



City of Alexandria

Transportation Commission

Regular Meeting

November 2, 2011
7:30 p.m.
City Council Workroom

MINUTES

Commissioners Present: Donna Fossum, Jesse Jennings, Councilman Krupicka, Kevin Posey, Philip Voorhees and Justin Wilson

Staff Present: Abi Lerner -T&ES, Jim Maslanka - T&ES, Steve Sindiong - T&ES, Pat Mann - P&Z

A quorum being present, the Chair called the Transportation Commission meeting to order at 7:37pm.

1. October 5, 2011 Minutes

Chair Posey asked if there were any comments, additions or corrections to be made to the October minutes. Donna Fossum noted some minor editorial edits, and that the October minutes need to be corrected to reflect the Council action taken related to approval of the Corridor C transitway. Commissioner Wilson moved approval of the October minutes subject to Commissioner Fossum's edits. The motion was seconded by Commissioner Jennings, voted on and unanimously approved.

2. Funding Update

T&ES staff, Abi Lerner reported that Council adopted the recommendation of Transportation Commission to adopt a bike share program and authorized staff to submit application for revenue sharing funds to rehabilitate Duke Street from N. Quaker Lane to S. Walker Street. Staff to prepared a letter of testimony to the Commonwealth Transportation Board (CTB) on the current 6-Year Plan and the FY2013-18 Plan being developed. The Transportation Planning Board received information on the Draft 2011 Constrained Long Range Plan (CLRP), and the Draft Air Quality Assessment and received a report on the "Street Smart" Pedestrian and Bicycle Safety Program. WMATA's Board held public hearings on proposals to change WMATA services in a cost-neutral fashion. Two proposed services include mid-day services from Bradlee Center to Parkfairfax and extension of Route 28x to Mark Center. There will be a public hearing regarding Metrorail Station names changes on November 3, 2011. The Northern Virginia Transportation Commission (NVTC) agreed to appoint Mr. Jim Dyke (an appointee of Gov. Jim McDonald) to the WMATA Board in January, 2012. The NVTC director was given approval to sign an amendment to the Master Agreement with Department of Rail and Public Transportation (DRPT) which allows Commonwealth funds to

flow to NVTC jurisdictions. Staff considered the proposed Northern Virginia Transportation Authority (NVTA) allocation plan for FY2013-FY2018 CMAQ and RSTP funds. The City was formally awarded \$800,000 of FTA Alternatives Analysis funds, to advance the Corridor C project.

3. FY 2013 Capital Improvement Program (CIP) Development Proposal

T&ES staff Abi Lerner reported that the Commercial Add on Tax provided the opportunity to fund many of the projects in the Long Range Transportation Plan (LRP) over the next ten years. However, there are still a number of unmet funding needs. Mr. Lerner elaborated on the City's different projects requiring funding, the funding categories, improvements needed, and allocations. After the Commission discussions, it was decided the subcommittee would move forward on the selection of projects based on the guidelines presented by staff and provide regular updates. Staff will come back to the Transportation Commission at its December meeting to provide an update.

4. DASH Update`

Commissioner Wilson, who has been serving on the Alexandria Transit Company Board of Directors for the past 8 years, presented an overview of DASH operations, agency history, funding characteristics, fleet, acquisition plans, and the agency's overall long range plans. There was brief question and answer period by the Commissioners after the presentation.

5. Potomac Yard Metro Update

T&ES staff Susan Gygi reported that the second meeting of the Potomac Yard Metrorail Implementation Working Group (PYMIG) was held on October 26, 2011. The screening of 36 potential alternatives was evaluated against criteria to determine which alternatives will continue through the environmental process. Three station zones passed the screening process. The next step of the project is to begin the environmental assessment for the three station zones. The next PYMIG meeting is scheduled for February 6, 2011 and will focus on the wetland determination, refinement of the station location, and the methodology reports for the assessment of environmental impacts. The Draft Environmental Impact Statement (DEIS) is anticipated in early 2013 with a final Environmental Impact Statement (EIS) and record of decision in early 2014. It is anticipated the station will be constructed by the end of 2016.

6. Transitway Corridor Feasibility Study Update – Corridors A and B

T&ES staff Steve Sindiong reported for Corridor A (Route 1/North-South), a number of alignment options were presented to the High Capacity Transit Corridor Work Group (CWG), including use of West Street, Route 1, and Washington Street. The project team is in the process of determining next steps for refinements to Corridor A concepts. For Corridor B (Duke Street/Eisenhower Avenue), the CWG recommended Duke Street be used for dedicated transit, and Eisenhower Avenue be considered for additional improvements to existing transit, such as improved service frequencies. The project consultant will be evaluating Duke Street alignment concepts and will bring the results back to the CWG at its November 17, 2011 meeting. Staff will continue to provide updates.

7. Staff Updates

CRYSTAL CITY-POTOMAC YARD TRANSITWAY – The grants received will be allocated to the design/build of the Route 1 Bus Rapid Transitway (BRT) between Monroe Avenue and Potomac Avenue in a dedicated transitway. A design/build firm will be selected

and under contract in November, 2011. The project will begin in fall 2011 with construction completed in winter 2013. The RFP for the station design will be prepared during winter 2011 with design to begin in early 2012 and construction to follow. The construction of the BRT Stations will be completed by winter 2013 in line with the opening of the Route 1 BRT Transitway.

BRAC-133 UPDATE – 50-75 persons are being moved in daily, with + 2,300 occupants by October 31, plus another 2,600 by December 31, 2011. The balance of 1,500 will be moved in by the end of 2012.

VDOT is moving forward with the NEPA work by contracting for the Environmental Assessment (EA) for the Long-term Road Improvements at Seminary Road and I-395. This may include a HOV/Transit Ramp at I-395 and Seminary Road, with a design/build process to expedite construction. The VDOT public hearing is scheduled for December 15, 2011.

FHWA is also moving forward with the NEPA work in the form of a Categorical Exclusion (CE) for the Short and Mid-term Road Improvements to key intersections adjacent to the Mark Center. There will be a public information meeting at the West End Community Redevelopment Center at Landmark Mall on November 3, 2011.

The DASH enhanced transit service between the King Street Metro Station and the Mark Center have been carrying approximately 1,000 passengers per week. The WMATA services between Pentagon and Mark Center route is carrying approximately 7,000 passengers per week.

Staff is moving forward with implementation of the Daytime Neighborhood Parking District adopted by City Council to address anticipated neighborhood parking encroachment issues resulting from the BRAC-133 facility. Over 50 block faces have been approved within the daytime parking district.

I-95/I-395 HOT LANES - The Virginia Department of Transportation (VDOT) have held three public hearings to discuss the new plans for the I-95/I-395 HOT Lanes. The project will no longer include construction of six miles of HOV/HOT lanes on I-395 in Alexandria or Arlington. VDOT is conducting the required federal environmental review. . The main elements of the project will be to provide a two-lane nine-mile extension of the exiting HOV lanes from Dumfries to Garrisonville Road in Stafford County; widened the existing I-95 HOV lanes from two to three lanes across 14 miles between the Prince William Parkway to approximately two miles north of the Springfield interchange, between Edsall Road and Duke Street; make improvements to the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway; create a direct connection to the HOV/HOT lanes on the Capital Beltway; and add new or improved access to and from the HOV/HOT network at key interchanges, including Garrisonville Road, Joplin Road, Prince William County Parkway, Fairfax County Parkway, Franconia-Springfield Parkway, I-495, and a new ramp north of Edsall Road.

There being no further business, a motion to adjourn was made at 10:15p.m., seconded and unanimously accepted.