

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: JANUARY 5, 2011

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 8 - STAFF UPDATES

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### **A. TMP REVISIONS**

In May 1987, City Council passed the Transportation Management Plan (TMP) Ordinance which requires new development to reduce the Single Occupant Vehicle (SOV) traffic associated with their projects. The purpose of the ordinance was not to limit the number of developments or the size of a development but to address the problem of congestion by managing the transportation demand of a given development. The program requires development projects of a certain size to fund a TMP that includes programming to incentivize transit (offering transit subsidies) and provides disincentives to those commuters who drive alone (market rate parking fees).

In 2008, the City received a Metropolitan Washington Council of Governments (MWCOC) grant to review the City's TMP program, including survey methods and other programs, and make recommendations for revisions to the City's TMP program. The report was received by the City Council and staff was directed to bring back recommendations for revisions to the program. The report identified challenges with the existing program and opportunities to incorporate national best practices into the program.

In developing a proposal to revise the TMP program based on the report, T&ES and P&Z staff met with neighboring jurisdictions including Arlington and Fairfax counties in Virginia and Montgomery County in Maryland to learn about their Transportation Demand Management (TDM) programs. Stakeholder interviews were conducted with TMP coordinators for retail, office and residential sites and TMP coordinators and presidents of community associations. Staff then established an internal staff working group with representatives from T&ES, P&Z and the City Attorney's Office. In addition, a stakeholder work group was formed, comprised of members of the Northern Virginia Building Industry Association (NVBIA) and NAIOP, land use attorneys, existing residential and commercial TMP coordinators and City staff.

At its December 14, 2010 meeting, City Council directed staff to move forward with revisions to the TMP program. The City Council docket memo (item #34) outlining the specific recommendations can be found here:

<http://dockets.alexandriava.gov/dsr/fy11dock.nsf/536ee1fcf306fd108525704b0064fc94/cfe049b23a10de2c852577f200588e82?OpenDocument>

## **B. TRANSITWAY CORRIDOR FEASIBILITY STUDY / CCPY UPDATE**

### **Transitway Corridor Feasibility Study**

The Transitway Corridor Feasibility Study is currently being conducted by the City of Alexandria for the purpose of investigating the feasibility of implementing dedicated corridor transit service in the city in three corridors – US 1 (Corridor A), Duke Street (Corridor B), and Van Dorn/Beauregard (Corridor C). The overall project is preliminarily anticipated to be complete by late 2011 with an accelerated schedule for Corridor C anticipated for completion by May 2011.

Work is currently focused on the development of transitway concepts for Corridor C (Beauregard / Van Dorn). The consultant has developed a “kit of parts” and 12 preliminary alignment alternatives for Corridor C. Staff have reviewed the “kit of parts” and preliminary alignment alternatives and a narrowed list will be presented to the Corridor Work Group (CWG) at its January 20 meeting. At that time, the Corridor Work Group will be asked to recommend up to four Corridor C alignment alternatives for further analysis.

### **Crystal City-Potomac Yard (CCPY) Transitway**

During the month of December, 2010, several items were accomplished for the Crystal City-Potomac Yard Transitway. On December 14, 2010, an official signing ceremony was conducted at Metropolitan Washington Council of Governments (MWCOG) with U.S. DOT Secretary LaHood in attendance to sign an agreement between the U.S. DOT and MWCOG for \$58.8 million for various types of transit capital needs. A ceremonial signing also occurred between MWCOG and entities, such as Alexandria, which are project owners. One of Alexandria’s projects is \$8.5 million to construct a transitway between Monroe Avenue and East Glebe Road. The other is to fund a set of preliminary transit improvements along the Van Dorn-Beauregard corridor (such as transit signal priority, queue jumps and superstops) for \$670,000. TIGER funds are stimulus funds, so they must be obligated within a very short time, by September 30, 2011.

