



# *Transportation Commission Meeting*

**November 16, 2022**

**7:00 PM**

**City Hall  
301 King Street  
Council Workroom**

## **AGENDA**

1. Public Comment (Not to exceed 10 min)
2. Minutes of the October 19, 2022 meeting
3. **Discussion Item: King Street and Commonwealth Avenue Rail Bridge Update (VPRA)**
4. **Discussion Item: Energy and Climate Change Action Plan (ECCAP)**
5. **Action Item: Consideration of Letter of Endorsement of Duke Street in Motion Guiding Principles**
6. **Commissioner Updates**
7. **Items for Consent**
  - A. Seminary Road Evaluation Report
  - B. FY 2029 CMAQ/RSTP Grant Applications
  - C. Unit Block of King Update
  - D. Metro Updates
8. **Other Business**

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**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 in advance of or after the meeting.

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*Next Meeting: December 21, 2022*



The November 16, 2022, 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\\_swXsUDE3SV6fHMbm6QNTvg](https://zoom.us/webinar/register/WN_swXsUDE3SV6fHMbm6QNTvg)

Or by phone: 301 715 8592  
Meeting ID: 975 6794 2852  
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 11/16/22 to [Megan.Oleynik@alexandriava.gov](mailto: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**

October 19, 2022  
7:00 p.m.  
Council Work Room

**MINUTES**

**Commissioners Present:** Chair Oscar Gonzalez, Vice Chair Bruce Marsh (virtual), Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Murat Omay, Commissioner Matthew McManus, Commissioner Oleksandr Faryga, Commissioner Jody Manor (virtual), Councilman Kirk McPike, Councilman John Chapman (virtual).

**Staff Present:** Christopher Ziemann – Transportation Planning Division Chief, Megan Oleynik – Transportation Planning Division, Alex Carroll – Transportation Planning Division, Jennifer Monaco – Transportation Planning Division, Sharese Thomas – Transportation Planning Division, and Thomas Hamed – Mobility Services Division.

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

Chair Gonzalez called the Transportation Commission meeting to order at 7:01 pm.

**1. Public Comment Period**

James Durham, a resident of the City, asked the Commission to strengthen the budget letter to the City Manager and to add more staff for Complete Streets. Mr. Durham also asked the Commission to consider dedicating a transit lane through the entire corridor as an option for analysis on the Duke Street project.

Bill Pugh (virtual) spoke on behalf of the Coalition for Smarter Growth. The Organization supports walkable, bikeable, inclusive and transit friendly neighborhoods because they are a more sustainable and equitable way for the region to grow. He asked the Commission to consider support for a center

dedicated bus lane as an option for analysis on the Duke Street project.

**2. September Minutes**

**Motion to approve the minutes:** Commissioner McMahon

**Second:** Commissioner Omay

Motion carries unanimously

**3. DISCUSSION ITEM: Transportation Management Plan Update**

**ISSUE:** Briefing on staff proposal to update the Transportation Management Plan Zoning Ordinance.

**RECOMMENDATION:** That the Transportation Commission discuss proposal and provide feedback.

**DISCUSSION:** Thomas Hamed, TMP Coordinator, provided an overview of the current Transportation Management Plan (TMP) and discussed why updates are necessary to the program. Commissioners asked clarifying questions and provided feedback on what they would like to see included in the TMP updates. The next steps are to incorporate the feedback received from the Planning and Transportation Commissions to recommend adoption of the proposed changes to City Council November 12 to implement by July 1, 2023.

**4. DISCUSSION ITEM: Complete Streets Comprehensive Update**

**ISSUE:** Staff update to the Transportation Commission on the Complete Streets Program.

**RECOMMENDATION:** That the Transportation Commission receive the update.

**DISCUSSION:** Alex Carroll, Complete Streets Program Manager, presented the Complete Streets Program update on the recent and upcoming activities for Safe Routes to School, Multi-Use Trails, and Vision Zero. Commissioners asked clarifying questions and received the update. Staff will coordinate with RPCA to post the 4-mile Bridge Project design on the project webpage. The next Complete Streets update will be in the Fall of 2023.

