



# *Transportation Commission*

**November 16, 2016**

**7:00 PM**

**City Hall, Council Work Room (2<sup>nd</sup> Floor)**

## **AGENDA**

1. Minutes of the October 19, 2016 Meeting
2. Updates to Receive (Consent)
  - Funding Update
  - TransAction Update
  - FY 2018-27 Budget Update
  - Potomac Yard Metrorail Station
  - Old Town North Small Area Plan
  - Motorcoach Task Force
  - North Potomac Yard Small Area Plan
3. Commission Updates
  - ATC Board Update
4. RSTP/CMAQ Request – **Public Hearing**
5. TDM Operations Grant
6. Other business

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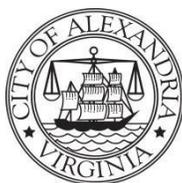
**Public hearing items are so noted on the agenda.** The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to [transportationcommission@alexandriava.gov](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.

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*Next Meeting: Wednesday, January 18, at 7:00 PM in the Council Work Room (City Hall, 2<sup>nd</sup> Floor).*

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# City of Alexandria

## Transportation Commission

### Regular Meeting

October 19, 2016  
7:00 p.m.  
Council Workroom

### MINUTES

**Commissioners Present:** Councilman John Chapman, Council Tim Lovain, Chair Jerry King, Commissioner David Brown, Councilman Tim Lovain, Commissioner Jake Jakubek, Commissioner Ryan Jones, Commissioner Stephen Klejst, Commissioner James Lewis, Commissioner Melissa McMahon, Commissioner Christine Michaelis, and Commissioner Carolyn Schroeder

**Staff Present:** Allan Fye – T&ES, Patrick Reed - T&ES, and Carrie Sanders – T&ES, Steve Sindiong - T&ES, Karen Callahan -T&ES, Mary Catherine Collins, P&Z, Yon Lambert – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:02 pm.

#### 1. September 2016 Meeting Minutes

Chair Jerry King asked if there were any edits to the September minutes. Mr. King stated he had provided edits to staff prior to the meeting. There being no additional edits, a motion to approve the minutes with edits was made by Commissioner Klejst and seconded by Commissioner Lewis. The minutes were voted on and unanimously approved.

#### 2. Updates to Receive (Consent Items)

The Commission received Funding Updates and Project Updates on the King Street Metrorail Station; the Eisenhower Avenue Metrorail Station; the Old Town North Small Area Plan; the I-395 Express Lanes Project; and the Local Motion Rebrand (GOAlex).

Commissioner Lewis inquired about the Old Town North Small Area Plan traffic study timeline. T&ES Transportation Planning Acting Division Chief Steve Sindiong stated it should be completed in January or February 2017. Afterwards, it will be on the Transportation Commission's meeting agenda for endorsement for consistency with the Transportation Master Plan, on to the Planning Commission and finally be heard by City Council for adoption as part of the Small Area Plan.

Commissioner Michaelis asked for an update on the Eisenhower Avenue Metrorail Station. T&ES Acting Transit Services Division Chief Allan Fye responded money had been set aside for design work to improve the pedestrian plaza surrounding the station. The design is near 100% completion

and will remain shovel ready until adjacent properties begin redevelopment. For cohesion of the infrastructure, developers of the adjacent properties will provide the infrastructure for their properties and the station project.

Commissioner Kleist questioned when the Virginia Department of Transportation (VDOT) will be able to provide concrete answers regarding the business model of the I-395 Express Lanes Project. T&ES Deputy Director Carrie Sanders reported that VDOT will give an oral presentation to City Council on October 25, 2016 and staff will update the Commission with VDOT and Council comments. She also stated that the City will have to compete for the more than \$15M in toll revenues. The toll pricing will be determined by demand. VDOT will have a public hearing on the I-395 Express Lanes on Oct 26, 2016 at 6:30 pm at Francis C. Hammond Middle School.

