



Transportation Commission Meeting

December 15, 2021

**7:00 PM
Virtual Meeting**

AGENDA

1. Electronic Meeting Notice (see next page)
2. Public Comment (Not to exceed 10 min)
3. Minutes of the November 17, 2021 meeting
4. **Action Item: Consideration of Endorsement of FY23 DRPT State Aid Grant and Commuter Assistance Program Operating Assistance Grant**
5. **Discussion Item: Grants Process Proposal**
6. **Discussion Item: Conflict-of-Interest Laws**
7. **Discussion Item: Draft 2022 Transportation Commission Work Plan**
8. **Commissioner Updates**
9. **Items for Consent**
 - A. DASH Bus Shelter Maps Update
 - B. I-395/Seminary Road HOV Ramp
 - C. Duke Street In Motion Update
 - D. FTA Federalization
 - E. Mt. Vernon Avenue North
10. **Other Business**
 - Chair elections – January 2022

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov

Next Meeting: January 19, 2021



Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the December 15, 2021 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3) and the Continuity of Government ordinance adopted by the City Council on June 20, 2020 to undertake essential business. All of the members of the public body and staff are participating from remote locations through a Zoom Webinar. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Workroom at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through:

The meeting can be accessed by the public through:

https://zoom.us/webinar/register/WN_8RpsZDJSQ9Ob5WsigtmjQg

Webinar ID: 912 3713 5941

Passcode: 068073

Or join by phone:

301 715 8592

Passcode: 068073

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 12/15/21 to Megan.Oleynik@alexandriava.gov

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

November 19, 2021
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Chair Melissa McMahon, Commissioner Oscar Gonzalez, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Bill Pugh, Commissioner Bruce Marsh, Commissioner Larry Chambers, Charles Sumpter for Councilman John Chapman.

Staff Present: Hillary Orr – Deputy Director, Transportation & Environmental Services, Christopher Ziemann - Transportation Planning Division Chief, Megan Oleynik - Transportation Planning Division, Alex Carroll– Transportation & Environmental Services, Sharese Thomas - Transportation Planning Division, Mark Phillips – WMATA, Gregory Potts – WMATA, Shyam Kannan - WMATA.

Audio/Visual presentation is available online:
<https://www.alexandriava.gov/TransportationCommission>

Chair McMahon called the Transportation Commission meeting to order at 7:01 pm.

1. Electronic Meeting Notice

2. Public Comment Period

Ken Notis spoke in favor of improving Complete Streets Repaving process.

3. October Meeting Minutes

Motion to accept the minutes: Commissioner Kane

Second: Commissioner Maslanka

Motion carries unanimously

4. DISCUSSION ITEM: Blue/Orange/Silver Corridor Capacity & Reliability Study (BOS Study) - WMATA

ISSUE: The Washington Metropolitan Area Transit Authority (WMATA) is conducting the Blue/Orange/Silver Capacity and reliability Study to identify a project or package of projects to address capacity constraints and crowding, reliability concerns, a lack of operational flexibility, and

threats to long-term sustainability in the corridor.

RECOMMENDATION: That the Transportation Commission provide input on the study process and proposed alternatives.

DISCUSSION: Shyam Kannan and Mark Phillips from WMATA presented an update on the BOS Study that included the corridor transit challenges, the current alternatives, range of alternatives, and the next steps in the BOS Study.

Commissioner Input:

Commissioner Kane - Asked about project delivery timeline and if WMATA was considering the opportunity for new Metro service to drive new development in addition to ridership. He asked if investments from local jurisdictions are included in lower cost scenario improvement budget.

Commissioner Marsh - Asked if the Infrastructure Bill would provide any funding for this project. WMATA responded that the timing of the study did not allow them to use this funding because there is not a locally preferred alternative selected yet. Commissioner Marsh asked if DC streetcar expansion could help provide capacity. WMATA said it did not provide enough coverage/capacity to meet goals of this project.