**5. DISCUSSION ITEM: Duke Street in Motion**

**ISSUE:** Consideration of Duke Street in Motion design elements.

**RECOMMENDATION:** That the Transportation Commission provide input on the range of options being presented.

**DISCUSSION:** Jennifer Monaco, Principal Planner, presented an update on The Duke Street in Motion project that included the three major phases, feedback from Community Engagements, and the proposed busway/street designs. The next steps are to take the feedback received from the community engagement period and present them to the Advisory Group in November for consideration of two end-to-end corridor alternatives to advance for further design and refinement analysis. Commissioners asked clarifying questions and provided feedback. Commissioner McMahon gave her support to the dedicated center running bus lanes and expressed concern about the operations of a bidirectional center running bus lane. Commissioner Omay expressed that staff should provide more detailed analysis on how the potential alternatives would impact factors like travel times, safety, cost, sustainability, etc. The Chair and other Commissioners expressed support for an additional opportunity

to provide feedback once further analysis is available. Staff will present the preferred alternatives to the Commission in the Spring.

**6. ACTION ITEM: FY24 City Budget Priorities Letter**

**ISSUE:** Consideration of submission of a letter to the City Manager pertaining to the Commission's budget priorities for FY24.

**RECOMMENDATION:** That the Transportation Commission endorse the draft letter to the City Manager.

**DISCUSSION:** In September, Megan Oleynik, Long Range Planner, presented the focus areas of the FY24 Budget Priorities. Commissioners provided feedback on what they would like to include in the draft letter to the City Manager, which was prepared for adoption in October's meeting.

**Motion for the Transportation Commission to endorse the draft letter to the City Manager with amendments to include a comprehensive look at trails and clarifying opportunities for electric vehicle charging on City property:** Commissioner Kane

**Second:** Commissioner Maslanka  
Motion carries unanimously

**7. Commissioner updates**

**Commissioner Faryga** – On October 17, the Environmental Policy Commission and the Planning Commission had a joint work session that focused on the Inflation Reduction Act.

**Commissioner Gonzalez** – The High School Project has construction going on with concrete work. There is an on-site communications person to work with the Community on giving them a heads up about utility road work, sidewalk issues, and traffic lane closures.

**Commissioner Kane** – The Traffic and Parking Board voted to approve the speed limit reductions and recommended the City code amendment for the speed automated enforcement.

**Commissioner Maslanka** – Received a webinar invitation on The Accelerate Action Plan for infrastructure and will attend the virtual community presentation for The Alexandria Hospital Plan.

**Commissioner McMahon** – The Planning Commission met on October 3 and discussed the TMP issue that is related to the Transportation Commission.

**Commissioner McManus** – The DASH Riders Advisory Group met and discussed whether DASH would be the transit provider for the Duke Street Transitway.

**Commissioner Omay** – The DASH Board of Directors received a presentation on the Duke Street in Motion project and moved forward to endorse the guiding principles of the Duke Street in Motion project. A letter of support was drafted for endorsement. Feedback from a comprehensive customer survey that was conducted showed promising results. A DASH KPI dashboard has been rolled out.

**Motion for the Transportation Commission to endorse the guiding principles of the Duke Street in Motion project:** Commissioner McMahon

**Second:** Commissioner Omay

Motion carries unanimously

**Councilman McPike** – Council passed the speed limits ordinance at its Council meeting on September 28. During this meeting, Councilmember Bagley and Councilman McPike offered a memo detailing a variety of road safety concerns.

**Councilman Chapman** – Attended the community meeting for the segment 3 of the Duke Street in Motion project. Councilman Chapman thanked staff for their engagement with the public on transportation issues.

#### **8. Other Business**

Consideration of virtual meeting option in December.

#### **Adjournment**

At 9:00 pm, the Transportation Commission adjourned.

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** NOVEMBER 16, 2022

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

**SUBJECT:** AGENDA ITEM #3 – KING STREET AND COMMONWEALTH RAIL BRIDGES (VPRA)

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**ISSUE:** Briefing from Virginia Passenger Rail Authority (VPRA) on a Feasibility Study to determine the future of the rail bridges over King Street and Commonwealth Avenue in the City of Alexandria.