Commissioner McMahon stated there are blogs discussing dissatisfaction with Metro's low level of service and their discussions of permanently reducing rail service hours. She wanted to know the City's position regarding the options WMATA is exploring and how the City communicates that to WMATA. Carrie Sanders indicated the City is still absorbing WMATA's proposals. Allan Fye added that a public hearing on the change in Metrorail service hours is October 20 from 12:30p.m. – 10:30 pm. There will be additional outreach at some of the high ridership stations. The public comment period will close on October 25. Public feedback will be provided to WMATA's Board of Directors in December 2016 as part of the final decision process. WMATA has proposed four different Metrorail hours of operation. They have also proposed supplemental bus service that may provide customers with travel alternatives when the rail system is closed. WMATA will also explore partnerships that encourage private carriers to provide late night service options to Metro customers. Mr. Fye stated the Northern Virginia Transportation Commission (NVTC), District of Columbia and Maryland all sent similar letters to WMATA laying out high level concerns regarding how important Metrorail is to the region. WMATA is again estimating that its operating costs will far outpace revenues. To close the gap, the agency is considering closing several stations during off-peak hours, decreasing how often trains run, and cutting some bus routes. One option would eliminate service to 20 low-ridership stations during off-peak hours (midday, evening, and weekends). Other options include reducing staff, increasing bus and rail fares, increasing peak-period rail headways from every six minutes to every eight, making weekend service less frequent, and asking Maryland, Virginia, and DC to contribute more funding.

### **3. Commission Updates**

Councilman Lovain discussed that the Transportation Planning Board (TPB) discussed at their last meeting the Constrained Long Range Plan (CLRP), and the need for better incidence response to reduce congestion. He also noted that there will be a Traffic Management Conference at the Metropolitan Washington Council of Governments (MWCOCG) on November 2.

Commissioner Jones reported the North Potomac Yard Advisory Group met on October 17, 2016. The focus was sustainability of open space. The meeting presentation exposed the need for continuity of bicycle facilities, including improved access to the Four Mile Run trail, and a continuous trail through the Linear Park to Potomac Avenue and to the Braddock Road Metrorail station.

Chair King welcomed Carolyn Schroeder as the newest member to the Commission who represents the Environmental Policy Commission, replacing Annika Moman.

### **4. Multimodal Transportation Grants**

T&ES Acting Division Chief Steve Sindiong stated staff will be submitting grant applications to the

Virginia Department of Transportation (VDOT) for transportation projects eligible under the Transportation Alternatives Program and the Bicycle and Pedestrian Safety Program. Staff is requesting an \$800,000 grant from the Transportation Alternatives Program for a trail along the south side of Holmes Run between N. Ripley Street and N. Pickett Street. There is currently no trail in this location, but there is a dirt path. The City is proposing a pervious surface trail because it would be within a Resource Protection Area (RPA). This is a priority trail project in the Pedestrian and Bicycle chapter of the Transportation Master Plan. The City is also requesting a \$400,000 grant from the Bicycle and Pedestrian Safety Program for pedestrian safety improvements at the intersection of Seminary Road and Howard Street. There have been 26 crashes at this intersection since 2011. Some of the improvements could include curb extensions, crosswalks, and accessibility improvements. Staff requests the Commission's endorsement and ask that a letter be composed by the Commission to the Council. Staff will seek City Council's approval at their October 25, 2016 meeting. The applications are due on November 1, 2016. A motion to approve the grant request was made by Commissioner Lewis, seconded by Commissioner Jakubek, voted on and unanimously approved.

#### **5. FY 2018-27 Budget Guidance**

T&ES Deputy Director Carrie Sanders announced that each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed for major capital projects in the City. Funding for the CIP comes from the City's general fund, grants, and other non-City sources such as developer contributions. Ms. Sanders said the budget is comprised of operating, capital improvement programs and a 5-year financial forecasting model. The operating budget is divided into focus areas. The transportation focus area is Livable, Green & Prospering City. The low rates of revenue growth combined with budget pressures related to schools and WMATA are resulting in additional needs of City funding sources. A meeting of the Boards and Commissions chairs is scheduled for October 24, 2016. The City Council Retreat is November 5 at which time Council will discuss budget priorities. City Council will provide additional guidance at its November 9 meeting. The City Manager will present his budget to City Council on February 21, 2016. On February 23, there will be a Public Budget Presentation at Beatley Library. There will be other opportunities for public comment such as online engagement that will begin in October, public hearings in March and April 2017, and budget work sessions from February 21 through April 19. The add/delete period will be from April 25 – May 1 with the adoption of the budget occurring on May 4.