Commissioner Gonzalez – Asked if the schedule could be moved up if funding was obtained sooner and about investigating potential phasing.

Commissioner Pugh – Asked how this has been received by Prince George’s County, especially the National Harbor Alternative. WMATA Prince George’s County was generally supportive.

Chair McMahan – Discussed how new service can be development generator and asked how the study will handle equity goals given that Metrorail is more expensive than buses and could drive gentrification in lower income areas. WMATA still needs to consider that part of the equity lens though there are equity goals and performance measures such as providing jobs and economic opportunities.

5. DISCUSSION ITEM: Complete Streets Repaving Feedback Form

ISSUE: Consideration of streamlining Complete Streets improvements by eliminating the annual repaving feedback form.

RECOMMENDATION: That the Commission provide feedback on staff’s recommended approach to coordinating Complete Streets improvements with street resurfacing.

DISCUSSION: Alex Carroll, Complete Streets Coordinator, discussed the feedback from the Citywide Repaving Form and the two primary findings and recommendations of the identified challenges and opportunities for improvement in coordinating Complete Streets with street resurfacing.

Commissioner Input:

Commissioner Gonzalez – Asked how the public could continue to provide input. Staff indicated they will still review 311 requests in addition to using crash data to identify high crash locations for projects.

Commissioner Pugh – Indicated that staff’s perspective is consistent with his experience with comments on repaving projects not necessarily able to be addressed in the scope of the work of the projects. He supports more holistic corridor planning approach but asked what other input opportunities the public will have. He also asked about the status of the Braddock Road repaving project.

Commissioner Maslanka – Asked if the Complete Streets projects budget would be separated from the repaving budget. Staff indicated that resurfacing related projects would be one piece of the Complete Streets budget.

Commissioner Kane – Indicated that the City could communicate which treatments are more standard rather than requiring additional input. He asked if Complete Streets projects would continue to be delayed if repaving was not planned. Staff indicated the City would not wait for repaving if a project is identified and would find ways to do less expensive covers like slurry seal in the short term.

Chair McMahon – Indicated that she believes it is important to move forward the small wins like curb ramp upgrades with regular repaving projects and that this process could address frustration of having to wait for repaving to address larger Complete Streets issues and initiate projects. She felt the proposed process could give the Commission more input and make decision making more transparent.

6. **ACTION ITEM: Consideration of Endorsement of FY28-29 CMAQ-RSTP Grants**

ISSUE: Consideration of the FY28-29 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding requests.

RECOMMENDATION: That the Transportation Commission endorse the FY28-29 CMAQ/RSTP funding request and recommend City Council consideration and approval at the December 2021 Legislative session.

DISCUSSION: Chris Ziemann, Division Chief, discussed the proposed projects that the FY28 and FY29 CMAQ/RSTP would fund - Duke Street Transitway Operations; Mt. Vernon Avenue; Commuter Assistance; and the Alexandria Mobility Plan.

Commissioner Discussion:

Commissioner Kane – Noted that this program had funding for bikeshare program up until FY26 and asked if the City is requesting additional bikeshare funding. Staff indicated there is a backlog of funding and some other funding sources like development funds to continue to support this program.

Commissioner Marsh - Asked why there was a decrease in funding levels for Commuter Assistance and indicated he is glad to see funding for Mt. Vernon Avenue given the recent crash history.

Commissioner Pugh – Asked for clarification of the Pedestrian Safety and Mobility Enhancements on Primary Corridors funding.

Chair McMahon – Expressed concern about Mt. Vernon Avenue investment and asked if there was a way to accelerate projects on that corridor. She provided direction to staff to try to seek out as much funding as possible for improvements on this corridor as soon as possible.

Motion to endorse the FY28-FY29 CMAQ RSTP Proposed Program: Commissioner Kane.