**RECOMMENDATION:** That the Transportation Commission provide feedback to VPRA on the King Street and Commonwealth Avenue Rail Bridges Feasibility study.

**BACKGROUND:** In Spring 2022, VPRA began conducting a feasibility study to determine the future of the rail bridges over King Street and Commonwealth Avenue in the City of Alexandria. The study considers the future of the bridges in terms of short-, medium-, and long-term design options. The study was conducted to determine the existing conditions, project purpose and needs, and to screen the impacts of the design options created for the bridges.

The study is a collaborative effort. VPRA is leading the effort and partnering with CSX Transportation (CSXT), and passenger rail operators to ensure that the design of the adjacent projects at the Alexandria Station and for the VPRA-led Alexandria Fourth Track project are appropriately coordinated.

**DISCUSSION:** The draft feasibility study is available online [here](#). The study considers four options: 1) repairing the existing bridges, 2) comprehensive repairs on the bridges, 3) bridge replacement, or 4) raising the bridges. Because it will effectively extend the functional life of the bridges at least 50 years and allow for replacement of the open bridge deck with ballasted bridge deck while minimizing rail impacts and bringing the design up to current requirements, the study recommends option 3, bridge replacement. The study anticipates some impacts to roadway and pedestrian traffic as well as to passenger and freight rail operations but does not anticipate any impacts to adjacent Metro tracks.

VPRA begin a public outreach process for the draft feasibility study with a virtual public meeting on November 2, 2022. The presentation and a recording of the meeting are available on

the [project website](#). An [online survey](#) is available for the public to provide feedback through December 2.



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** NOVEMBER 16, 2022

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

**FROM:** BILL EGER, ENERGY MANAGER, OFFICE OF ENERGY MANAGEMENT  
JESSICA LASSETTER, SENIOR ENVIRONMENTAL SPECIALIST, TES

**SUBJECT:** AGENDA ITEM #4 – ENERGY AND CLIMATE CHANGE ACTION PLAN

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**ISSUE:** Briefing on Energy and Climate Change Action Plan (ECCAP) Update

**RECOMMENDATION:** That the Transportation Commission discuss the updated ECCAP working draft and provide feedback.

**BACKGROUND:** In July 2019, the Alexandria City Council adopted the City’s Environmental Action Plan 2040 (EAP2040). The EAP2040 establishes a target of reducing community-wide greenhouse gas emissions by 50 percent by Fiscal Year 2030 and 80 to 100 percent by Fiscal Year 2050 supported by significant contributions at the state and federal level toward renewable energy and energy efficiency mandates. The City’s ECCAP update leverages regional priority actions identified in the Metropolitan Washington Council of Governments (MWCOC) 2030 Climate and Energy Action Plan, as well as the climate action planning efforts underway or completed by the City’s regional and national peers. The ECCAP update focuses on reducing Alexandria’s greenhouse gas emissions from transportation, buildings, and other sources, and well as supporting the City’s preparedness to respond to the impacts of climate change and environmental emergencies.

**DISCUSSION:** Of the Alexandria community’s total greenhouse gas emissions, about 36% are attributable to the transportation sector.

The ECCAP update evaluates “business-as-usual” greenhouse gas emission projections through 2030 and 2050, including those associated with the transportation sector. Moreover, the ECCAP update identifies strategies and actions to reduce greenhouse gas emissions to meet the City’s 50% by 2030 and 80-100% by 2050 greenhouse gas emission reduction goals. The transportation sector-related strategies and actions identified in ECCAP update build upon the City’s existing transportation efforts that support greenhouse gas emission reductions, including implementing the Alexandria Mobility Plan (AMP), the Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS), the DASH bus electrification program, transitway corridors, Smart Mobility Program, Complete Streets and Vision Zero implementation, and others. The ECCAP update

also builds upon regional transportation greenhouse gas emission reduction efforts as identified through the Transportation Planning Board's (TPB) 2021 Climate Change Mitigation Study. The ECCAP's transportation sector greenhouse gas reduction strategies and actions focus on:

- 1) Reducing vehicle miles traveled
- 2) Accelerating electric and alternative fuel vehicles, including the City's fleet
- 3) Continuous improvements in transportation system management and operations

