Public Comment Period -
3 min per speaker

Agenda Item #1
COMMISSION MINUTES:
October 16, 2019 Meeting
Agenda Item #2
Commission Updates

Agenda Item #3
Alexandria Transit Vision Study

Agenda Item #4
Why do we need a new “Transit Vision”? 

• Alexandria is changing...  
  • Travel behaviors (when/were we go, travel modes, expectations)  
  • Rapid growth in population & jobs (+15-20% over next decade)  
  • New activity hubs that aren’t well served (Carlyle, Potomac Yard)  
  • Bus network has not kept up... “Prosperity in Peril”  

• Ridership decreases over last five years  
• Buses as a centerpiece of a modern city’s network  
  • Not an afterthought
Process Update

• Analyzed existing and future conditions
  • Choices Report and Round 1 Engagement

• Bus network concepts

• Draft Concepts Report

Throughout the plan there will be:

- Updates to the project website
- Civic engagement opportunities
- Coordination meetings with other jurisdictions and transit providers
- Briefings to City leadership

We are here

Technical Work
Engagement
Stakeholder Meeting
Previous Commission Recommendation (May 2019)

• What is the appropriate balance between “Ridership” oriented service and “Coverage” oriented service?
  • Commission recommended 85% Ridership / 15% Coverage
  • ATC Board recommended 85% Ridership / 15% Coverage

• What is the appropriate level of service growth by 2030?
  • Commission recommended 25% growth over current service
  • ATC Board recommended 20% growth over current service

• What is the appropriate level of service growth for the short-term (by FY22)?
  • Commission recommended 8% growth
  • ATC Board recommended a range of growth from 0% to 8%
ATC Board

100% Ridership

100% Coverage

90% 85% 70% 50% Ridership
10% 15% 30% 50% Coverage

Existing Network

Ridership Concept Policy Direction Coverage Concept

DASH
What would the Transit Vision mean for the City?

• Extensive network of high frequency routes
  • All-day, every day to places people want to go
• Dramatic increases in access to high frequency routes:
  • 120,000 city residents vs. 40,000 today
  • 89% of low income residents vs. 29% today
  • 63,000 minority residents vs. 16,000 today
  • 74% of city’s senior residents vs. 23% today
• Major increases in off-peak & weekend service (+51% service hours)
• More frequent service = easier connections, better overall network
• 99.2% of existing bus boardings still within 1/8 mile of a stop
DRAFT 2030 Recommended Network for Alexandria
Assumes 20% increase in service for DASH and WMATA
Existing Midday Network

Midday Frequency
- ERT: 15 min or better
- 7AF: 16 - 25 min
- AT2: 26 - 40 min
- AT7: 41 - 60 min

Alexandria Transit Vision
Existing Midday Network
Network
Midday

Midday Frequency
- OTC: 5 min or better
- N7: 10 min
- N6: 15 min
- N4: 20 min
- 28A: 30 min

Any changes to routes outside of Alexandria will be coordinated with the appropriate jurisdiction and WMATA (where applicable).

Existing Arlington Transit (ART) routes are assumed to remain the same.

 Alexandrina Transit Vision
2030 Midday Network

2030 Draft Network Midday
How many residents and jobs are near transit?

2030 Network increases

- **Residents** Near Frequent service from **27% to 79%**
- **Jobs** near Frequent Service from **40% to 75%**

Small increase in residents more than ¼ mile from service (3% to 5%)

- Increase in residents with access to peak-only service (<1% to 4%)
Communities of concern vs. whole city?

- Increase in proximity to frequent service for residents of color and residents in poverty is greater than for all residents.

- For seniors, the increase in frequent service is about the same as for all residents.

- About 1-2% increase in all residents more than ¼ mile from service
2030 Existing vs Southern Towers

Change in what’s reachable within 30 minutes:

• 35% more jobs

• 54% more residents

How far can I travel in 30 minutes from Southern Towers at 12 pm?