Ms. Sanders reported the City Manager sent a memo to City Boards, Commissions and Committees asking them to prioritize service and investments in their areas. The memo included two questions that should be discussed among members. The first question is what are the highest priority services and initiatives within your policy area that you feel should be added or increased in the FY 2018 budget? The other question is what are the lowest priority services and initiatives that should be considered for reductions in FY 2018. After discussion, the Commission's budget guidance was to preserve the 2.2 cent transportation reservation as the top priority. The next priority is State of Repair. Chair King requested the Commissioners to identify potential reductions for FY 2018 and email him their choices by October 23 for him to have for the October 24 meeting he will be attending with other Board, Committees and Commission Chairs.

#### **6. Other Business**

Chair Jerry King reported that vehicle crashes are up 10.6% for the first six months of 2016. There was also an increase in pedestrian and cyclist deaths.

Chair King indicated he reached out to Commissioners regarding a nomination for Vice Chair of the Transportation Commission. As a result, Commissioner Stephen Kleist was the only nomination for Vice Chair. He asked for any other nominations. There being none, a vote was taken and Commissioner Kleist was voted in unanimously as Vice Chair for the Transportation Commission.

Chair King stated that in the recent past, someone was hit in a crosswalk. At the trial, the Judge determined that the vehicle driver was not at fault because a yield to pedestrian sign is not required by the City code. The City Attorney is working to bring the City code in compliance with the State code.

At 9:15 p.m., Commissioner Lewis made a motion to adjourn the meeting. This motion was seconded by Commissioner Jakubek, voted on and unanimously approved by the Commission.

DRAFT

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: November 16, 2016  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

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**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 October 20, 2016 WMATA held a public hearing on proposals to extend the number of hours available for maintenance when the SafeTrack program is finished. Staff will be assembling comments made at the public hearing and at other venues for the Board's attention in December 2016. If the Board approves any changes to Metrorail operating hours, the new hours would go into effect on July 1, 2017.

On October 23, 2016 WMATA started the new NH2 bus service between Huntington Metro, King Street-Old Town Metro, and National Harbor. The pilot service (from October 23 2016 to June 30, 2016) is paid for by Alexandria, Fairfax County, the State of Maryland, and the Peterson Companies.

WMATA's General Manager's released the DRAFT FY18 Operating Budget, which includes a \$290 million funding gap. The proposed Operating Budget also includes the following actions to close the funding gap: management actions, staff reductions, fare increases (rail, bus, and MetroAccess), service cuts (rail and bus), using FTA grants to pay for some capitalized maintenance, and increased operating subsidies from the jurisdictions.

#### **VDOT Revenue Sharing:**

The City of Alexandria submitted an application for state Revenue Sharing funds by the deadline of November 1, 2016. The application is for \$2,750,000 which will be used for street reconstruction and maintenance. These funds will be matched by City funds.

**FY22 – 23 SMART SCALE (Formerly known as HB2):**

VDOT/DRPT received 436 applications from 148 localities and agencies requesting \$9.25 billion in SMART SCALE funds. Within northern Virginia, 62 applications for \$3.28 billion were submitted; the City submitted five applications for \$42.6 million. The Commonwealth Transportation Board (CTB) has now estimated that \$700 million to \$1 billion is expected to be awarded for this round of SMART SCALE. In December 2016, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) will release a list of projects that will not be evaluated due to screening and validation. In January 2017, VDOT and DRPT are expected to release project scores and release base funding scenarios. A public comment period on project scores and funding scenarios is scheduled for spring of 2017. The CTB is expected to make the final decision on the FY 22 - 23 SMART SCALE program at the June 2017 meeting.

**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. TRANSACTION UPDATE**

**Staff from the Northern Virginia Transportation Authority (NVTA) and from member localities and agencies are reviewing and providing input on candidate performance measures which will be used to generate comparative ratings for individual projects and/or small groups of synergistic projects. The Authority is expected to adopt a set of performance measures at their December 8, 2016 meeting.**

**The second round of TransAction public engagement is taking place this fall with a focus on understanding prioritization factors. The second round of feedback will inform the selection of performance measures, make recommendations for weighting of each measure, and support technical activities scheduled during late fall 2016 and winter 2016/17.**

