City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 19, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 6 - PROPOSED FUNDING REQUEST FOR FY2016 – FY
            2021 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT
            PROGRAM AND REGIONAL SURFACE TRANSPORTATION PROGRAM

ISSUE: Consideration of the FY2016 – FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding requests.

RECOMMENDATION: That the Transportation Commission review the proposed list of CMAQ/RSTP projects for FY 2016 – FY 2021 and develop a recommendation for City Council consideration and approval at their December 9, 2014 meeting.

DISCUSSION: Since 1993-1994, the Commonwealth has allocated CMAQ and RSTP funding to the northern Virginia region. CMAQ funds are allocated to metropolitan regions that do not meet Clean Air Act regulations. These funds must be used for activities that improve air quality and cannot be used to increase the capacity of roadways. RSTP funds are very flexible funds that can be used for a wide range of regional transportation activities.

The historical funding allocations for Alexandria are shown below.

City of Alexandria Annual CMAQ/RSTP Funding

Year	Alexandria Funding
FY 2010	$2,490,000
FY 2011	$2,500,000
FY2012	$3,000,000
FY2013	$3,100,000
FY2014	$4,664,000
FY2015	$4,057,211

The City of Alexandria must submit its FY 2021 CMAQ/RSTP funding request to NVTA by December 17, 2014. Staff will forward Transportation Commission recommendations to City Council for consideration on December 9, 2014. Upon approval by City Council, the recommendations will be forwarded to the NVTA for their review and approval. The approved

NVTA plan will be forwarded to the Commonwealth Transportation Board, which should incorporate approved projects in their Six Year Plan which will be approved in June, 2015.

Below is the recommended funding request for FY 2021, which is consistent with priorities previously defined by the Transportation Commission. Note that FY 2016-FY 2020 is consistent with last year's approval.

FY2016 - FY2021 CMAQ-RSTP Proposed Program

	FY16	FY17	FY18	FY19	FY20	FY21
DASH Bus Replacement	$0	$0	$940,000*	$0	$450,000*	$0
Bike Sharing	$0	$500,000	$693,063	$264,250	$320,000	$350,000
Bike Parking	$50,000	$500,000	$0	$100,000	$100,000	$0
Commuter Outreach	$600,000	$0	$600,000	$0	$0	$600,000
Transit Analysis Study	$0	$0	$0	$0	$500,000	$0
Transportation Demand Management	$500,000	$700,000	$560,000	$600,000	$600,000	$600,000
Transitway Enhancements	$0	$0	$0	$500,000	$500,000	$500,000
Braddock Road Multimodal Connections	$0	$0	$500,000	$0	$0	$0
Parking Technologies	$0	$0	$110,000	$200,000	$0	$500,000
Bicycle and Pedestrian Improvements	$0	$0	$0	$340,000	$0	$0
Van Dorn-Beauregard Bicycle Facility	$0	$0	$0	$250,000	$1,269,372	$0
ITS Integration	$1,918,063	$0	$0	$0	$0	$0
Backlick Run	$0	$0	$200,000	$1,910,000	$0	$0
Old Cameron Run	$0	$2,095,000	$0	$0	$0	$0
Bus Shelters	$0	$0	$0	$0	$0	$600,000
Transportation Master Plan	$0	$0	$0	$0	$0	$500,000
New Electronic Payment Program (NEPP)	$0	$0	$0	$0	$0	$750,000
CMAQ/RSTP Subtotal	*$3,068,063*	*$3,795,000*	*$3,603,063*	*$4,164,250*	*$3,739,372*	*$4,400,000*

*CMAQ funds sponsored by the FHWA cannot be used to buy buses. Funds will be reallocated through the NVTA reprogramming process. Funds may potentially be used for Old Cameron Run and NEPP to offset other funding sources.

Below is a brief description of FY 2021 projects.

Bicycle Sharing Initiative
The Capital Bikeshare launched with eight stations in Alexandria in September 2012 and expanded to 16 stations in August 2014. Funding for the Bicycle Sharing Initiative would allow for the bikeshare system to expand as well as provide replacement of bicycles that have been operational for more than five years, and stations that have been operational for over ten years.   Staff continues to identify additional funding sources to expand the program through development contributions and grants.

Commuter Outreach

Funding programs to minimize reliance on single occupancy vehicles is a continuing priority for the City and the region. The Alexandria Transit Store has relied on RSTP funds since 2002. The federal grants keep the store in operation providing multi-modal transportation assistance and transit media. This is a project which is very consistent with CMAQ funding. Staff is exploring an alternative model for the transit store to remain nimble and responsive to needs as more resources are available online.

Transportation Demand Management Advancement

The City's Transportation Demand Management (TDM) program is tasked with the goal of reducing the number of single person occupied vehicles (SOVs) during peak travel times. To do this, the program has developed an extensive set of techniques to encourage City residents and employees to use a variety of modes, such as transit, carsharing, ridesharing, and teleworking.

In 2011, the City completed a Long Range TDM Plan, outlining goals and strategies to enhance its TDM program. The plan is currently being updated to include a six-year horizon and performance measures to provide more specific strategies and recommendations. These TDM funds will help implement the recommendations of the Long Range TDM Plan, reduce congestion, and improve air quality in the City and the region.

Transitway Enhancements

The City of Alexandria is engaged in a program of implementing transitways in three travel corridors in the City: the Crystal City-Potomac Yard Transitway (Corridor A), the Duke Street corridor (Corridor B), and the Van Dorn-Beauregard corridor (Corridor C). This project will fund additional planning work, preliminary engineering, and construction of facilities which may be necessary for high capacity transit in these corridors.

The City placed the first segment of the Crystal City-Potomac Yard Transitway in operation on August 24, 2014. In addition, the City has begun an Alternatives Analysis (AA) and Environmental Assessment (EA) for the Van Dorn-Beauregard corridor. Completion of the AA/EA will position the City to compete for federal funds to construct the transitway in the future. Preliminary planning for Corridor B is anticipated to begin in FY2019.

Parking Technologies

This study will fund the assessment and implementation of improved parking management techniques, such as multispace meters, real-time parking management, performance parking, and pay-by-phone parking. Improving parking management in the City will reduce congestion and vehicle miles traveled by increasing drivers' ability to find and access parking.

Bus Shelters

Staff expects that some of the bus shelters erected in the 1990's and previously by the City will require replacement by 2021. The City will also use these funds to erect bus shelters and benches at new locations where current or expected ridership warrants the installation of a bus shelter.

<u>Transportation Master Plan</u>
The City of Alexandria adopted a Transportation Master Plan in April 2008 which has guided Alexandria to become community with a wide variety of transportation choices. This document will need to be updated by 2021, to accommodate all of the changes which have been incorporated in the transportation system and to provide guidance for transportation development in the future. The update will incorporate significant development in Potomac Yard, Carlyle, Mark Center and other parts of the City. In addition, portions of three transit corridors are under design or operational which will have significant impact on the travel patterns throughout the City.

<u>New Electronic Payments Program (NEPP)</u>
The region will be transitioning to a new payment system designed to provide a state of the art system for Metro customers that enables them to continue to use SmarTrip cards, while expanding fare payment to chip-enabled credit cards, federal government ID cards, and mobile phones using near field communications (NFC). This program will be utilized on DASH and Metroway as well as on Metrorail and Metrobus.