City of Alexandria, Virginia

Date: SEPTEMBER 3, 2008 (REVISED)

To: THE CITY OF ALEXANDRIA TRANSPORTATION COMMISSION

From: RICHARD J. BAIER, P.E., DIRECTOR, T&ES

Subject: CONSIDERATION OF FY 2010 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) AND REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) PROJECT FUNDING REQUESTS

ISSUE: Consideration of the FY 2010 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Project funding requests.

RECOMMENDATION: That the Transportation Commission:

1. Recommend the proposed transportation projects to the City Council as those projects discussed below as those projects for which the City of Alexandria will request CMAQ and RSTP funding for FY 2010.

DISCUSSION: Every year the Commonwealth allocates Federal CMAQ and RSTP money to our region, which the jurisdictions within the NVTA distribute among themselves. These funding allocations typically total approximately $24 million for CMAQ and $36 million for RSTP funds. These funds have been allocated since FY 1993 for CMAQ and FY 1994 for RSTP. Alexandria has been the recipient of substantial amounts of CMAQ and RSTP funding in recent years, as is shown in the following table:

Fiscal Year (FY)	Alexandria Funding
FY 2005	$800,000
FY 2006	$1,690,000
FY 2007	$3,850,000
FY 2008	$3,520,000
FY 2009	$3,080,000

CMAQ funds are allocated to regions throughout the country that are either not meeting Clean Air Act regulations, like the Washington metropolitan region, or are nominally meeting these regulations, but are in a maintenance status, like Richmond. These funds must be used for activities that improve air quality and cannot be used to increase the capacity of roadways. Examples of their use include traffic flow management, travel demand management strategies, ride sharing programs, pedestrian and bicycle programs, education and outreach, inspection and maintenance programs, alternative fuels, and public and private partnerships. These funds require a 20% local match, with the exception of traffic improvements, which are 100% funded by the Federal government.

This year, as it has done since 2006, the Commonwealth will provide the local matching funds.

RSTP funds are very flexible funds that can be used for a wide range of regional transportation activities. These include various road improvements, transit facilities, and transit equipment. These funds must be used for improvements that are regional in nature, rather than local improvements. These funds are also available with no local match, with the Federal Government contributing 80% of the project funding and the Commonwealth contributing the 20% match.

By the deadline of September 26, 2008, the City of Alexandria will be asked to submit to the Northern Virginia Regional Transportation Authority (NVTA) a set of proposed projects to be funded by the CMAQ and RSTP. These projects will be collectively reviewed by jurisdictional staff and a recommended set of will be submitted to the NVTA Board for approval near the end of the calendar year. These recommendations will then be forwarded to the Commonwealth Transportation Board, who must provide the final approval in the next Six-Year Improvement Plan typically ratified in June of the following year. The funds become available for use in the next fiscal year after all applicable planning documents and agreements are drafted for their use.

Six projects are proposed for CMAQ or RSTP funding in FY 2010. These are briefly described below:

These projects were prioritized using a prioritization methodology which used the following factors:

- Importance to the City's Transportation Infrastructure in Immediate Term
- Importance to the City's Transportation Infrastructure in Near Term
- Importance to the City's Transportation Infrastructure in the Long Term
- Continuation of a Needed Existing Program
- Completion of Funding Required by a Project
- Consistency with the City's Long Range Transportation Plan
- Funds Required to Continue a Project

Tier I Requests

Rebuild the King Street Parking Lot and Bus Loading Area

The King Street Metro station is an important element of the regional public transportation system and the primary rail to bus transfer hub in Alexandria. It has become even more important after the U.S. Patent and Trademark Office (PTO) relocated its headquarters to a site approximately 1,600 feet from the King Street Metro station.

The Washington Metropolitan Transit Authority (WMATA) and Alexandria have completed several projects to improve the station itself and the access into the station; however, Metrorail activity is not the only transit activity, which is increasing at the The Washington Metropolitan Transit Authority (WMATA) and Alexandria have completed several projects to improve the station itself and the access into the station; however, Metrorail activity is not the only transit activity, which is increasing at the station. The current arrangement of the King Street parking lot and bus lane is inadequate to serve any additional bus service. A FY 2006 RSTP funded project is examining constraints and opportunities that will result in several service design concepts for the parking lot and bus lane at the King Street Metrorail station to provide better access for pedestrians, buses, and other uses of the facility. In FY 2007, a $250,000 RSTP allocation was made for the construction of improvements at the lot. In FY 2008, the City was provided with an additional $260,000 for the construction of improvements at this location. In FY 2009, the City was awarded $1,200,000 of RSTP money to construct the facility. Concurrently with this request, the City the City requested $1.4 million of 60% NVTA regional money in FY 2009 and $840,000 of 60% NVTA funds in FY 2010. The means for acquiring these funds was found to be illegal by the State Supreme Court. Therefore, these funds are not available to us.

WMATA has just completed a study to identify the types and cost of improvements at King Street. The City is requesting $2.24 million to cover the cost of constructing this facility in this application for FY 2010, which should adequately fund this entire project. This is the top priority for RSTP or CMAQ funds in FY 2010.