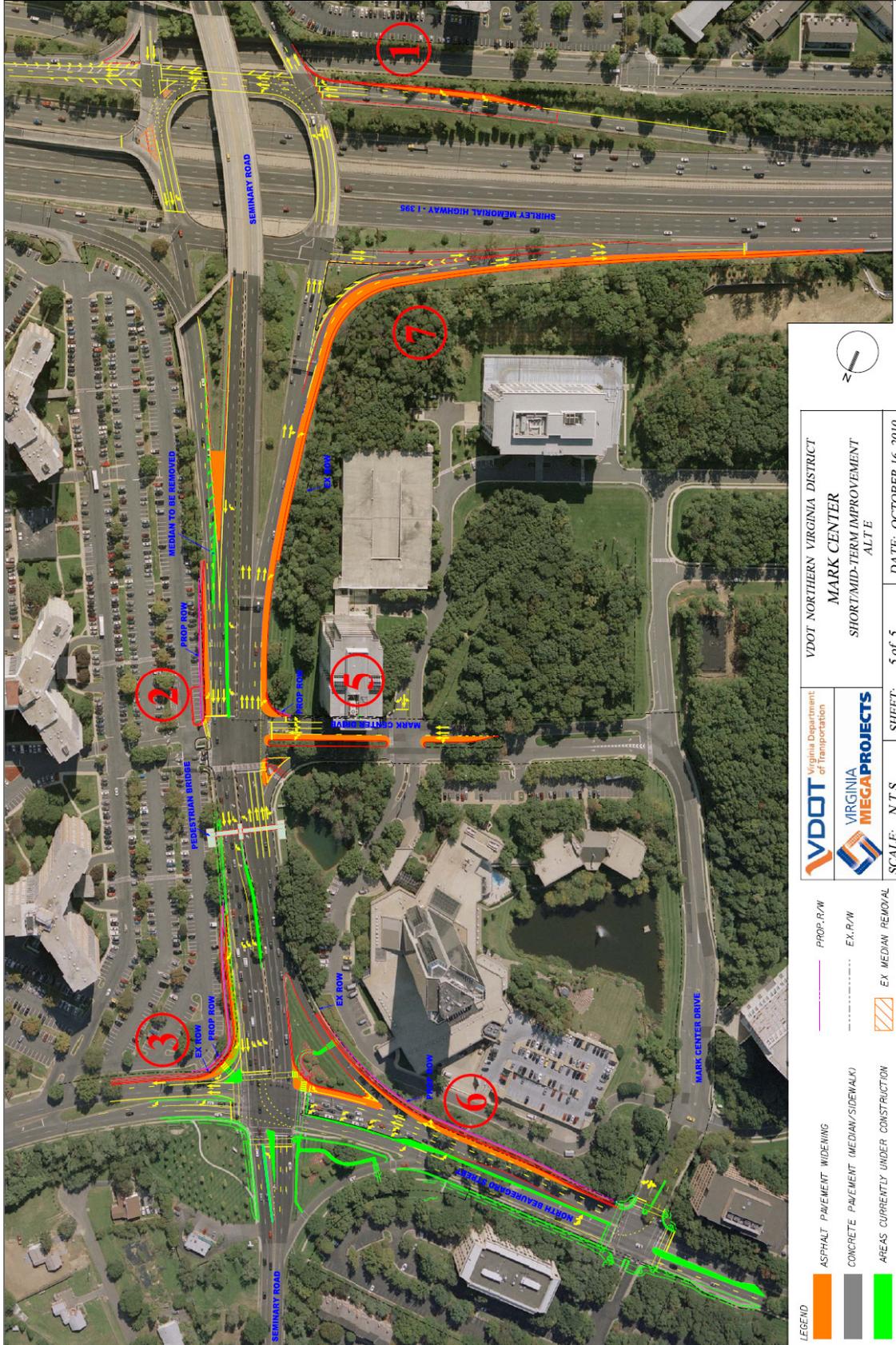
Before any federal transportation funds can be used to construct a facility, a federal agency, such as the Federal Transit Administration (FTA) in the case of the TIGER grants, must approve some type of environmental document. To this end, a draft document was prepared for the entire CCPY corridor in January, 2007. It was not provided to the FTA at that time, since a major question needed to be resolved regarding the placement of the transitway in either the median or the curb for the portion of the corridor funded by the TIGER grant. This was resolved later that year, and several changes also occurred in the corridor. Thus, the City of Alexandria has been working to update the environmental document. The City received word from the FTA in December, 2010 that the document could be a Documented Categorical Exclusion. The City has been employing WMATA’s consultant AECOM to produce this document for the FTA, which is scheduled to be submitted to FTA by the end of December, 2010. Further work is also being done to develop a set of bid documents which can be used to bid out the work as a design-build project.

### C. BRAC-133 UPDATE

The following items have been, or are being conducted as part of the BRAC-133 project.

- ✓ The letter of agreement for modification of the Transportation Management Plan TMP is being prepared for execution by the City and Department of Defense.
- ✓ The draft cooperative agreement for providing enhanced transit between the Mark Center and King Street Metro Station using DASH for express runs at ten-minute headways during peak periods is being finalized. The Department of Defense is reviewing refined cost estimates provided by DASH.
- ✓ The Independent Assessment Team engaged by the Department of Defense Inspector General has submitted questions with respect to the process and participation of stakeholders in preparing the TMP and the Environmental Assessment (EA) for the BRAC-133 site selection. Staff has responded to the TMP questions and is preparing responses to questions regarding the EA.
- ✓ The BRAC-133 Advisory Group adopted a resolution in support of recommendations for short and mid-term road improvements at key intersections adjacent to the Mark Center. On December 14, 2010, City Council received a presentation from the VDOT general engineering contractor and a resolution adopted by the BRAC-133 Advisory Group in support of the consultant recommendations. At that time, the Council endorsed the resolution. The short and mid-term improvements are in addition to the proffered improvements currently under construction and would be implemented over the next 2-3 years. The following graphic illustrates the recommended short- and mid-term road improvements.

# BRAC-133 - Recommended Short and Mid Term Improvements



**LEGEND**

- ASPHALT PAVEMENT WIDENING
- CONCRETE PAVEMENT (MEDIAN/SIDEWALK)
- AREAS CURRENTLY UNDER CONSTRUCTION
- PROP. R/W
- EX. R/W
- EX. MEDIAN REMOVAL

**VDOT** Virginia Department of Transportation

**VIRGINIA MEGAPROJECTS**

VDOT NORTHERN VIRGINIA DISTRICT  
 MARK CENTER  
 SHORT/MID-TERM IMPROVEMENT  
 ALTE

SCALE: N.T.S. SHEET: 5 of 5 DATE: OCTOBER 16, 2010