

**DASH Fleet Expansion and DASH Operating Funds for Expanded Service**

This project provides for the purchase of additional buses for the DASH fleet and the operations of the expanded fleet. In 2008, DASH and the City developed a Transit Performance and Service Expansion Plan. This plan, in addition to DASH's Annual Transportation Development Program, serves as the basis for planned expansion of the DASH Fleet. **The DASH Expansion Buses were eliminated in the FY 2016 budget for a total of \$13,650,000. DASH operating funding for expanded service was reduced by \$14,098,006.**

**Capital Bikeshare**

Public bicycle transit or "bikesharing" is a service where public bicycles are made available for shared use. Users can pick up and drop off bikes at designated stations by either registering online, by phone, or at a station. Successful bike share programs tend to have stations that are tightly clustered, spaced approximately a quarter mile from one another, near Metrorail stations, commercial centers, tourist destinations and mixed use development. Capital Bikeshare was implemented in Arlington County and the District of Columbia in 2010. Alexandria joined the Capital Bikeshare network in 2012 and began implementation with eight bike share stations as a pilot program in Old Town, using CMAQ/RSTP grant funding. The program expanded to Del Ray and Carlyle in 2014 through the addition of eight stations. Stations are located in areas suggested by the public, mixed-use activity centers, near major transit stops and are spaced typically spaced one quarter mile apart. Capital costs for stations and bicycles range depending on size of station and number of docks. Funding covers cost of stations and bicycles with the Transportation Improvement Program (TIP) funding annual operating costs. Grants cannot fund operating costs. **The proposed budget eliminates expansion of the bikeshare program beyond the existing 16 stations. Therefore, operating funding for expanded Capital Bikeshare program was reduced by \$3,394,983 in the proposed FY 2016 – FY 2025 budget.**

**Old Cameron Run Trail**

This project will construct a shared-use path between Eisenhower Avenue near Telegraph Road to on-road bicycle facilities that link to the Mt. Vernon Trail, addressing a major gap in the city's approved "Green Crescent" trail system and ultimately providing a key link in the bicycle and pedestrian multimodal transportation system. Funding for an initial project study was secured through CMAQ/RSTP funding. Design and construction is funded through \$2.3 million in CMAQ/RSTP grant funds. Previously planned TIP funds supporting this project were reprogrammed to other priority transportation projects in FY 2016. Therefore, additional grant funds must be sought to fund the original scope of the project. Without additional funding identified, the project scope will have to be scaled back or this project will no longer be feasible to complete. A study to determine the preferred trail alignment will be completed in FY 2016. **This project was reduced by \$1,405,000 in the proposed FY 2016 – FY 2025 budget.**

### **Backlick Run Multiuse Path**

This project provides funding to construct a shared-use path along Backlick Run from Boothe Park west to the Fairfax County line. Once complete, the trail will help better connect the far west side of the City with the Mount Vernon Trail and the existing trail network in the Ben Brennan Park and Eisenhower Valley. Funding for an initial project study was secured through CMAQ/RSTP funding. Design and construction is funded through \$2.1 million in CMAQ/RSTP grant funds. Previously planned TIP funds supporting this project were reprogrammed to other priority transportation projects in FY 2016. Therefore, additional grant funds must be sought to fund the original scope of the project. Without additional funding identified, the project scope will have to be scaled back or this project will no longer be feasible to complete. A study to determine the preferred trail alignment will be completed in FY 2016. **This project was reduced by \$1,090,000 in the proposed FY 2016 – FY 2025 budget.**

### **Mount Vernon/Russell Road Intersection**

This project provides funding for the construction of safety improvements at the intersection of Mount Vernon Avenue and Russell Road, as identified in the Arlandria Small Area Plan. The existing intersection geometry and parking configuration adjacent to the intersection creates unsafe conditions for vehicle movement as well as pedestrian and bicycle activity. The intersection accommodates a large number of bicyclists and pedestrians and has a history of pedestrian and vehicle crashes. **This project was eliminated at \$1,250,000 in the proposed FY 2016 - FY 2025 budget.**

### **Complete Streets**

This program funds capital infrastructure improvements to the non-motorized transportation network, including sidewalks, curbs, gutters, pedestrian crossings, on-street bicycle facilities, bicycle parking, and access ramps throughout the City. The implementation of these improvements is coordinated with annual street resurfacing programs. These improvements also ensure compliance with federal ADA regulations that mandate accessibility improvements in all street alteration projects and allows the city to comply with the Commonwealth Transportation Board adopted “Policy for Integrating Bicycle and Pedestrian Accommodations.” Additionally, safety projects are also funded in Complete Streets. These measures may divert cut-through traffic, lower traffic speeds, highlight pedestrian crossings, and can include specialized signals, sidewalks, markings and signage, crossing islands and detection devices at intersections. Complete Streets funding also supports street improvement initiatives such as the Braddock Road Streetscape project. **The Complete Streets Principal Planner and Complete Streets Coordinator position were capitalized from the Complete Streets project and as a result, the capital project budget was reduced in FY 2016.**

### **Potomac Yard Metrorail Station**

Metrorail infill station at Potomac Yard. At this time, the station is in the Environmental Impact Statement (EIS) phase. In December 2010, City Council approved the Tier I Special Services Tax District for Land Bay F, G, and H and the multi-family portion of Land Bay I. A new Metrorail station was included as part of the North Potomac Yard Small Area Plan, approved in June 2010. The Potomac Yard Metrorail Station Concept Development Study was completed in February 2010. In 2011, City Council approved a Tier I tax rate of 20-cents to be levied starting

in 2011 and approved a Tier II Tax District (Land Bays I and J) with a 10-cent levy to be initiated in the calendar year after the Metrorail Station opens.

The City of Alexandria is the project sponsor of the Environmental Impact Statement (EIS) managed by WMATA. WMATA's process includes technical and environmental analyses as well as public involvement. Project development is subject to the requirements of the National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act. City Council will choose among a no-build and four build alternatives in FY 2015, with the Federal Transit Administration Record of Decision due in early 2016. In addition to a no-build alternative, the EIS is studying four build alternatives: Alternative A has been estimated to cost \$209.0 million, Alternative B has been estimated to cost \$268.0 million, Design Option B-CSX has been estimated to cost \$351 million, and Alternative D has been estimated to cost \$493.0 million. The \$270 million in FY 2017 incorporated into this CIP includes capitalized interest and does not represent the cost for any one of the possible build alternatives. **The Potomac Yard Principal Planner position was capitalized from the Potomac Yard Metrorail Station project and as a result, the capital project budget was reduced in FY 2016.**