Draft Recommended 2030 Network

54% more residents and 35% more jobs accessible than existing network
Map of ATV Issues/Concerns

1. Seminary/Janneys (AT2)  
   (95 riders – 253 responses)
2. AT3/4 Loop  
   (45 riders – 10 responses)
3. South Old Town (AT3/AT7)  
   (60 riders – 9 responses)
4. South Pickett Street (AT7)  
   (35 riders – 8 responses)
5. Van Dorn Street (AT5)  
   (154 riders – 6 responses)
6. Reading/Rayburn (AT1/2)  
   (74 riders – 0 responses)
7. Duke Street (AT5)  
   (18 riders – 8 emails)
AT2 should be maintained on weekdays (30 minute peak / 60 minute Mid-day headways)

Fiscal impacts should be minimized to the extent possible

Staff should provide cost impacts associated with reductions to Routes N1, or N10 or N11 that would offset cost of reinstated AT2
Staff Recommendation to Transportation Commission

• The Transportation Commission consider and support the draft recommended ATV networks for 2022 and 2030
• Provide input and approve draft Memo to the ATC Board
Discussion

• Do you support these recommendations?
• Is there any input you would like to provide to the DASH board as they consider approval of the draft network in December?
Stay Involved!

• Have follow up questions? Contact:
  • Steve Sindiong, Steve.Sindiong@alexandriava.gov, 703-746-4047
  • Martin Barna, martin.barna@alexandriava.gov, 703-746-5644
  • Or e-mail to transitvision@alexandriava.gov

• Survey available at www.dashbus.com/transitvision
Thank You!
Proposed Changes to SMART SCALE and Highway Safety Improvement Program (HSIP)

Agenda Item #5
SMART SCALE Program

- Statewide Grant Program
- Nationally recognized
- Currently very successful
- Funds:
  - Highway Improvements
  - Transit- and rail-capacity expansion
  - Bicycle and pedestrian improvements
  - Transportation Demand Management (Park and Ride facilities)
- Projects scored by region
Alexandria Smart Scale Projects - 2019

- West End Transitway Construction - $57.2 million.
- Southwest access to the Potomac Yard Metrorail Station — $50 million.
- DASH fleet expansion and zero-emission vehicles — $17.4 million.
- Landmark Mall Accessibility — $6.3 million.
- Duke St. and West Taylor Run Parkway — $5.7 million.
## Proposed Changes to SMART SCALE Scoring and Eligibility

<table>
<thead>
<tr>
<th>Proposed Change</th>
<th>Impact to Alexandria</th>
<th>Preferred Outcome</th>
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</thead>
<tbody>
<tr>
<td>Land Use – exclude existing densities</td>
<td>Penalizes areas that have already planned well</td>
<td>Preserve scoring for existing land uses</td>
</tr>
<tr>
<td>Congestion – include weekend congestion</td>
<td>More difficult to help communities affected by regional traffic</td>
<td>Preserve the weekday congestion scoring methodology</td>
</tr>
<tr>
<td>Safety - Prioritizes number over severity of crashes; takes higher score from Land Use</td>
<td>More difficult to achieve Vision Zero</td>
<td>Prioritize severity over crash volume; take increased score from other categories equally</td>
</tr>
<tr>
<td>Project Readiness - All approvals for transit required before application</td>
<td>Longer implementation time for large projects (6 year lag between application and funding)</td>
<td>More flexibility to complete requirements after application, more flexibility when scopes change</td>
</tr>
<tr>
<td>Transit Maintenance Facilities - Must be related to capacity increase</td>
<td>Could prevent State of Good Repair projects</td>
<td>Recognize when these projects are essential to maintain existing levels</td>
</tr>
</tbody>
</table>
Scenario Run for Proposed Changes

| Bike/Ped and Transit projects most impacted |  |  |

Staff Recommended Combined Scenario - Safety: S1 = 70%, S2 = 30%; ED1: Floor Area Ratio Cap; E2: Subtractive; E1 weight = 10%; Land Use: L1 = 0%, L2 = 100%; Area A Weighting: Safety = 10%, Land Use = 15%

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Original</th>
<th>New</th>
<th>Change</th>
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<tbody>
<tr>
<td>Total Available</td>
<td>$779,842,906</td>
<td>$779,842,906</td>
<td>$0</td>
</tr>
<tr>
<td>Total Projects</td>
<td>98</td>
<td>99</td>
<td>1</td>
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<tr>
<td>Total Spent</td>
<td>$741,756,395</td>
<td>$677,132,513</td>
<td>($64,623,882)</td>
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</table>