**Specific activities include:**

- a) An online survey (<http://nvtatransaction.org/>) will be open until November 22<sup>nd</sup>
- b) Focus groups
- c) Workshop with members of the business community and other stakeholders

**The Benchmark Survey completed in the fall 2015 will be repeated with a Tracking Survey in December 2016. This will identify how public perceptions about transportation in the region have changed over the previous year. The TransAction update remains on schedule for the release of a draft plan in spring 2017. The final TransAction plan is expected to be adopted in fall 2017.**

**Background:** The ongoing TransAction update will build on the vision and goals developed for previous TransAction plans: to develop a comprehensive long range transportation plan that reduces congestion and improves the quality of life in Northern Virginia. This new update will be the first following legislation providing a dedicated, sustainable funding stream for transportation projects in Northern Virginia. The TransAction plan will analyze and prioritize

the potential benefits of proposed projects, helping the NVTA make decisions about which projects to fund.

**C. FY 2018 – 27 BUDGET UPDATE**

**Staff provided an update to the Transportation Commission at its October 19, 2016 meeting, and asked for guidance on the FY 2018-27 budget, as well as input toward two questions that were forwarded to the Commission in a letter from the City Manager, dated September 14, 2016. These questions asked the Commission its highest priority for service and initiatives that should be added for FY 2018, and lower priority services that could be potentially reduced in the FY 2018 budget. At that time, the Commission noted that the State of Good repair is a high priority, as well as preservation of the 2.2 cent property tax for the Transportation Improvement Program (TIP).**

**On October 24, 2016 the Director of T&ES met with representatives from the Transportation Commission, ATC Board, and Environmental Policy Commission to discuss priorities. The Transportation Commission chair noted that priorities should include preservation of the property tax to expand multimodal transportation infrastructure and the Complete Streets program, and that lower priority should be given to bridge repairs, traffic control upgrades and signage and wayfinding. A draft letter to Council is included in Attachment 1.**

**On November 5, the Council held a retreat where an overview was provided from staff on the WMATA increased funding request for FY 2018 were discussed and how that increased funding places pressure on the City’s Transportation Improvement Program (TIP). On November 9, City Council provided guidance for the City Manager on the development of the FY 2018 budget. The guidance did not recommend any changes to the TIP. As a result, despite an increase in cost for WMATA, changes to the TIP and how it funds WMATA costs were not recommended.**

**Background:** Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed that programs funding for major capital projects in the City. Funding for the CIP comes from the City’s general fund, grants, and other non-City sources such as developer contributions. The City has begun the process for the FY 2018-27 budget. The draft budget will be presented to Council on February 21, 2017. Public hearings are scheduled for March 13, and April 22, and the budget is scheduled for adoption on May 4, 2017.

**D. POTOMAC YARD METRORAIL STATION**

**The Federal Transit Administration and the National Park Service signed their Record of Decision’s (ROD) for the project.. These federal approvals close out the National Environmental Policy Act process and enable the project to move forward into design and construction. WMATA is planning to release the Design-Build RFP soon and award the Design-Build contract in Spring/Summer 2017. Construction is scheduled to start in late 2017 /early 2018.**

**Background:** The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow

lines in the vicinity of the Potomac Yard Development. For more information on the project, please visit [www.alexandriava.gov/potomacyard](http://www.alexandriava.gov/potomacyard)

**E. OLD TOWN NORTH SMALL AREA PLAN**

**Staff has completed conceptual transportation analysis, which includes a preliminary analysis of the potential two-way conversion of Madison/Montgomery Streets, identifying potential railbanking needs / considerations of the Norfolk Southern rail spur, streetscape improvement needs, street connectivity options, considerations for transit in the area, and the parking study. This analysis was discussed at the September and October meetings of the Old Town North Advisory Group.**

**The parking study for Old Town North is complete and the consultant's report is available on the Old Town North website. Data was collected during May to determine on and off-street parking conditions in the planning area. With regard to on-street parking, the peak occupancy for the overall area does not indicate a parking problem, although several blocks, particularly around the existing retail center, were observed to be full. Issues on these blocks may be attributed to the lack of on-street parking restrictions that would encourage turnover of the spaces. The off-street parking locations that were surveyed were very underutilized, which may present an opportunity for shared parking in the future once on-street demand increases.**