Second: Commissioner Gonzalez

Motion carries unanimously

7. DISCUSSION ITEM: NVT A 70% Projects

ISSUE: Discussion of the Northern Virginia Transportation Authority (NVT A) for transportation projects eligible under the 70% Discretionary Grant (FY26-27).

RECOMMENDATION: That the Commission discuss staff’s recommended projects for the NVT A 70% Discretionary program.

DISCUSSION: Chris Ziemann, Division Chief, discussed the South Van Dorn Street & Bridge Design and the Holmes Run Trail Dora Kelly Fair Weather Crossing Bridge design recommendations.

Commissioner Input:

Commissioner Kane – Indicated that improvements would be most beneficial if they covered the area from S. Pickett Street to Courtney Avenue and the ramp to Metro Road because pedestrian improvements are needed so there are not gaps in this area. He asked if the Holmes Run Bridge would be prefabricated or custom design and build. Staff indicated it would be prefabricated.

8. ACTION ITEM: Consideration of Mid-Term Amendment to the Transportation Long-Range Plan for Vision Zero High Crash Intersection Improvements Project

ISSUE: Mid-term amendment to the Transportation Long Range Plan (LRP).

RECOMMENDATION: That the Transportation Commission review the proposed mid-term LRP amendment of a Vision Zero High Crash Intersection Improvements project and consider approval.

DISCUSSION: Chris Ziemann, Division Chief, discussed the sources of the LRP Project & Studies along with the Staff’s recommendation to amend the LRP with the Vision Zero High Crash Intersection Improvements.

Commissioner Discussion:

Chair McMahon - Expressed concerns about the generic ranking in high crash intersections improvements and how they could suffer in the ranking process due to a lack of specificity.

Commissioner Kane – Wanted to know if there was a funding source that would allow the City to request funding only for Vision Zero High Crash Intersection Improvements without requiring specific drawings.

Motion to amend the existing LRP with the unranked project Vision Zero High Crash Intersection Improvements, but that staff find a more stable funding source available to be reactive to safety issues: Commissioner Kane

Second: Commissioner Gonzalez

Motion carries unanimously

9. Commissioner updates

Commissioner Maslanka – New bus shelters need updated maps and he would like an update on DASH ridership.

Commissioner Kane – The Traffic & Parking Board approved a proposal to ban left turns from Yale onto Duke.

Commissioner Pugh – The first public meeting for the City’s Climate Plan Update was on Tuesday, November 16th. There was discussion of an increase in EV percentage and decrease in VMT. There will be 2 more meetings, the Environmental Protection Commission asked the City Manager for more Complete Streets funding.

Commissioner Marsh – The Potomac Yard Metrorail Implementation Work Group met in person on October 25th and discussed pedestrian and bike improvements around the metro station and the buses that will service the station. Due to some setbacks the anticipated opening date is Fall 2022. Monday, November 20th is the next scheduled meeting.

Commissioner Gonzalez – The High School project is underway expected to go to construction in June 2022.

Commissioner Chambers – The DASH Board sent a letter to City Council and the City Manager outlining the recommended framework on how to approach fare free service over the next few years. The projection of loss revenue from fare paying passengers is \$5 million. The City will need to find other ways to fund DASH through FY24-FY25.

10. Items for Consent

The Commission discussed the following topics:

A. Duke Street Traffic Mitigation Pilots

Commissioner Kane asked about Duke Street Mitigation.

B. Seminary Road Project

Hillary Orr, Deputy Director, provided the Commission with an update.

Adjournment

At 10:08 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #4 - FY 2023 DRPT STATE AID GRANT AND COMMUTER ASSISTANCE PROGRAM OPERATING ASSISTANCE GRANT

ISSUE: Consideration of grant applications to the Virginia Department of Rail and Public Transportation (DRPT) for the FY 2023 State Aid Grant Programs; and consideration of FY 2023 Commuter Assistance Program (CAP) Operating Assistance Grant and required local matching funds.