Transportation Demand Management Advancement

The Alexandria Rideshare program was established in 1984 to promote carpooling and vanpooling to reduce energy consumption and improve air quality. The program has evolved over the years from promoting carpooling and vanpooling into a complete Transportation Demand Management (TDM) program, promoting all non-drive-alone modes of transportation. These modes and numerous support programs are promoted to a wide array of audiences including residents, businesses, commuters, and visitors.

The Office of Transit Services writes, publishes, and distributes rideshare/TDM program information via electronic and non-electronic formats. Information includes education about using transportation alternatives, event advertising, program updates and initiatives, and transportation news and notices. The means by which information is disseminated includes a monthly e-mail to subscribers, maintenance of a program web site, a quarterly newsletter, and flyers. The Transit Services Office is continually improving the delivery of these services, and ascertaining their effectiveness. The Office has recently rebranded the program the "Local Motion" program and has had an extensive amount of outreach activity, including many new interfaces using the internet. As part of its continuing effort to fine tune this program, the Transit Services Office is about to embark on an effort to develop at Transportation Demand Management Plan for the city in FY 2010. It will determine policy goals for the program, and determine how effective the program is in meeting the goals. These will result in policy recommendations which will start to be implemented in FY2010.

Previously, the City has engaged in a number of analyses to determine the effectiveness of its TDM programs. Here are a few examples:

Between August 1, 2006 and December 31, 2006, the City engaged in a rigorous trial of various TDM techniques. One was to directly call people living adjacent to DASH Route AT10 and to provide them with free passes to use DASH. All people who used the passes stated that they would use DASH again. From August, 2006 through March 2007, average daily ridership on the route increased 17% from 369 to 457 passengers per day. Also as part of this research effort, it was found that of various companies who were assisted by the City in implementing a transit benefit program, 59% would not have done so without City assistance and 41% are still providing the transit benefit to their employees. Finally, the Office of Transit Services provides an initial incentive to encourage people to carshare. Surveys we have conducted after the incentive was given indicate that 48% of those who participate in the program have fewer vehicles now due to the carshare program. Since Alexandria has a 45% population turnover every five years, it is important for us to gauge our program's effectiveness and adjust it accordingly. This project will use this information as well as additional analyses to be done as part of the TDM Plan to develop courses of action for the City.

This request is to provide continuing funding funds for Transportation Demand Management activities. Previous funding for these activities includes $250,000 for Ridesharing Enhancement in FY 2007, $400,000 for Alternative Transportation Promotion in FY 2008, and $300,000 for Transportation Demand Management Analysis and Initiatives in FY 2009.

Funding of $300,000 of RSTP or CMAQ funds will be requested for this project. Staff recommends that this project received the second highest priority for FY 2010.

Preliminary Engineering of Exclusive Transitway Improvements

The City of Alexandria adopted a new version of the transportation element of the City's master plan in the fall of 2007. One of the key recommendations in the plan is to study and implement exclusive transitways in three key travel corridors in the City. If implemented, transitways will enable transit vehicles on them to travel faster than general purpose roadway lanes, thus making concepts like bus rapid transit more attractive to transit users in the City.

The City reprogrammed $500,000 of RSTP funds from FY 2006 to do an initial detailed feasibility study of this proposal. In FY 2009 the City was provided with an additional $800,000 of planning and preliminary engineering funds to implement some of the previous study's recommendations. This request for $600,000 will continue the preliminary engineering started in the previous study. It receives the third priority for the use of CMAQ or RSTP funds.

Holmes Run Pedestrian/Bicycle Tunnel Construction, Phase II

The three-mile Holmes Run greenway is one of the most heavily used non-roadway transportation corridors in the City of Alexandria. This linear park provides a key off-road bicycle and pedestrian connection from the high density residential and retail centers on the West End to the Eisenhower Valley and is a major connector to bicycle and pedestrian facilities in Fairfax County and Old Town Alexandria.

The trail provides access under Interstate 395 and Van Dorn Street via two tunnels. These tunnels were originally service tunnels and have only recently been adapted for use by bicyclists and pedestrians. However, the tunnels are in a serious state of disrepair. During periods of heavy rains, the tunnels flood, ruining the lighting and depositing sediment and debris onto the fair weather crossing of Holmes Run. Seepage from adjoining concrete embankments creates water hazards. The tunnels are extremely small, presenting both real and perceived safety hazards for users and vandalism is common.

In 2007, the City of Alexandria began work on a $250,000 RSTP allocation to perform an engineering study of the tunnels to investigate ways to address ongoing maintenance, security and make general safety improvements for bicyclists and pedestrians. Originally $260,000 was allocated in a FY 2008 allocation for this project. This allocation was subsequently withdrawn to balance the actual amount of money allocated for northern Virginia. The City has been notified that these withdrawn funds will be restored in FY 2008 after this allocation is approved by the NVTA. This money will provide follow up funding to the engineering (RSTP) allocation and allow the City to make physical improvements to these key regional connectors. The proposal for $500,000 of FY

2010 RSTP or CMAQ funds will supplement the previous allocations. This request receives the fourth highest priority for CMAQ or RSTP funding.