**Background:** The current Old Town North Small Area Plan was adopted in 1992. The planning effort to update this small area plan began in September 2015 with the appointment of an Advisory Group and is anticipated to conclude in January 2017 with the Plan adoption. As part of this process, a week-long charrette was held in November to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. The transportation analysis for this update will be conducted in three phases over the planning period. For more information, please visit: <http://www.alexandriava.gov/86032>

**F. MOTORCOACH TASK FORCE**

**The Motorcoach Task Force held its fourth meeting on September 15, 2016 where it made policy recommendations related to the Ambassador program, communications, fines for idling, satellite facilities, wayfinding, and coordination with other jurisdictions. The recommendations can be found in the meeting summary notes on the project webpage (See below). The Task Force held its fifth meeting on November 10<sup>th</sup>, where they reviewed staff recommendations for loading zone locations and short term parking, and made amendments and additional recommendations. Staff will develop a report of Task Force recommendations, to be reviewed by the Task Force, and submitted to the Director of T&ES, and later provided to City Council.**

**Background:** Due to pending development along the Waterfront and within Old Town, the City faces the loss of all three of its current short-term motorcoach parking locations (15 spaces total), as well as the loss of space used for unloading and loading on the Strand where queuing occurs during the peak season. This loss necessitated a re-examination of motorcoach parking and loading/unloading spaces. The Ad Hoc Motorcoach Task Force, which operated 2004-2005 and 2008-2010, will provide input to staff regarding future short-term parking and loading/unloading locations. More information is available at <https://www.alexandriava.gov/MotorcoachTaskForce>

**G. NORTH POTOMAC YARD SMALL AREA PLAN UPDATE**

**The project Advisory Group has recommended moving forward with development Option 2 which aligns Potomac Avenue through the center of the development on its current alignment. This option provides an additional 1.5 acres of open space, creates a more active and pedestrian friendly space at the future Potomac Yard Metro station (north entrance), allows for a phased development of the Potomac Avenue and Transitway, maximizes ridership for the Metroway, and provides flexibility of for continued study of the design and character of Potomac Avenue. The developer’s traffic consultant has begun the transportation analysis based on Option 2. An overview of the transportation analysis and traffic calming plan process was provided to the Advisory Group on November 14, 2016.**

**Background:** The North Potomac Yard Small Area Plan was approved in 2010. The North Potomac Yard developer representative recently indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was established by Council in February 2016. The Advisory Group will serve as the community engagement forum to review the Plan and proposed amendments. More information on the plan can be found at: <https://www.alexandriava.gov/PotomacYardPlan>



Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314

Phone: 703.746.4025

[www.alexandriava.gov](http://www.alexandriava.gov)

Honorable Mayor William D. Euille and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

November 16, 2016

Re: FY 2018-2027 Budget Guidance

Dear Mayor Euille and Members of City Council:

At its November 16, 2016 meeting, the Transportation Commission approved the following guidance, similar to guidance provided as part of the FY 2017 budget, to staff for preparation of the FY 2018 budget for inclusion in the City Manager's FY 2018 budget:

- Preserve the 2.2 cent transportation reservation in order to comply with maintenance-of-effort requirements, maintain flexibility, and to offset previous loss of state urban funds.
- Commit adequate operating funds to provide the project management, procurement, management and of staff resources necessary to implement new capital projects and programs.
- Continue to capitalize staff positions that are directly related to capital project implementation, as allowable, in order to utilize capital funds and reduce impacts on the operating budget.
- Maintain funding for highest priorities as determined by the Transportation Commission in the Transportation Improvement Program.
- Allocate Northern Virginia Transportation Authority (NVTA) 70% funds for high priority major capital investments with regional impacts, with an emphasis on leveraging non-city funds and/or accelerating project delivery.
- Utilize funding sources with least restrictions on project eligibility (i.e. CMAQ, RSTP, and NVTA 30% funds) for non-motorized projects, project development, ADA improvements, maintenance and operations.
- Pursue discretionary grant funding for transportation projects, including state capital assistance and federal New Starts, Small Starts, and TIGER grants.
- Ensure adequate funding for the Alexandria Police Department for capital investment and operating costs of enforcement—including parking violations, High Occupancy Vehicle (HOV) lane violations on Route 1 and Washington Street, speeding, and red light

running—to help shape driver behavior and promote safety.

