): Upgrade six (6) Smart Scale clean diesel buses to electric
- **Charging Equipment** ($2.4 million): Install required charging infrastructure to support new electric buses
- **Electric upgrades at DASH Facility** ($10 million): Build new electrical service, including on-site equipment and infrastructure to support all electric bus charging requirements fleet conversion up to 6 megawatts of power
- **Workforce Development** ($2 million): Required 5% of federal request

The total grant request is $44.7 million but staff is requesting approval to submit up to $50 million as cost estimates are refined. While it is unlikely the full grant request will be fulfilled, staff determined the best path forward is to propose all needs in a scalable manner by which the FTA could assess and award funds as available.

ATTACHMENTS:

Attachment 1: Draft Letter of Endorsement for the FY 2022 Low or No Emission (Low-No) and Buses and Bus Facilities Program.

Attachment 1

Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

Honorable Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

May 18, 2022

Re: **Endorsement of Grant Application for the FY 2022 Low or No emission (Low-No) and Buses and Bus facilities Program**

Dear Mayor Wilson and Members of City Council:

At its May 18 meeting, the Transportation Commission voted to endorse the staff-recommended projects for the FY 2022 Low or No emission (Low-No) and buses and Bus facilities program through the for the Federal Transit Administration.

The following projects ($44.7 million estimated total) will be submitted within these applications, and the Commission endorses a submission of up to $50 million in the event cost estimates increase:

- **FY23 Bus Replacement** ($17 million): Retire and replace ten (10) buses and five (5) trollies with electric
- **FY24 Bus Replacement** ($10.8 million): Retire and replace ten (10) buses with electric
- **FY24 Expansion Buses** ($2.5 million): Upgrade six (6) Smart Scale clean diesel buses to electric
- **Charging Equipment** ($2.4 million): Install required charging infrastructure to support new electric buses
- **Electric upgrades at DASH Facility** ($10 million): Build new electrical service, including on-site equipment and infrastructure to support all electric bus charging requirements fleet conversion up to 6 megawatts of power
- **Workforce Development** ($2 million): Required 5% of federal request

This request supports the goals of the Alexandria Mobility Plan and the Environmental Action Plan 2040. The Transportation Commission appreciates the opportunity to review staff recommendations for Lo-No Grant and Bus and Bus Facilities grant applications, as well as to provide its endorsement to Council.

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

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Josh Baker, General Manager and CEO, DASH
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 18, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #7 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. **NVRC Ferry Study**
The Northern Virginia Regional Commission (NVRC) has launched a study to determine the business case for a ferry along the Potomac and Occoquan rivers, and which stops and governance structures will attract investors. The goal is not to recommend a specific route or operational model so much as to determine which route or model will attract public and private financing. The City is participating in this study because it aligns with the Alexandria Mobility Plan's Strategy 2, "Use the Potomac River to expand transportation options", under the "Supporting Travel Options" Chapter. The study began this February and is expected to run until September. The study is considering 16 different routes and 18 different governance structures, as well as several operational factors like fleet size and type, and landside infrastructure needs. Study consultants are currently selecting case studies for further study. Staff are participating on the study's steering committee, along with representatives from the military community, other NVRC members, DDOT, and several Maryland jurisdictions.

B. **West Glebe Road and Mt Vernon Ave Bridge Updates**
Arlington County engineers closed the West Glebe Road Bridge to all motor vehicle traffic beginning Monday, May 9, due to continued degradation of the bridge beams. Construction of a planned replacement superstructure (road deck and beams) will proceed in May. The bridge's original piers, which are stable, will be used to support the new superstructure, reducing project costs, construction time and impact on the watershed. Two motor vehicle lanes on the renovated bridge are expected to reopen in early 2023, along with one of two widened sidewalks.