The City Council established an Energy and Climate Change Task Force (ECCTF) to provide guidance to the City on the development of the ECCAP. The ECCTF's guidance includes feedback on analyses of community greenhouse gas emissions; understanding climate change vulnerabilities, and public health and economic implications; and evaluating climate adaptation opportunities. Moreover, the ECCTF will support the City's identification, evaluation, and prioritization of recommendations for policy, programmatic, or technology actions to achieve specific, science-based emissions reductions consistent with the Environmental Action Plan 2040 (EAP2040)'s targets and goals. Such actions may include, but are not limited to, efforts that:

- increase of renewable energy production and availability for city residents/businesses;
- work to curtail consumption of fossil fuels;
- engage Alexandria residents and businesses in emissions-reducing actions;
- identify opportunities for climate adaptation policies and practices.

Additionally, the ECCTF provides guidance on the ECCAP's implementation roadmap, including identifying and evaluating funding and budgeting strategies, specific implementation steps and approaches, and methods to measure and track progress against time-specific goals consistent with the EAP2040.

At its October 25, 2022, meeting, the ECCTF received a briefing on a [Working Draft of the ECCAP document](#) to provide preliminary feedback. A formal public comment will be held later this year prior to consideration of adoption by the Alexandria City Council. City staff are coordinating with stakeholder commissions, including the Transportation Commission, for additional feedback on the ECCAP working draft.

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** NOVEMBER 16, 2022

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

**SUBJECT:** AGENDA ITEM #5 – CONSIDERATION OF A LETTER OF ENDORSEMENT OF DUKE STREET IN MOTION GUIDING PRINCIPLES

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**ISSUE:** Consideration of a letter of endorsement for the Duke Street in Motion Guiding Principles.

**RECOMMENDATION:** That the Transportation Commission endorse the draft letter to the Duke Street Advisory Group.

**BACKGROUND:** At the October 19 Transportation Commission meeting, the Commission received an update on the [Duke Street in Motion project](#) including the purpose and background of the project, community engagement efforts, guiding principles, road segments under consideration, and potential alternatives. The guiding principles shared were as follows:

- Convenient
- Efficient
- Equitable
- Safe
- Vibrant
- Sustainable

More details about the objectives of each guiding principle are provided in **Attachment 1**.

**DISCUSSION:** Members of the Commission shared their feedback on the Duke Street in Motion project at the October 19 meeting. Overall, Commissioners agreed they would like to provide more feedback once additional analysis is available in Spring 2023, and staff agreed they would bring the advanced alternatives back for input at that time. The Commission voted to endorse the guiding principles of the project presented by staff and asked staff to return with a draft endorsement letter to provide to the Duke Street Transitway Advisory Group. The draft endorsement letter is provided in **Attachment 2**.

**ATTACHMENTS:**

Attachment 1: Vision and Guiding Principles for Duke Street in Motion Alternatives Analysis

Attachment 2: Duke Street in Motion Guiding Principles Draft Endorsement Letter



## **Vision and Guiding Principles for the Duke Street *in Motion* Alternatives Analysis**

**This project will provide an efficient and desirable bus rapid transit (BRT) option along Duke Street by improving the transit experience for current and potential riders. With multimodal enhancements to the corridor, Duke Street will become a safe, efficient, and desirable community connector for people riding the bus, walking, biking, and driving.**

Through improvements to the overall transportation system, but specifically to bus rapid transit (BRT) infrastructure and operations, choosing to ride the bus becomes a **desirable option** for Duke Street travelers, maintaining and enhancing Duke Street's role as a vibrant community connector for residents and businesses. Improvements to the bus system and multimodal infrastructure will support greater connectivity and efficiency for other travel modes along the corridor. The BRT will be tailored to fit the differing requirements of each segment of the corridor. Corridor improvements will be based on community engagement, needs, and opinions, and will maintain or positively impact residents' quality of life and the character and integrity of the corridor's neighborhoods and businesses.