- Ensure that city transportation funding levels are maintained or increased above the maintenance-of-effort requirements of HB2313, to provide new transportation capacity and enhanced transportation services and programs while also maintaining existing assets in a state of good repair.
- Recognizing that regional transportation, including WMATA transit service is a priority that should not fall entirely on the transportation budget but rather a shared cost, the Council should explore opportunities to help fund the regional transit needs beyond the City's transportation resources.

A memorandum from the City Manager dated September 14, 2016 asked that the Commission respond to the following two questions:

1. What are the highest priority services and initiatives within your policy area that you feel should be added or increased in the FY 2018 budget?
2. If your area of the budget is required to identify potential reductions for FY 2018, what are the lowest priority services and initiatives that should be considered?

The Commission's highest priority is the preservation of the 2.2 cent transportation reservation to expand multi-modal transportation infrastructure and transit options to improve mobility and reduce congestion. In addition, the Commission prioritizes the City's Complete Streets program that is essential in providing mobility options and improving pedestrian, bicycle and vehicular safety. The Commission also prioritizes a state of good repair for the City's transportation system.

Areas of the budget that are of a lower priority, that could potentially be reduced in FY18 include bridge repairs, traffic control upgrades, and signage and wayfinding. While these services are still very important to the City's transportation system, a reduction or delay in implementation could be applied if necessary, however it is still not desirable.

The Commission strongly encourages that Council identify additional funding for the City's contribution to WMATA. The diversion of transportation reservation funds to support WMATA diminishes resources for local transportation priorities, at a time when recently adopted plans call for additional transportation investments throughout the City.

We commend the Council on their ongoing commitment to funding multi-modal, sustainable transportation options in the City. We appreciate your consideration of the Commission's guidance on the proposed FY 2018 budget. Please let me know if you have any questions.

Sincerely,



J.J. King III  
Chair, Alexandria Transportation Commission

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

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR

SUBJECT: AGENDA ITEM #4 - PRELIMINARY RECOMMENDATION FOR FY 2018-FY 2023 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) AND REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) PROGRAM FUNDING REQUESTS

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**ISSUE:** Consideration of the FY 2018-FY 2023 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding request.

**RECOMMENDATION:** Transportation Commission review the proposed list of CMAQ/RSTP projects for FY 2018 – FY 2023, hold a public hearing, and develop a recommendation for City Council consideration and approval at their November 28, 2015 meeting.

**DISCUSSION:** Since 1993, the Commonwealth has allocated CMAQ and RSTP funding to the northern Virginia region. CMAQ funds are allocated to metropolitan regions that do not meet Clean Air Act regulations. These funds must be used for activities that improve air quality and cannot be used to increase the capacity of roadways. RSTP funds are very flexible funds that can be used for a wide range of regional transportation activities.

The historical funding allocations for Alexandria are shown below.

**City of Alexandria Annual CMAQ/RSTP Funding**

<b>Year</b>	<b>Alexandria Funding</b>
FY 2017	\$4,280,609
FY 2018	\$3,866,450
FY 2019	\$4,560,200
FY 2020	\$4,232,237
FY 2021	\$4,280,860
FY 2022	\$4,000,000
FY 2023	\$4,300,000

The City of Alexandria must submit its FY 2023 CMAQ/RSTP funding request to the Northern Virginia Transportation Authority (NVTA) by December 16, 2016.

