

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 19, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – TRANSPORTATION LONG RANGE PLAN (LRP)

ISSUE: Decision on modification of the Transportation Long Range Plan prioritization process to biennial.

RECOMMENDATION: That the Transportation Commission discuss and provide guidance to staff concerning the proposal to modify the existing annual prioritization of unfunded capital projects to a biennial process.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City's long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation-related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP).

Each year Staff updates the LRP to include transportation projects from adopted plans and studies and other projects identified since the last update. Also, projects and studies may be removed from the LRP if they are no longer relevant, have been completed, or funded in the City's CIP.

The 2016 LRP update includes changes based on the guidance provided by the Commission at its April 20, 2016 work session. This includes a number of projects and studies that have been removed, consolidated, or moved to a new developer contingent list. A number of plans were approved since the 2015 LRP, including the Eisenhower West Small Area Plan, Oakville Triangle-Route 1 Corridor Plan, and Pedestrian and Bicycle Master Plan Update. All of these plans include a significant number of recommended transportation projects and studies that are currently unfunded or have not been added to the CIP. They have been organized in a manner consistent with the guidance provided by the Commission.

DISCUSSION: Several factors indicate that revising the LRP in 2017 will not have a significant impact on decisions to add projects to the CIP. Whereas the 2016 LRP process considered many new capital improvement projects from then-recently completed plans, there have been few new projects since the finalization of the 2016 LRP. However, several events will take place over the

next 9-12 months that would make such an effort fruitful in 2018, including: approval of the North Potomac Yard Small Area Plan Update and the Old Town North Small Area Plan Update; funding decisions by the CTB (Commonwealth Transportation Board) regarding SMART SCALE; completion of NVTA's (Northern Virginia Transportation Authority) Transaction Update; and NVTA approval of a multi-year funding plan for regional 70% funds. In addition, because of urgent priorities such as school facilities, increasing WMATA capital and operating costs, and combined-sewer outfall improvements, it is highly unlikely that additional funding will become available for currently unfunded capital projects. Furthermore, organizations regionally are beginning to adapt biennial cycles. For example, the Metropolitan Washington Council of Governments (MWCOC) has decided to conduct the regional air quality conformity analysis for the CLRP (Constrained Long Range Plan) biennially instead of annually due to the high cost and significant amount of staff resources required. Finally, because of the limited public value that such an exercise may have this year, Commission and Staff resources can be diverted to other efforts that may produce a higher value for transportation City-wide.

ATTACHMENTS:

- 2016 Final/Approved Transportation Long Range Plan Projects
- 2016 Final/Approved Transportation Long Range Plan Studies
- 2016 Final/Approved Transportation Long Range Plan Developer-contingent projects