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for the approval of DRPT FY 2023 State Aid Grant and CAP Operating Assistance Grant applications.

BACKGROUND: The Commonwealth Transportation Board (CTB) is required to allocate state aid for operating assistance solely based on performance metrics. DRPT, in conjunction with the Transit Capital Project Revenue Advisory Board, has a prioritization framework for capital assistance based on three categories: State of Good Repair, Minor Enhancement and Major Expansion. The prioritization framework determines allocation of funds for the Capital and Operating Assistance Grant Programs, for the development of a Six-Year Improvement Program, and for transit capital expenditures adopted annually by the CTB.

The City has operated a Transportation Demand Management (TDM) program since 1981, and each year has applied for and received funds from the Commonwealth of Virginia. The annual CAP Operations Grant funds two full-time City positions to manage the City's TDM program (GO Alex), to oversee multiple Federal grants, and to support other multi-modal programs and projects across the City.

CAP provides funding for TDM which is the application of policies and strategies to reduce trips made using single occupant vehicles, while still ensuring that residents, workers, and visitors can reach destinations within Alexandria. This strategy is endorsed in the "Mobility Options" chapter of the Alexandria Mobility Plan. Recent concerns about climate change have also highlighted the environmental benefits of TDM programs in reducing greenhouse gas emissions, which is a key goal in the Environmental Action Plan.

DISCUSSION: Annually, the City requests State Aid Grants administered by DRPT. These funds provide support for transit (WMATA, DASH and DOT/Paratransit) and TDM programs, projects and services. The City is proposing four applications between the three programs listed below for both capital and operations of DASH and GO Alex based on the guidelines and criteria outlined in the DRPT Grant Program Application Guidance:

FY 2023 Operating Assistance State Aid Grant

City of Alexandria Transit Operating Assistance - (Total eligible expenses - \$28,500,000):

Operating assistance to jurisdictions is allocated based on system size and system performance, for both DASH and DOT paratransit. The amount the Commonwealth can provide in operating assistance varies based on the amount and number of requests made to the Commonwealth. For example, in FY 2022 the City received \$4,804,729 or 17.9% of the eligible expenses for operating assistance. Prior fiscal years have seen DRPT reimburse as much as 58% of eligible expenses. Assuming the state does indeed reimburse 58 %, the City can expect to receive \$15,602,000.

FY 2023 Capital Assistance State Aid Grant

DASH Bus Replacement - Capital assistance to acquire eight (8) clean diesel replacement buses that will help DASH maintain its State of Good Repair by replacing buses that have reached the end of their 12-year useful life cycle. These replacement buses will help DASH to maintain a safe and reliable bus fleet, while minimizing potential for service disruptions or safety issues that could result from operating older buses. The total cost for the bus acquisitions will be \$4,734,300. The Capital Assistance grant reimburses jurisdictions for approximately 68% of funds spent on bus purchases. Funding for the local match will be provided by GO Bonds and NVTVA 30% funding.

FY 2023 Commuter Assistance Program

GO Alex - Funding for the CAP program was constrained due to the ongoing COVID pandemic, and the drop-off in programming due to COVID-19, but GO Alex plans to increase TDM programming in FY23. The City is requesting \$331,300 for two grant applications to DRPT, CAP Operating and CAP Projects. Both require a 20% local match. GO Alex program staff conduct outreach to employers and residents, manage the over 100 Transportation Management Plans from private development, administer a number of incentive programs and support transportation initiatives such as the opening of the Potomac Yard Metrorail station and Capital Bikeshare. These funds will maintain current staffing and fund future programming.

FISCAL IMPACT: With the exception of CAP, State Aid Operating Assistance funds provided by DRPT to jurisdictions do not require a local match or pose fiscal impact. State Aid Capital Assistance grants has historically required a 42 percent match. Exact match can vary based on the total funding DRPT provides for eligible operating expenses. The CAP grants require a 20% match of up to \$66,260, which has been proposed in the FY23. If local match funds are not included in the FY 2023 Operating Budget, the City may withdraw or otherwise amend the grant application.