**FY 2018 – FY 2023 CMAQ-RSTP Proposed Program**

	FY18	FY19	FY20	FY21	FY22	FY23
West End Transitway Operations	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Bus Shelters	\$108,150	\$152,400	\$203,079	\$823,123	\$500,000	\$400,000
New Electronic Payment Program	\$0	\$0	\$0	\$100,000	\$1,000,000	\$0
Transportation Demand Management	\$493,000	\$526,000	\$600,000	\$600,000	\$650,000	\$400,000
Bike Sharing	\$699,000	\$368,000	\$402,000	\$350,000	\$400,000	\$250,000
ITS Integration	\$108,150	\$152,400	\$203,079	\$223,123	\$1,000,000	\$400,000
DASH Technology	\$0	\$0	\$0	\$0	\$0	\$600,000
Backlick Run	\$200,000	\$1,919,000	\$0	\$0	\$0	
Pedestrian and Safety Mobility Enhancements on Primary Corridors	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Parking Technologies	\$218,150	\$352,400	\$203,079	\$630,123	\$450,000	\$250,000
Commuter Outreach	\$600,000	\$0	\$0	\$600,000	\$0	\$0
Transit Analysis Study	\$0	\$0	\$500,000	\$0	\$0	\$0
Transitway Enhancements	\$0	\$500,000	\$500,000	\$454,491	\$0	\$0
Braddock Road Multimodal Connections	\$500,000	\$0	\$0	\$0	\$0	\$0
Bicycle and Pedestrian Improvements	\$0	\$340,000	\$0	\$0	\$0	\$0
Van Dorn-Beauregard Bicycle Facility	\$0	\$250,000	\$1,171,000	\$0	\$0	\$0
Transportation Master Plan	\$0	\$0	\$0	\$500,000	\$0	\$0
Van Dorn Improvements	\$940,000	\$0	\$0	\$0	\$0	\$0
DASH Bus Replacement *	\$0	\$0	\$450,000	\$0	\$0	\$0
<b>CMAQ/RSTP Subtotal</b>	<b>\$3,866,450</b>	<b>\$4,560,200</b>	<b>\$4,232,237</b>	<b>\$4,280,860</b>	<b>\$4,000,000</b>	<b>\$4,300,000</b>

\*CMAQ funds sponsored by the FHWA cannot be used to buy buses. Funds will be reallocated through the NVTA reprogramming

The City of Alexandria’s proposed \$4,300,000 application for FY 2023 is shown in the preceding table and includes the following projects, listed in priority order:

West End Transitway Operations

The City continues to advance the West End Transitway towards implementation and plans to begin operations in the early 2020’s. This new transit service will connect existing and developing West End neighborhoods to large employment centers such as the Mark Center and Pentagon and to regional transit connections at the Van Dorn Metrorail station, Southern Towers, Shirlington, and the Pentagon Metrorail station. These funds will fund a portion of the annual operating costs. **Proposed Funding: \$1,000,000**

### Bus Shelters

The City has been making major efforts recently to upgrade transit stops. The City is beginning to install new bus shelters which replace the bus shelters WMATA erected in the late 1970's and early 1980's. One major area which still requires upgrading are the bus shelters at the Van Dorn and Braddock Road Metrorail stations. Therefore the City proposes using some of its RSTP or CMAQ funds to install new state-of-the art bus shelters at these locations. If budgets permit, these shelters will include lighting and real-time bus information. **Proposed Funding: \$400,000**

### Transportation Demand Management

The primary goal of the City's Transportation Demand Management (TDM) program is to reduce the number of single occupant vehicles (SOV) during peak travel times. To do this, the TDM program has developed an extensive set of techniques to encourage City residents and employees to use a variety of modes, such as transit, bikeshare, carsharing, ridesharing, and teleworking. In 2011, the City completed a Long Range TDM Plan, outlining goals and strategies to enhance its TDM program. The plan is currently being updated to include a six-year horizon and performance measures to provide more specific strategies and recommendations. These TDM funds will help implement the recommendations of the Long Range TDM Plan, reduce congestion, and improve air quality in the City and the region. **Proposed Funding: \$400,000**

### Bike Sharing

In 2012, the City launched Capital Bikeshare in Alexandria with eight stations. The program expanded to 16 stations in August 2014, and currently has 31 stations. These bikeshare funds would allow for expansion, as well as the replacement of bicycles that have been operational for more than five years, and stations that have been operational for over ten years. Staff continues to identify additional funding sources to expand the program through development contributions, sponsorships and grants. **Proposed Funding: \$250,000**

### ITS Integration

The project consists of designing a smart transportation network for the City. Phase I of the project is complete, which involved the installation of 11 traffic cameras, a control center, and the installation of fiber optic cable and conduit to cover 30 percent of the network area. These funds will go toward program expansion to all of the city's, intersections, and allow for facilities coordination with the Alexandria Fire Department and Police Department. Much of this work will focus on designing and constructing a broadband communications network, installing traffic cameras and other field devices such as weather stations, flood monitoring equipment, and pavement temperature sensors. **Proposed Funding: \$400,000**

