



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Mayor Allison Silberberg and Members of City Council
Alexandria City Hall
301 King Street
Alexandria, VA 22314

March 23, 2016

Re: FY 2017-2026 Transportation Budget

Dear Mayor Silberberg and Members of City Council:

At its March 16, 2016 meeting, the Transportation Commission reviewed the City Manager's proposed FY 2017 Operating Budget and FY 2017- FY 2026 Capital Improvement Program. The Transportation Commission appreciates that the Manager's budget has considered and addressed many of the Commission's budget recommendations, which were documented in a letter to the Mayor and City Council dated October 22, 2015 (attached). However, two of the recommendations in our guidance letter have not been fully addressed:

- Maintain funding for highest priorities as determined by the Transportation Commission in the Transportation Improvement Program.
- Recognizing that regional transportation—including WMATA transit service—is a priority that should not fall on the transportation budget, the Council should explore opportunities to fund the regional transit needs beyond the City's transportation resources. The Commission requests the city honor the 2.2 cent reservation of the property tax to fund the city's transportation projects.

During the March 16 meeting, the Commission held a public hearing regarding the proposed budget and endorsed the following position:

- The Transportation Commission would like to express disappointment regarding the proposed level of funding for the City's Complete Streets program. This program is one of the most important budget items outside of public safety that saves lives and reduces injuries to our residents and visitors. The City Manager's proposed funding levels for the Complete Streets program (excluding staff salaries) are approximately \$500,000, significantly less than the approximately \$1.5 million that will be expended on Complete Streets in FY16.
- Contributions to WMATA's capital and operating expenses should be made using monies from other sources, such as the City's general fund rather than the City's Transportation Improvement Program (TIP).

- If additional resources become available, either through resources from additional tax revenues or by removing WMATA contributions from the City's TIP, the Transportation Commission supports applying the first \$1 million of these resources toward the City's Complete Streets Program. Any remaining resources should be used to fund priority projects listed in the City's Transportation Long Range Plan (LRP).

The Transportation Commission emphasizes that adequate funding for transportation projects not only supports the efficient movement of people and goods, but directly supports the City's economic health. This past year, the City Council has approved the Eisenhower West Small Area Plan and the Oakville Triangle / Route 1 Corridor Plan. Over the next two years, City Council will also take action on a number of forthcoming plans including the City's update to the Pedestrian and Bicycle Master Plan, the Old Town North Small Area Plan, and the North Potomac Yard Small Area Plan Amendment. Each of these plans includes priority multi-modal transportation investments needed to support the economic health of the City as well as provide a safe environment for our residents. Adequate funding for transportation is paramount to the successful implementation of these plans.

As evidence of the significant unfunded transportation needs facing the City, we are attaching in its entirety the Transportation Long Range Plan (LRP). Each year, the Transportation Commission is asked to review and prioritize each project on this list. Over the last two years, few projects have moved from the unfunded LRP to the funded CIP, and more projects have been added to the LRP as a result of newly-adopted plans. Identification of additional resources for infrastructure investment, including transportation, will help to fund our significant project backlog.

The Commission commends the Council on its ongoing commitment to funding multi-modal, sustainable transportation options in the City. We appreciate your consideration of the Commission's guidance on the proposed FY 2017 budget.

Sincerely,



J. J King III
Chair, Alexandria Transportation Commission

Attachments:

- Memorandum from Transportation Commission, October 22, 2015
- 2015 Transportation Long Range Plan (Projects List)

cc: Alexandria Transportation Commission
Alexandria Planning Commission
Mark Jinks, City Manager
Yon Lambert, Director, T&ES



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Alexandria, VA 22314

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Honorable Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

October 22, 2015

Re: FY 2017-2026 Budget Guidance

Dear Mayor Euille and Members of City Council:

At its October 21, 2015 meeting, the Transportation Commission approved the following guidance to staff for preparation of the FY 2017 budget for inclusion in the City Manager's FY 2017 budget:

- Preserve the 2.2 cent transportation reservation in order to comply with maintenance-of-effort requirements, maintain flexibility, and to offset previous loss of state urban funds.
- Commit adequate operating funds to provide the project management, procurement, management and of staff resources necessary to implement new capital projects and programs.
- Continue to capitalize staff positions that are directly related to capital project implementation, as allowable, in order to utilize capital funds and reduce impacts on the operating budget.
- Maintain funding for highest priorities as determined by the Transportation Commission in the Transportation Improvement Program.
- Allocate Northern Virginia Transportation Authority (NVTA) 70% funds for high priority major capital investments with regional impacts, with an emphasis on leveraging non-city funds and/or accelerating project delivery.
- Utilize funding sources with least restrictions on project eligibility (i.e. CMAQ, RSTP, and NVTA 30% funds) for non-motorized projects, project development, ADA improvements, maintenance and operations.
- Pursue discretionary grant funding for transportation projects, including state capital assistance and federal New Starts, Small Starts, and TIGER grants.
- Ensure adequate funding for the Alexandria Police Department for capital investment and operating costs of enforcement—including parking violations, High Occupancy Vehicle (HOV) lane violations on Route 1 and Washington Street, speeding, and red light

- running—to help shape driver behavior and promote safety.
- Ensure that city transportation funding levels are maintained or increased above the maintenance-of-effort requirements of HB2313, to provide new transportation capacity and enhanced transportation services and programs while also maintaining existing assets in a state of good repair.
 - Recognizing that regional transportation, including WMATA transit service is a priority that should not fall entirely on the transportation budget but rather a shared cost, the Council should explore opportunities to help fund the regional transit needs beyond the City's transportation resources.

This guidance prioritizes the preservation of the 2.2 cent transportation reservation and identification of additional funding for the City's contribution to WMATA as the highest priorities. The diversion of transportation reservation funds to support WMATA diminishes resources for local transportation priorities, at a time when recently adopted plans call for additional transportation investments throughout the City.

This guidance also reflects the necessary progress towards timely completion of capital projects to enable prompt payment from state and regional funding partners. The Transportation Commission encourages Council to allocate the resources necessary to ensure that these projects can be implemented on schedule and within budget, and to ensure that the City does not risk losing these funds.

We commend the Council on their ongoing commitment to funding multi-modal, sustainable transportation options in the City. We appreciate your consideration of the Commission's guidance on the proposed FY 2017 budget. Please let me know if you have any questions.

Sincerely,



Nathan M. Macek
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager Mark Jinks
Yon Lambert, Director, T&ES
Carrie Sanders, Acting Deputy Director, T&ES

PROJECTS

2015 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
2	DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet. In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
3	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
4	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
5	Mt. Vernon Avenue at Russell Road	Safety improvements 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	Arlandria Plan	Project	Streets	\$1-5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
6	Mt. Vernon at Four Mile Road	Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road.	Arlandria Plan	Project	Streets	Less than \$1 million	1-5 years	Not Started	No	During the 2014 LRP Update, this project was initially recommended to be moved from the prior year (2013) Programs list to the 2014 Projects list. The Commission requested that staff review additional information on the need for the project. The project was initially intended to provide better access to the park from Mt. Vernon Avenue, but the park design has been revised to allow for additional pedestrian access off of Mt. Vernon Avenue. At its Sep. 17, 2014 meeting, the Commission recommended removal of the project for 2014, but requested additional clarification on whether the Mt. Vernon Avenue at Four Mile Road project should move back to the project list in 2015. The Commission asked staff to revise the language of the project to reflect exactly what it will entail and add it to the 2015 project list list.
7	Mt. Vernon Avenue at East/West Glebe Road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	1992 TMP	Project	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	The 2013 LRP identified this as a Program. It was identified in the Arlandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts
8	Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan.
9	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
10	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
11	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
12*	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.
12*	Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
12*	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
15	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.

PROJECTS

2015 Rank	No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
	16	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
	17	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
	18	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
	19	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
	20	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
	21	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
	22	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
	23	West End Transit Shop Commuter Hub	Construct a new transit commuter hub or kiosk on the west end of Alexandria at the future West End Transit Center to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	
	24	Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected permissive left turn phasing along NB and SB Van Dorn St.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
	25	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
	26	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
	27	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
	28	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. The project will remain on the list until after the I-395 HOV ramp is completed and operational, and a review of traffic and safety impacts has been completed. As part of the 2016 LRP Update, the City will review the project to determine the operational needs and safety improvements.

* Project priorities for these projects resulted in a tied score