ATTACHMENTS:

Attachment 1: DRAFT Transportation Commission Letter of Support



Alexandria Transportation Commission
301 King Street, Alexandria, VA 22314
Phone: 703.746.4025

Honorable Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314
December 17, 2021

Re: Endorsement of the FY 2023 DRPT Operating and Capital Assistance State Aid Applications and the Commuter Assistance Program Operations Grant Applications and Approval of Required Matching Funds.

Dear Mayor Wilson and Members of City Council:

At its December 17, 2021 meeting, the Transportation Commission voted to endorse the staff recommended requests for FY 2023 Department of Rail and Public Transit (DRPT) operating and capital assistance, and FY 2023 Commuter Assistance Program Operations Grant application and approved the required matching funds:

DRPT Operating Assistance

- Up to \$28,500,000, the City's eligible operating expenses for FY 2023

DRPT Capital Assistance

- Up to \$4,800,000 to buy eight clean diesel buses

Commuter Assistance Program

- Up to \$331,300 to fund two staff and programming.
 - This requires a \$66,260 local match

These requests support the goals of the Alexandria Mobility Plan. The Transportation Commission appreciates the opportunity to review staff recommendations for the FY 2023 DRPT Grant request formulated to procure DRPT operating and capital funds and the FY 2023 Commuter Assistance Program grant request.

May you have any questions, do not hesitate to contact me.

Sincerely,

Melissa McMahon

Chair, Alexandria Transportation Commission

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

MEMORANDUM

DATE: DECEMBER 15, 2021
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #5 – GRANTS PROCESS PROPOSAL

ISSUE: T&ES is proposing a new approach to the grant application process for transportation projects.

RECOMMENDATION: That the Transportation Commission provide feedback to staff on the proposed approach.

BACKGROUND: T&ES staff have been working to update the process by which the City applies for transportation funding in order to streamline the effort, be more proactive, and make it easier for the community to engage.

Many transportation grant applications only fund projects five to six years in the future, often before funding is available for a project-specific community process. However, these grant applications often require a significant level of detail. While sometimes the scopes can be changed pending the community process, other grants have stricter requirements and the City could have to reapply for funding if the scope changes significantly.

We have heard the following concerns from the community:

- Lack of awareness of opportunities to provide input on projects
- Too many applications to track throughout the year
- City is not transparent about the process
- Not enough early engagement and identification of project impacts

The general process for grant applications today is as follows:



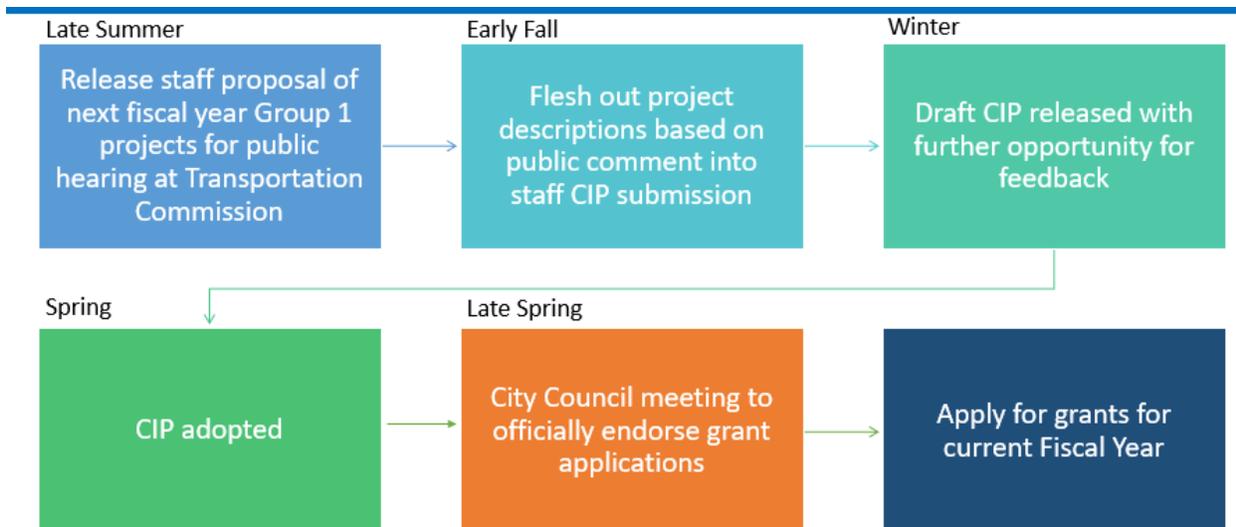
DISCUSSION: Staff has already made some improvements to address these concerns and is proposing a more comprehensive grants process to address others.