### DASH Technology

Technology is an integral part of delivering high quality transit service to riders and a vital tool that transit providers need to deliver efficient, reliable service. These funds will enable DASH to upgrade existing technology, and implement new technology enhancements to the bus fleet and behind the scenes system management. **Proposed Funding: \$600,000**

### Pedestrian Safety and Mobility Enhancements on Primary Corridors

The project improves important pedestrian safety and mobility enhancements along primary roadway corridors with high volumes and speeds, and a history of pedestrian fatalities. It would implement recommendations for priority sidewalk projects and Pedestrian Case Study Areas in the City's Pedestrian and Bicycle chapter of the Transportation Master Plan. **Proposed Funding: \$1,000,000**

### Parking Technologies

This project funds the implementation of improved parking management techniques, such as multi-space meters, real-time parking management, performance parking, and pay-by-phone parking. Improving parking management in the City will reduce congestion and vehicle miles traveled by increasing drivers' ability to find and access parking. **Proposed Funding: \$250,000**

# City of Alexandria, Virginia

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## MEMORANDUM

DATE: NOVEMBER 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 - FISCAL YEAR 2018 VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT) TRANSPORTATION DEMAND MANAGEMENT (TDM) OPERATION GRANT

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**ISSUE:** City match for the fiscal year 2018 Department of Rail and Public Transportation (DRPT) Transportation Demand Management (TDM) Operation Grant.

**RECOMMENDATION:** That the Transportation Commission endorse the application to DRPT and recommend approval of required City matching funds for the fiscal year 2018 TDM Operation Grant.

**DISCUSSION:** TDM is the application of policies and strategies that attempt to change travel behavior in order to increase the efficiency of the City's transportation system. Through the use of incentives, education, and marketing, TDM promotes more efficient use of the existing transportation system by influencing the time, route, or mode selected for a given trip. It also increases travel choices, offering the opportunity to choose how, when, and if travel will be by car or by some other mode, with the goal of managing demand on the transportation system.

TDM supports the City's 2008 Transportation Master Plan which envisions a "transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile." TDM measures also directly benefit the environment by reducing greenhouse gas emissions from vehicles, supporting the Eco-City Charter, improving public health, and creating stronger communities and a more prosperous and livable Alexandria.

The City has operated a TDM program since 1981 and each year has applied for and received funds from the Commonwealth of Virginia. The City's program, GO Alex (formerly known as Local Motion), administers TDM based programs and is coordinated by the Transit Services Division in Transportation and Environmental Services (T&ES). Over the next several months the TDM Program will systematically introduce the new name and brand to customers with a launch campaign and through a variety of different marketing and advertising channels.

For FY 2016 the GO Alex website had large increases in user hits from the previous fiscal year. There was a 58 percent increase in unique visitors, which is a new user that has never been to the website before, a 63 percent increase in number of visits, when someone reaches our website from a referring source outside the website domain, and a 58 percent increase in page views, which is counted when a page on our site is loaded by a browser.

The Mobile Transit Store, which began operating in October 2015, was deployed over 200 times last fiscal year and had over \$38,000 in sales. Through event attendance and retail partners GO Alex distributed over 25,000 brochures and had over 10,000 customer engagements, which is an estimate as to the number of people exposed to our outreach.

The Metropolitan Washington Council of Government (MWCOG) 2016 State of the Commute (which comes out every three years) reports the following regional findings, which are important measures to evaluate the performance of the City’s programs. City specific data will be released in early 2017.

	<b>2013 Regional State of the Commute</b>	<b>2016 Regional State of the Commute</b>
Drive Alone Rate	66%	61%
Transit Use	17%	20%
Telework Use	26.5%	32%

In FY 2018, DRPT will develop TDM performance measures to provide grantees with program feedback and encourage changes that lead to improved efficiency and effectiveness. Performance measures will help GO Alex be accountable to Council and stakeholders and also help communicate program strengths, weaknesses, and opportunities.

The City will need to provide a 20 percent local match in the amount of \$60,235 to match the DRPT amount of \$240,942 in State funds, for a total program budget of \$301,177. The local match funds will be included in the FY 2018 proposed operating budget. If local match funds are not included in the FY 2018 operating budget, the City may withdraw, or otherwise amend, the grant application.