The current structure connecting Arlington and the City of Alexandria over Four Mile Run was built in 1956. Elements have experienced noted deterioration in recent years.
In 2018, a 5-ton weight restriction was placed on all user vehicles. Last month, due to signs of continued structural beam degradation, all southbound traffic was detoured away from the bridge. While allowing motor vehicle traffic on the bridge during construction has been ruled out, pedestrians and bicyclists will still be able to use the bridge through June, after which they will be directed to a temporary crossing, independent of the superstructure, to be built along the bridge.

The Mount Vernon Avenue Bridge, located further east over Four Mile Run, will handle northbound traffic detoured from the West Glebe bridge in addition to the current diversion of southbound vehicles. Arlington and Alexandria continue to coordinate closely on the bridge replacement project, which is scheduled for completion by Summer 2023.

Alexandria and Arlington are also coordinating on the future replacement of the Mt. Vernon Avenue Bridge. That project is at the 30% design stage and is not yet fully funded. Construction on that project will begin after the completion of the West Glebe bridge. The anticipated project completion timeline has not yet been determined.

C. **EVRS Implementation and EV Charging Grants Update**

Implementation
The City's **Electric Vehicle (EV) Planner position** is expected is to be advertised in mid-May and proceed to hiring in June. The EV Planner position will:

- Lead implementation of the City's Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS);
- Develop and implement outreach, education, and programs to support Alexandria's residents, businesses, institutions, and organizations to transition to operating zero-emission and electric vehicles, including electric bicycles and electric mobility devices.
- Support the implementation of publicly-accessible electric vehicle charging infrastructure in the Alexandria community through coordination and partnership of internal and external stakeholders, state and federal agencies, private charging infrastructure providers, other partner organizations, and members of the Alexandria community;
- Support the transition of the City's vehicle fleet, DASH transit bus system, and Alexandria City Public Schools (ACPS) to zero-emission and electric vehicles, and planning and implementation of electric vehicle charging infrastructure.

Local/Regional Funding Opportunities
The City is coordinating with the Mid-Atlantic Electrification Partnership (MAEP) to identify grant-subsidized EV-charger opportunities for private parking garages, including the

Carlyle neighborhood. In addition, the City is coordinating with the MAEP to identify opportunities for City-owned parking lots or parking locations.

State/National Funding Opportunities

The City's Infrastructure Investment and Jobs Act (IIJA) Strike Team is monitoring and responding to several EV programs and upcoming grant applications, including:

- **Lo- and No- Emissions Grant** – application going to Council in May 2022
- **Bus and Bus Facilities** – application to the Bus and Bus Facilities to support the DASH Zero-Emission Bus program implementation
- **Charging and Charging Infrastructure** funding opportunity announcement expected in Summer/Fall 2022
- **National Electric Vehicle Infrastructure (NEVI)** state formula grant program – Alexandria staff are in communications with the Virginia Department of Transportation and awaiting guidance on stakeholder engagement and state-wide grant submission actions.

D. **WMATA 2022/2023 Metrorail Shutdown Update**

On May 24, WMATA and City staff will present City Council with initial overview of the mitigation measures planned for the 2022-2023 Metrorail closures during the Potomac Yard Station Cutover and the Yellow Line Bridge and Tunnel Rehabilitation. WMATA plans to have the full mitigation plan available in June. The City will focus on providing mitigations that can be implemented quickly and are complimentary to existing programs. Reimbursement for City mitigations will be available through the Virginia Department of Rail and Public Transportation (DRPT).

E. **WMATA Zero-Emission Bus Transition Plan**

Metro has provided an outline of how the agency will transition to a zero-emission bus fleet. The full report is available on Metro's Zero-Emission Bus Program webpage.

The Transition Plan, which is being developed this year, provides a phased approach and associated costs for investment in fleet, facilities, internal workforce, and operations to support a zero-emission bus service. Metro expects to purchase 12 electric buses and associated charging equipment this year as part of the Battery-Electric Bus Test and Evaluation Program. The buses will begin arriving late this year and go into service in 2023 out of the Shepherd Parkway Bus Division. A $4.2 million Federal Transit Administration grant will support the purchase of electric buses for testing and evaluation.