First, staff created and published [a transportation funding website](#) to provide a one-stop shop for information on funding and grant opportunities. along with more consistent social media and eNews pushes.

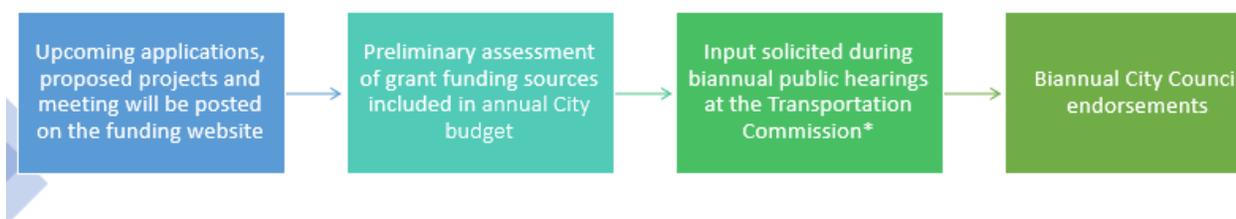
Second, staff has introduced a new FY23 CIP project for planning and feasibility studies, enabling a public engagement process prior to an application for outside funding. This will also allow more pre-work to be done so the City will be more competitive with grant applications. Additionally, this also aligns with the City’s Project Management Standards Initiatives.

Third, staff will consolidate opportunities for engagement by seeking input on all major capital project (Category One) grant applications once annually. This will enable staff to do one annual push for consolidated community engagement on these grants. Additional social media and eNews pushes will alert the community to this opportunity. Category two projects, or grants that fund smaller scale projects and operations, will likely be consolidated into two opportunities for input at the Transportation Commission and City Council . This consolidation, combined with outreach, will improve transparency and make it easier for the community to engage on grants.

The proposed schedule and process for major capital project grant applications (Category 1) is as follows:



The process for operating and smaller scale capital projects (Category 2) would be as follows:



*Additional meetings may be required pending specific grant circumstances

Connection to other planning documents: The goal is to align this new process with both the Transportation Commission’s Transportation Long Range Plan (LRP) and the Capital Improvement Plan (CIP). The biennial LRP will expand to become a stronger reference document of the complete pool of projects for grant applications instead of just including major capital projects. It would also be used to indicate potential funding sources to the public.

The draft CIP would include the Category 1 and as many of the Category 2 projects as possible to be considered for the applications in the coming year. Projects could then be vetted through the CIP process along with a holistic view of all other transportation projects being pursued. Because a lot is being considered with the CIP, a separate meeting would still be held for City Council to endorse the grants for the coming year, once the CIP has been adopted.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 15, 2021
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #6 – CONFLICT-OF-INTEREST LAWS

ISSUE: Review of conflict-of-interest laws and regulations for board and commission members.

RECOMMENDATION: That the Transportation Commission receive this information.

