

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM #3 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Metropolitan Area Transit Authority (WMATA): On November 2, 2018, WMATA provided the first high-level overview of the proposed FY19 Operating and Capital budgets. The following are some of the key features of the proposed budget:

- No fare increases or service reductions.
- Management actions to limit operating budget expense growth to less than one percent.
- Requests a \$165M increase in jurisdictional funding support - \$136M for capital and \$29M for operating.
- Any additional service or service improvements would require additional funding on top of the base proposed budget.

Staff anticipates receiving a more detailed draft budget from WMATA in mid-December. It is important to note that the adopted final budget, scheduled for adoption by the WMATA Board in March 2018, is subject to extensive negotiations between funding jurisdictions and, most importantly, the ability for jurisdictions to meet WMATA's funding request.

Constrained Long Range Plan (CLRP): Every four years, the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOG) adopts a major update to the CLRP, a comprehensive financial analysis indicating how the region expects to invest in the transportation system - for capital, operating, and maintenance - over the next 20 to 30 years. The update is required as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must review the planning processes of the TPB to certify adherence to federal metropolitan planning requirements. This update has been branded as Visualize 2045. The CLRP includes regionally significant, multi-modal transportation projects

and programs that facilitate the efficient movement of people and goods. Regionally significant is defined as any project that might affect future air quality by adding or removing highway or transit capacity and any project that will require federal funding or federal approval during the CLRP timespan. Staff reviewed projects in the City's CIP and Long Range Transportation Plan and determined that 17 projects, which are not currently in the existing CLRP, will be submitted to the Virginia Department of Transportation (VDOT) for inclusion in the CLRP update:

1. DASH Facility and Fleet Expansion
2. DASH Technology
3. Van Dorn Metrorail Station Improvements
4. Bus Shelters
5. Next Generation Fare Collection
6. Crystal City Potomac Yard Transitway Expansion
7. Old Cameron Run
8. Backlick Run Multiuse Path Phase I
9. Holmes Run Trail Connector
10. King Street Pedestrian/Bike Improvements/TSP/ITS
11. Mt Vernon Trail @ E Abingdon
12. Capital Bikeshare
13. Four-Mile Run Trail/Bridge Connection
14. Potomac Ave Trail Extension
15. TSP on Route 7 and Route 236
16. ITS Integration Phase IV
17. Traffic Adaptive Signal Control Fiber Optic

Revenue Sharing for Resurfacing: VDOT made several changes to the Revenue Sharing Program in 2017. They solicited feedback from localities across the Commonwealth on their Revenue Sharing program and used that feedback to implement these changes. The allocation limitations were decreased from ten to five million dollars per year and the application cycle is now two years. The City will apply every two years for a maximum of ten million dollars, five million per year in the cycle. This change will help smaller projects receive funding and will allow award to a larger number of projects.

The City received Revenue Sharing funds from VDOT for FY2017 and will resurface approximately 30 streets with this funding. Revenue Sharing funds were not awarded to the City for FY2018 or FY2019. Staff submitted its application to VDOT for Revenue Sharing funds for FY2020 and FY2021 on November 1, 2017. If awarded, staff anticipates receiving \$2,875,500 for FY2020 and \$2,359,500 for FY2021.

Background: The City's transportation program has many sources of funding from federal, state, regional, and local sources. City staff coordinates regularly with representatives from each agency listed above to discuss funding opportunities from state and regional sources and the City's funding obligations for WMATA.

B. Central Alexandria Traffic Study

Based on feedback received from the Study Task Force at the October 4 meeting, the City is currently working with the consultant on updates to the data collection presentation that was

shown at the meeting, which can be viewed on the Study webpage. Once the updated presentation file has been uploaded to the website, a date for the next Task Force meeting will be set. We are aiming to hold this meeting in early December. At the next meeting, Task Force members will be reviewing the comments and questions that have been received by the City in response to the data collection presentation. The primary focus of this process will be to identify mitigations to address traffic diversion through, and safety within, the study area neighborhoods. Task Force members will work collectively to identify and prioritize the key locations and issues in the study area from the comments received. City staff will guide a group discussion about available mitigation options for the locations and issues that are identified by Task Force members. The mitigations discussed will be both short-term improvements that can be implemented as part of this Study process, and longer-term items that would need to be addressed in future efforts like the FY2019 Transportation Master Plan update and/or future budgets processes.

C. Residential Pay-by-Phone

In May 2017, the residents of the 100 block of Prince Street were approved for residential pay by phone signage on their block. Signs have been installed since July 2017 and staff has monitored the parking conditions on the block. Initial observations indicate that there has been more parking available for vehicles with District 1 stickers with the restrictions. In October, several blocks were approved for the signage, which will be installed in the coming weeks. Staff will continue to survey the blocks with the signage and the adjacent blocks to assess the impacts of the new restrictions and determine whether this is a useful parking management tool.

Background: In November 2016, the City Council approved a residential pay by phone pilot program (Section 5-8-84 of the City Code), which allows residents within the designated program area the option to petition for signage to be installed on their block that requires a parking fee for vehicles without a district sticker. The goal of this program is to discourage non-residents from parking on the blocks adjacent to metered areas because they are free. To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City’s pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. The pilot program is scheduled to be approved in March 2019 at which point staff will evaluate whether the program should be continued.

D. D.C. to Richmond V.A. (DC2RVA) High Speed Project

The Department of Rail and Public Transportation (DRPT) has developed the Tier II Environmental Impact Statement (EIS) for the D.C. to Richmond V.A. (DC2RVA) High Speed Rail Project. This process evaluates the benefits, costs, and environmental impacts of several possible alternatives. The DEIS was released in September 2017. A public hearing took place on October 17 at the Hilton Alexandria Old Town. A 60-day comment period began on September 8, 2017, and ended on November 7, 2017. City Staff reviewed the Draft EIS, and the main high-level concerns included:

1. Impacts related to shifting of existing tracks toward residential areas
2. Property acquisition
3. Noise and vibration impacts and mitigation
4. Impacts to Union Station parking

On October 24th, City Council approved the draft comments presented by City Staff. Resolution 2793 to endorse Staff comments on the DC2RVA HSR Project DEIS can be found in Attachment #1 of the Consent item memo.

The cover letter and the comments were submitted to DRPT on November 7, 2017.