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Original</th>
<th>New</th>
<th>DGP Remaining**</th>
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<tbody>
<tr>
<td>Bristol</td>
<td>$20,061,316.00</td>
<td>$10,888,316.00</td>
<td>$11,245,013.00</td>
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<tr>
<td>Culpeper</td>
<td>$20,809,265.00</td>
<td>$23,280,000.00</td>
<td>$5,410,287.00</td>
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<td>Fredericksburg</td>
<td>$39,826,465.00</td>
<td>$33,452,326.00</td>
<td>$702,268.00</td>
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<tr>
<td>Hampton Roads</td>
<td>$285,098,978.00</td>
<td>$282,336,852.00</td>
<td>$3,800,126.00</td>
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<td>Lynchburg</td>
<td>$52,136,609.00</td>
<td>$48,751,580.00</td>
<td>$6,022,379.00</td>
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<td>Northern Virginia</td>
<td>$199,826,065.00</td>
<td>$135,021,294.00</td>
<td>$64,804,771.00</td>
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<td>Richmond</td>
<td>$64,076,418.00</td>
<td>$63,735,912.00</td>
<td>$3,458,876.00</td>
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<td>Salem</td>
<td>$31,376,924.00</td>
<td>$43,334,924.00</td>
<td>$11,957,999.00</td>
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<td>Staunton</td>
<td>$28,544,355.00</td>
<td>$36,331,309.00</td>
<td>$7,786,954.00</td>
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<table>
<thead>
<tr>
<th>Scenario</th>
<th>Original</th>
<th>New</th>
<th>Change</th>
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</thead>
<tbody>
<tr>
<td>Highway</td>
<td>$467,780,263.00</td>
<td>$465,268,055.00</td>
<td>$2,512,208.00</td>
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<tr>
<td>Bike/Pedestrian</td>
<td>$88,677,112.00</td>
<td>$63,613,114.00</td>
<td>$25,063,998.00</td>
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<tr>
<td>TDM</td>
<td>$14,803,826.00</td>
<td>$25,234,151.00</td>
<td>$10,430,325.00</td>
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<tr>
<td>Bus Transit</td>
<td>$117,595,194.00</td>
<td>$70,117,193.00</td>
<td>$47,478,001.00</td>
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<tr>
<td>Rail Transit</td>
<td>$52,900,000.00</td>
<td>$52,900,000.00</td>
<td>$0</td>
</tr>
</tbody>
</table>

| Average Project Cost | $7,568,943 | $6,839,722 | ($729,220) |

| Total New In | 21 |
| Total New Out | 20 |

**“Original” denotes the Staff Recommended Funding Scenario originally introduced to the Commonwealth Transportation Board on January 15, 2019**

**“Based on available District Grant Program funds available as of January 15, 2019**
HSIP

• Federal-aid program
  • Reduction in traffic fatalities and serious injuries on all public roads
  • Data-driven, strategic approach
  • Focus on performance

• VDOT’s HSIP efforts
  • ID intersections or highway segments
  • Analyzing crash trends and existing conditions
  • Conducting economic and/or risk evaluation
  • Funding projects
Proposed Changes to HSIP

• 80% of funds for “systemic” improvements
  • Starting in FY23
  • Mostly rural
  • No bicycle projects
  • “Pedestrian Crossings” projects unclear

• Spot improvements
  • Starting in FY26
Requested Action

• That the Transportation Commission send a letter to the Commonwealth Transportation Board:
  • Opposing Smart Scale changes
    • Changes are large and proposed very quickly
    • Mostly target urban areas, transit, bike/ped projects
  • HSIP
    • Include bicycle infrastructure
    • Expand definition of “Pedestrian Crossings”
    • Provide more funding for intersection and corridor improvements
FY 2021 WMATA Budget Proposal

Agenda Item #6
WMATA Budget Timeline

Budget Timeline

December
Board Budget Deliberations and approval of Public Hearing Docket

January - February
Board Budget Deliberations, Public Outreach and Public Comment Period

March
Board Budget Adoption

April
Submit Federal Grant Applications

July
Fiscal Year Begins
Components of Operating Budget

**Strategic Budget Considerations**

**Base Subsidy Growth**
- Mandated 3% cap
- Management efficiencies

**Revenue Drivers**
- Platform Improvement Project
- Ridership and fare evasion

**Expense Drivers**
- Collective bargaining agreements
- Salaries, wages and fringe benefits
- Energy and materials volatility