BACKGROUND: Conflict of interest laws applicable to board and commission members in Alexandria include the State and Local Government Conflict of Interests Act ([Code of Virginia § 2.2-3100 through 2.2-3131](#)) (the Act) and [City Code sections § 3-3-121 through 3-3-133](#). An overview of these laws is provided in the discussion section below.

DISCUSSION: The conflict-of-interest laws in the Code of Virginia and City Code do not provide codes of ethics but are minimum standards of conduct with respect to the interests of board and commission members. They do not protect against all appearances of improper influence, but they place the burden on the individual board or commission member to evaluate whether the facts presented create an appearance of impropriety that is unacceptable or that could affect the confidence of the public in the ability of the board or commission member to be impartial.

Under the Code of Virginia Act, no board or commission member may accept money or any other thing of value or take other advantages based upon his/her/their position as a member of the commission. Members cannot have a “personal interest” in a “contract” or “transaction”. A “personal interest” is a **financial benefit or liability** accruing to a commission member or to a member of their immediate family. A “contract” is any agreement to which the City is a party or any agreement on behalf of the City that involves the payment of money appropriated by the City. A “transaction” is any matter considered by the board on which official action is taken or contemplated.

City Code states that commission members may not participate in procurement transactions if:

- They or an immediate family member are employed by a bidder in the transaction;
- They or an immediate family member will directly or indirectly profit from the transaction; and

- They, a partner, or immediate family member are involved in the negotiating with a bidder, offeror, or contractor.

Procurement transactions are defined in Code as “all functions that pertain to the obtaining of any goods, services or construction, including description of requirements, selection and solicitation of sources, preparation and award of contract and all phases of contract administration.” Participants in a procurement transaction cannot accept or solicit gifts.

Participants in a procurement transaction must take certain steps if they desire to take a job with a contractor or potential contractor. Since the question of whether a conflict of interest exists is specific to each individual and case, it is advisable to contact the City Attorney’s Office related to a particular situation if a commission member believes there may be a conflict of interest.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 15, 2021
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #8 – DRAFT 2022 TRANSPORTATION COMMISSION WORKPLAN

ISSUE: Consideration of the Draft 2022 Workplan.

RECOMMENDATION: That the Transportation Commission receive the Draft 2022 Workplan and provide feedback.

BACKGROUND: Every calendar year, staff and the Transportation Commission create a Transportation Commission Workplan to map out anticipated items the Commission will receive throughout the year.

DISCUSSION: The Draft 2022 Workplan developed by staff is provided in Attachment 1.

ATTACHMENTS:

Attachment 1: Draft 2022 Transportation Commission Workplan

2022 DRAFT Transportation Commission Work Plan

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
BREAK												
City Planning Studies												
Duke Street Traffic Mitigation Pilot	▲	▲			▲							
Bus Stop Inventory						▲						
Interdepartmental Long Range Work Plan		▲										
Paratranist Program Update	▲											
Seminary Road Data						▲						
Repaving Update		▲										
AlexMoves Survey		▲										
Safe Routes to School						▲						
West End Transitway	▲										▲	
Duke Street In Motion	▲				▲						▲	
Transportation Funding												
FY2022-2031 City Budget		▲	▲						▲	▲		
Group 1 (Major Capital Projects) Grants					▲	▲					▲	▲
Group 2 (Programmatic) Grants					▲	▲					▲	▲
Transportation-Land Use Connections Grant (TLC)		▲										
Low or No Emissions Vehicle Program			▲	▲								
Transportation Programs												
Vision Zero Action Plan Implementation	▲					▲						
Alexandria Mobility Plan Implementation				▲								
Capital Bikeshare Expansion					▲						▲	
Long Range Plan					▲	▲	▲					
TMP Update			▲									
Smart Mobility / Parking Technologies					▲							
Regional Projects / Plans												
Legislative Process				▲					▲	▲		
DC to Richmond High Speed Rail			▲									
Blue Orange Silver Line Study (WMATA)				▲								
Bus Transformation Project (WMATA)											▲	
WMATA Budget	▲			▲								▲
NVTA TransAction	▲					▲			▲			