### **Guiding Principles**

**To achieve our Vision, we must consider the following Guiding Principles in the development of capital investments and operational alternatives for the corridor:**

*(Note: The Guiding Principles and related Objectives will be tied to measurable characteristics of the design alternatives.)*

**Convenient:** Make bus travel more predictable, frequent, and comfortable.

#### *Objectives:*

- *Increased bus frequency.*
- *Presence of real-time arrival information at bus stations.*
- *Improved transit reliability.*
- *Improved boarding/alighting and onboard experience.*
- *Improved ease-of-use and understanding of bus system/service.*
- *Improved bus shelters and amenities at BRT stations and local stops.*

**Efficient:** Improve mobility for all Duke Street travelers.

#### *Objectives:*

- *Improved bus travel times and efficiency.*
- *Improved bicycle and pedestrian access to bus stations.*
- *Improved first and last mile travel options with additional shared mobility devices.*
- *Improved digital convenience for fare collection and service information/updates.*
- *Limited or no negative travel time impacts to non-transit vehicles.*

- *Improved signal operations for transit vehicles and general traffic on the Duke Street corridor.*

**Equitable:** Use enhanced bus transit to support equitable access for a diversity of people and places.

*Objectives:*

- *Bus stations located near high ridership/high need communities.*
- *Improved station and bus vehicle amenities that respond to community needs, including improved technology for buses.*
- *Improved ADA access to stations and crosswalks.*
- *Additional and improved sidewalks that serve the corridor and connect to stations.*
- *Improved and safe connectivity to existing bike lanes or trails.*
- *Improved access to businesses and services that frequently serve transit dependent residents.*

**Safe:** Ensure safety and accessibility for all corridor users, including those connecting to and riding inside the bus.

*Objectives:*

- *Additional pedestrian and bicycle crossing locations and improved traffic signal capabilities, including crosswalk timings.*
- *Improved pedestrian safety on sidewalks through sidewalk widening, introduction of buffers, or relocation of utilities.*
- *Improved corridor and intersection safety while maintaining access to neighborhoods and businesses.*
- *Reduced person-vehicle interaction/conflict locations (e.g., driveways, uncontrolled access).*
- *Mitigation of cut-through traffic in neighborhoods.*
- *Increased visibility of passengers at bus stations.*

**Vibrant:** Support and enhance thriving and future corridor destinations that improve resident quality of life and boost the local economy.

*Objectives:*

- *Preserve and positively impact quality of life for neighborhoods, residents, and businesses.*
- *Siting of bus stations within walking distance to area attractions/services, as well as future development areas.*
- *Improved access to jobs.*
- *Improved access to retail, parks, and recreation.*
- *Improved Duke Street streetscapes and green space.*
- *Coordinated planning efforts with land use development activities that are consistent with corridor vision and guiding principles.*

**Sustainable:** Contribute positively to the environment, now and in the future.

*Objectives:*

- *Reduced vehicle emissions (including those related to the bus transit vehicle while traveling and idling).*
- *Prepare the corridor for accommodation of electric bus fleet (or other sustainable zero emission alternative).*
- *Improved stormwater management.*
- *Increased tree canopy volume.*



Alexandria Transportation Commission  
301 King Street Alexandria, VA 22314

Leslie Catherwood, Chair  
Duke Street Transitway Advisory Group

November 16, 2022

Re: Endorsement for the Duke Street in Motion Guiding Principles

Dear Chair Catherwood,

At the October 19 Transportation Commission meeting, Jennifer Monaco, Principal Planner, updated the Commission on the Duke Street in Motion project including the purpose and background of the project, community engagement efforts to date, guiding principles, road segments under consideration, and potential alternatives.

The Transportation Commission voted to endorse the guiding principles of the project which are: convenient, efficient, equitable, safe, vibrant, and sustainable. The Commission appreciates the efforts of staff and the Advisory Group to develop these thoughtful principles and encourages the Advisory Group to promote alternatives that best reflect them. The Commission noted that further analysis was needed to fully assess how each potential alternative would meet the guiding principles and requested that additional information be brought to them for consideration in the Spring of 2023.

We thank you for the opportunity to provide feedback and for your consideration of our endorsement.