**Exclusions**
- Silver Line Phase 2
- ADA paratransit cost increase
- Safety and Health Mandate Growth

**Policy Decisions**
- Late Night Hours of Service on Metrorail
- Enhanced customer experience
- Fares
- Extra Services Fund

11/7/19 WMATA Finance Committee Presentation
## Major Proposed Initiatives

### Improving Service and Customer Experience

<table>
<thead>
<tr>
<th>Initiatives</th>
<th>Cost</th>
<th>Revenue</th>
<th>Subsidy</th>
<th>Ridership</th>
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<tbody>
<tr>
<td>Better Weekend Metrorail Service</td>
<td>$3.9</td>
<td>$1.0</td>
<td>$2.9</td>
<td>1.2</td>
</tr>
<tr>
<td>Improve MetroExtra Service</td>
<td>$3.4</td>
<td>$1.2</td>
<td>$2.2</td>
<td>1.2</td>
</tr>
<tr>
<td>Better Weekend Metrorail Service</td>
<td>$3.6</td>
<td>$1.3</td>
<td>$2.3</td>
<td>0.6</td>
</tr>
<tr>
<td>Restore Late Night Metrorail Service</td>
<td>$5.0</td>
<td>$1.2</td>
<td>$3.8</td>
<td>0.4</td>
</tr>
<tr>
<td>Improve Customer Service</td>
<td>$2.5</td>
<td>$0.0</td>
<td>$2.5</td>
<td>0.0</td>
</tr>
<tr>
<td>Reduce Less Productive Bus Routes</td>
<td>($32.9)</td>
<td>($3.3)</td>
<td>($29.6)</td>
<td>(3.2)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>($14.6)</td>
<td>$1.3</td>
<td>($15.9)</td>
<td>0.2</td>
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11/7/19 WMATA Finance Committee Presentation
# Proposed Fare Changes

## Enhancing Fare Options to Drive Ridership

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Change</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Metrorail</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak Base Fare</td>
<td>$2.25</td>
<td>+$0.10</td>
<td>$2.35</td>
</tr>
<tr>
<td>Simplify Mileage Tiers¹</td>
<td>Varies</td>
<td>+$0.04</td>
<td>$0.33</td>
</tr>
<tr>
<td>Peak Max Fare</td>
<td>$6.00</td>
<td>+$1.00</td>
<td>$7.00</td>
</tr>
<tr>
<td>Weekend Flat Fare</td>
<td>Varies</td>
<td>Up to -$1.85</td>
<td>$2.00</td>
</tr>
<tr>
<td><strong>Metrobus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fare without SmarTrip</td>
<td>$2.00</td>
<td>+$0.25</td>
<td>$2.25</td>
</tr>
<tr>
<td>Onboard Cash Loading</td>
<td>$0.00</td>
<td>+$0.25</td>
<td>$0.25</td>
</tr>
<tr>
<td>Lower 7-Day Pass Price</td>
<td>$15.00</td>
<td>-$3.00</td>
<td>$12.00</td>
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<tr>
<td><strong>Metrorail + Metrobus</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Full Transfer Discount</td>
<td>$0.50</td>
<td>+$1.50</td>
<td>$2.00</td>
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</tbody>
</table>

¹ Standardizes variable Peak Mileage rate of $0.29 to $0.33 to $0.33.

### No Change

**Metrorail**
- Off-Peak Base Fare
- Off-Peak Max Fare
- Unlimited Monthly Passes
- 1-, 3-, 7-Day Unlimited Passes
- 7-Day Short Trip Unlimited Pass

**Metrobus**
- Fare with SmarTrip

**MetroAccess**
- Max Fare

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11/7/19 WMATA Finance Committee Presentation
Staff Approach

• Working with Virginia jurisdictional partners to ensure proposed budget is consistent with local and regional policy priorities and is practicing sound fiscal and asset management.

• Major areas of interest:
  • Bus service cuts
  • Regional fare passes and transfer discount
  • Non monetary costs/benefits of late night rail service
Discussion

• What are your priorities for staff in WMATA budget negotiations?
Updates to Receive
Agenda Item #7
Other Business

Agenda Item #8