Tier II Requests

Bicycle Sharing Initiative

Bicycling is a practical, cost-effective and efficient way to move through Old Town and Carlyle/East Eisenhower areas of Alexandria which are both compact, dense areas of mixed use development with many low-speed streets and existing on- and off-street bicycle facilities and parking. While the City is making improvements on many fronts to encourage more sustainable transportation choices, one major goal in the City's new Transportation Master Plan is to implement a pilot bicycle sharing program. Public bicycle rental programs (also known as "bike sharing") aim to provide short-term bicycle rental available at unattended urban locations.

The City's objectives for a Bicycle Sharing Initiative in 2010 would be to:

- ✓ Issue a Request for Information to learn more about bike sharing technologies and models for implementation, especially those that may be compatible with other nearby jurisdictions.
- ✓ Create an additional "green" public transit mode consistent with the City's 'Eco-City Charter' and with the potential for between 2,000 and 4,000 trips per day, especially between the Waterfront, central business district and PTO areas and King Street Metro, Braddock Road Metro, Eisenhower Avenue Metro
- ✓ Contribute to increasing the mode share of cycling in the City to 3% by 2015. According to WMATA, in 2007 some 0.84% of commuters accessed Metrorail stops by bicycle in Alexandria and the number has increased by 0.64% since 2002. (The current US Census "Journey to Work" mode share in Alexandria is 0.6%.)
- ✓ Facilitate transit for commuters, tourists and other visitors
- ✓ Ensure that the service is capable of operating independently without long-term public investment

Old Town and Carlyle have been identified as areas of the City with high potential for future bicycling trips according to the City's 2008 Pedestrian and Bicycle Mobility Plan. The plan developed potential pedestrian and bicycle potential scores based on proximity to locations in Alexandria that are likely to generate pedestrian and bicycle trips. Additionally, population and employment forecasts for 2025 from the Metropolitan Washington Council of Governments (MWCOG) and household automobile ownership from the 2000 US Census were also used as an indicator of potential pedestrian and bicycle activity.

A Bicycle Sharing Pilot Initiative would seek to identify an appropriate bike sharing technology and up to 25 locations in Old Town and Carlyle for bike

sharing stations, to accommodate as many as 500 bikes. While the pilot initiative would primarily provide feasibility information and make key recommendations about future development, it should provide the option of implementing a pilot project in either Old Town or Carlyle. This project for $150,000 will receive the City's fifth highest priority.

The following project will also be submitted for CMAQ or RSTP funding. Since this project may be able to built completely with private funds, it will receive the City's lowest priority.

Potomac Yard Station Feasibility

There have been a number of efforts to construct a Metrorail station in Potomac Yard. When the original site plan was approved for the Yard, a site was reserved by the developer of the Yard to construct a Metrorail station. The City also placed the construction of a Potomac Yard Metrorail station in the region's Constrained Long Range Plan. In an Alternative Analysis performed by the Commonwealth of Virginia, with the assistance of Alexandria and Arlington County, constructing a station in the Yard was found to be a feasible solution, along with building a bus rapid transit line and building a light rail line. Recently the City has been reevaluating land use plans in Potomac Yard, with the possibility of constructing higher density development in portions of the Yard, proximate to the proposed Metrorail station. In the City's FY'09 budget, $500,000 has been allocated to do some of the feasibility work needed to build a Metrorail station at Potomac Yard. Staff proposes to continue this work in FY'09 with RSTP or CMAQ funds, to make a final determination regarding feasibility and to perform environmental work and some preliminary engineering.

Funding of $500,000 of RSTP or CMAQ funds will be requested for this project. Staff recommends that this project received the sixth highest priority for FY-10.

SUMMARY:

FY 2010 RSTP/CMAQ Funding Request

Tier I Requests					
Project	Total	Federal Funds	State Match	Local Match	Prior Grant Funding
Rebuild the King Street Parking Lot and Bus Loading Area	$2,240,000	$1,792,000	$448,000	0	$1,810,000 (4 Years)
Transportation Demand Management Analysis and Initiatives	$300,000	$240,000	$60,000	0	$950,000 (3 Years)
Preliminary Engineering of Exclusive Transitway Improvements	$600,000	$480,000	$120,000	0	$1,300,000 (1 Year)
Holmes Run Pedestrian/Bicycle Tunnel Construction, Phase II	$500,000	$400,000	$100,000	0	$510,000 (2 Years)
Subtotal	$3,640,000	$2,912,000	$728,000	0	$4,570,000
Tier II Requests					
Bicycle Sharing Initiative	$150,000	$120,000	$30,000	0	-
Potomac Yard Station Feasibility	$500,000	$400,000	$100,000	0	$500,000 (1 year-All City Funds)
Subtotal	$600,000	$520,000	$130,000	0	$500,000
TOTALS	$4,290,000	$3,432,000	$858,000	0	

FISCAL IMPACT: The proposed projects do not require local matching funds from the City. The match will be provided from the Commonwealth.

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