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission  
Yon Lambert, Acting Deputy City Manager and Director, T&ES  
Hillary Orr, Deputy Director, T&ES  
Christopher Ziemann, Transportation Planning Division Chief, T&ES

Jennifer Monaco, Principal Planner, T&ES  
Megan Oleynik, Urban Planner, T&ES



*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: NOVEMBER 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, TRANSPORTATION PLANNING DIVISION  
CHIEF, T&ES

SUBJECT: AGENDA ITEM #7 – ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

**A. Seminary Road Evaluation Report**

As part of the Seminary Road Complete Streets Project, staff committed to monitor the roadway and perform a post-implementation evaluation, assessing changes in crashes, vehicle speeds, travel times, and traffic volumes. The evaluation compares data collected before and after the project was implemented, focusing on the Seminary Road. Additional analysis was conducted to determine impacts on neighboring side streets.

The evaluation report was originally planned for early 2021. However, the evaluation was postponed due to the COVID-19 public health emergency and the pandemic's impact on travel.

Some key evaluation findings include:

- Traffic volumes and travel times on Seminary decreased after the project complete.
- Average annual crashes on Seminary Road decreased by 41 percent.
- Since implementation, there have been zero crashes on Seminary Road in which people were killed or seriously injured.
- Severe speeding decreased on Seminary Road.

For more information, please visit the [Seminary Road Complete Street Project website](#) and read the [Evaluation Report](#).

**B. 2029 CMAQ/RSTP Grant Applications**

In November 2021, Transportation Commission endorsed the FY28 and FY29 applications for the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Progress (RSTP) grants for the proposed program shown below.

**FY28-29 CMAQ/RSTP Proposed Program**

<b>Project Name</b>	<b>FY28</b>	<b>FY29</b>
Duke Street Transitway Operations (CMAQ)	\$3,300,000	\$3,750,000
Mt. Vernon Avenue (CMAQ)	\$1,000,000	\$0
Commuter Assistance (CMAQ)	\$200,000	\$0
Alexandria Mobility Plan	\$0	\$750,000
<b>TOTAL</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>

City Council approved the FY28 CMAQ/RSTP grant applications in December 2021, and they will consider the FY29 applications in December 2022. Because the FY29 application was already endorsed by the Commission, it will not be returning as an action item this year.

**C. Unit Block of King Street Update**

Based on business requests and the success of pedestrianizing the 100 block of King Street, staff conducted a pilot project over the summer (and extended through November 20) to pedestrianize the unit block of King Street and the northern portion of the Strand. This pilot has also proven successful, with over 1,800 responses to an online feedback form, 89% of which recommended that these sections of pedestrian zones remain permanently.

After an endorsement by the Waterfront Commission, and approval from the Traffic and Parking Board and the Planning Commission, staff will bring this item to City Council for a public hearing on November 12.

**D. Metro Updates**

Silver Line

Metro announced that the Silver Line Extension to Washington Dulles International Airport and Loudoun County would open on November 15. The extension completes the final phase of the 23-mile expansion that began construction in 2009. This final segment provides a long-awaited connection to the airport, giving visitors a direct connection to destinations around the region via a short walk from the baggage claim through an underground tunnel.

The Silver Line Extension includes a brand-new rail maintenance and service yard, located on 90 acres of the Washington Dulles International Airport property. The Dulles Rail Yard is the largest rail yard in the Metro system and employs nearly 700 people. The announcement of an opening date follows 18 weeks of testing, training, and safety certification efforts by Metro. Metro took control of the Silver Line Extension from the Metropolitan Washington Airports Authority (MWAA) after the project achieved its Operational Readiness Date (ORD) on June 23, 2022. Since then, Metro has been testing the new tracks and equipment and training staff in preparation for opening to the public.

Metrorail Stations South of Reagan National Airport Reopen

All Metro stations south of Reagan National Airport reopened on November 6. Blue Line trains will operate between Downtown Largo and Franconia-Springfield, and between Huntington and New Carrollton. Yellow Line service will continue to be out of operation through May 2023 as work on the Yellow Line bridge and tunnel between Virginia and DC continues. The Blue and Yellow Line Express and Local shuttles were discontinued when stations reopened, but Metro will continue to provide three limited-stop DC-VA shuttles crossing the Potomac River during weekday rush hours.