- Discussion Item ▲
- Action Item ▲
- Consent Item ▲

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 15, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #9 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. DASH Bus Shelter Maps Update

Both DASH and WMATA are in the process of updating shelter maps to reflect bus network updates. DASH installed maps in new shelters at approximately 30 stops in November. WMATA is working on updating shelter maps at Metro stations but has identified that some shelters need repairs to the display cases before they can move forward. Repairs are being coordinated so that new maps can be provided.

B. I-395/Seminary Road HOV Ramp

Transurban, the firm that is building and managing the I-395 Express Lanes project, informed the City of Alexandria and the Virginia Department of Transportation (VDOT) in October 2018 that it would like to analyze the possibility of opening the south-facing ramp at the Seminary Road exit for high occupancy toll (HOT) paying vehicles. The south-facing ramp, opened in early 2016, was planned to remain restricted high-occupancy vehicle (HOV) and transit traffic traveling north in the morning and south in the evening, even after completion of the I-395 Express Lanes. In December 2019, the City submitted a letter to VDOT stating that based on the results of the Intersection Modification Report, the City finds no compelling reason to convert the Seminary ramp for High Occupancy Vehicle (HOV) to HOT. There are still many unknowns and the City does not believe the risk is worth the minimal benefit. Additionally, the Alexandria City Council adopted a resolution in 2012 stating the City position with respect to the operation of the Northbound I-395/Seminary Road HOV/Transit Ramp.

VDOT hosted on Monday, December 6.

C. Duke Street In Motion Update

The Duke Street In Motion team is finalizing the compilation of the feedback data from the summer outreach effort and developing the project vision statement and goals based on the feedback form submittals. A planning and design consultant is currently being procured to move into the next phase of the project, which will include the development of design and operation options for BRT on the Duke Street Corridor. That phase will start in early 2022.

D. FTA Federalization

The City Council and the DASH Board have made clear that electrification of the DASH bus fleet is a priority in order to combat climate change. However, there is a \$56 million gap (unsecured federal/state grants) in the City’s planned \$115 million, 10-year DASH Bus Fleet Replacements project in the City’s FY 2022 – FY 2031 Capital Improvement Program. To fund the required fleet replacement and facility upgrades, the City needs to seek new revenue sources.

The federal government, under the Biden Administration, has made it clear that bus electrification is now a priority and the City anticipates that, similar to this year, there will be an expansion of federal “Lo/No” grants which fund low- or no-emission buses and infrastructure. For this reason, the City and DASH are undertaking the required steps to become a direct federal recipient to be eligible for these grants. The City and DASH have previously studied federalization on several occasions but did not pursue becoming federal recipients because there was not enough federal funding available to outweigh the costs. Currently the City is a sub-recipient under the Northern Virginia Transportation Commission, which has indicated that staffing concerns prevent their assistance with applying for and administering this level of discretionary grants.

Becoming a direct federal recipient would make the City eligible for potentially millions of dollars of new funds. However, it also entails new requirements, reporting, and potential changes to procedures and workflow. Based on experience in other jurisdictions, staff expects to need additional staff to be able to comply with the FTA requirements. The City has hired a consultant to provide assistance with this effort, and is expected to be complete in late Spring.

E. Mt. Vernon Avenue North

After numerous feedback opportunities through the Arlandria-Chirilagua Planning Study and resident requests, staff is beginning the design of mobility, safety, and access improvements on Mount Vernon Avenue between Glebe Road and Four Mile Run. This section of Mount Vernon Avenue has experienced multiple fatal and serious injury crashes and has several challenging intersections and crossing locations. Potential improvements include intersection geometry changes, corridor reconfigurations, crossing enhancements, and traffic signal modifications. This project will be completed in multiple phases using both grant funding and local funding.