Metro will stop purchasing diesel buses next year and will instead purchase a mix of lower- or zero-emission buses during a transition period so that all new buses entering service by 2030 will be electric or other zero-emission technology.

Beyond purchasing buses, this transition will require purchasing and installing charging equipment, training and workforce development, among other investments. The Northern and Bladensburg bus garages are undergoing redevelopment and will be designed to support electric buses – Northern will reopen in 2026 with the infrastructure and equipment needed to support 150 electric buses. At the same time, Metro is engaging with regional utilities to plan and invest in the grid infrastructure to provide the needed power to these facilities.

Based on preliminary estimates, completing the transition will require approximately $1-2 billion in capital investment over more than 20 years. The results of which will improve regional air quality, reduce greenhouse gas emissions, and provide customers with a quieter, more comfortable bus ride.

F. **Transportation Land Use Connection (TLC) Grant Award for Safe Routes to School**
In February, the City submitted the following requests to the Metropolitan Washington Council of Government's (MWCOG) Transportation-Land Use Connections (TLC) Program:

- Up to $80,000 in funding to develop designs for crossing improvements recommended through the City's Safe Routes to School (SRTS) Program
- Up to $60,000 in funding to conduct SRTS walk audits for Ferdinand T. Day Elementary, George Washington Middle, Francis Hammond Middle, and Alexandria City High School

In April, MWCOG's Transportation Planning Board voted to award $60,000 in technical assistance to the City to conduct a second phase of SRTS walk audits. The project is expected to kick off in Fall 2022 and conclude in Summer 2023.

G. **Mt. Vernon Avenue North Project Public Comment Period**
The City will be accepting public comment on the Mt. Vernon Avenue North Project from May 11 to June 5 on design ideas to improve safety at four intersections between W Glebe Road and Four Mile Run. An in-person public meeting is scheduled for May 19. More information is on the project website.

H. **NVTA Six Year Plan Public Comment Period**
The Northern Virginia Transportation Authority (NVTA) is seeking public feedback on a list of 26 candidate projects submitted by nine Northern Virginia jurisdictions and localities for regional funding as part of the FY2022-2027 Six Year Program (SYP). With a combined request of more than $1.2 billion, the projects being considered cover various modes of transportation, including railway, Bus Rapid Transit (BRT), roadways, pedestrian/bicycle pathways, and transportation technologies.

The public is invited to comment on the SYP candidate projects during the public comment period, April 15, 2022 – May 22, 2022, closing at 11:59 p.m. ET. The project list, individual project description forms, maps, detailed analyses, and Frequently Asked Questions are

available at www.thenovaauthority.org/fy2022-2027-six-year-program/, under the Public Engagement phase.

The public can provide one comment submission per person by choosing just one of the following mediums:

Email: SYPcomment@TheNoVAAuthority.org
Online: Submission Form Below
Voicemail: 571-354-0065
Mail: Northern Virginia Transportation Authority, 3040 Williams Drive, Suite 200, Fairfax, VA 22031
Public Hearing: Virtual or NVTA's Offices, 3040 Williams Drive, Suite 200, Fairfax, VA 22031 on May 12, 2022

I. 2021 AlexMoves Travel Survey Results

The City conducted a survey on city-wide multimodal transportation trends and preferences. The 2021 survey is the third iteration of this type of travel survey since 2016.

The results of the survey are presented in a report and presentation available on the City's Long Range Transportation Planning website. Some key takeaways from the survey include:

- Working from home is much more common since the COVID-19 pandemic. The portion of commute trips that were "work from home" increased from 6% in 2016 to 40% in 2021.
- Commute trips by Metrorail have decreased. Only 6% of work trips were on Metrorail in 2021, compared to 14% in 2016.
- The percent of commute trips by Capital Bikeshare increased from 0% to 3% from 2016 to 2021.
- More children are walking to school. About 40% of respondents with school-aged children indicated that their child walked to school, compared to about 24% in 2016.
- Most respondents indicated they use GPS apps like Google Map or Waze at least a few times a week, with only 16% indicating they never use such apps.