# *Transportation Commission*

**December 16, 2015**

**7:00 PM**
**City Hall, Council Work Room (2nd Floor)**

**AGENDA**

1. Minutes of the November 18, 2015 Meeting

2. Updates to Receive (Consent)
   - Funding Update
   - West End Transitway
   - Pedestrian and Bicycle Master Plan
   - Potomac Yard Metrorail Station
   - Metroway
   - King Street Metrorail Station
   - Eisenhower Avenue Metrorail Station
   - Eisenhower Avenue Widening
   - King Street / Beauregard Street Improvement
   - Motorcoach Task Force
   - OTAPS
   - Old Town North Small Area Plan
   - MGM Task Force

3. Commission Updates

4. I-395 Express Lanes Project (VDOT)

5. FY 2017-26 Budget

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 in advance of or after the meeting.*

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*Next Meeting: Wednesday, January 20, at 7:00 PM in the Council Work Room*
***(City Hall, 2nd Floor).***

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*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 18, 2015
7:00 p.m.
Council Workroom

**MINUTES**

**Commissioners Present:** Chair Nathan Macek, Councilman Lovain, Scott Anderson, Jake Jakubek, Annika Moman, Jerry King, and Stephen Klejst

**Commissioners Excused:** Christine Michaelis and James Lewis

**Commissioners Absent:** Mayor William Euille

**Staff Present:** Karen Callaham - T&ES, Nathan Imm – P&Z, Lee Farmer – T&ES, Jason Kacamburas – DPI, Raymond Mui – Alexandria Transit Company, Carrie Sanders - T&ES, Patrick Reed - T&ES, Ramond Robinson - T&ES, Steve Sindiong -T&ES

Chair Nathan Macek called the Transportation Commission meeting to order at 7:05 pm.

1. **October 21, 2015 Meeting Minutes**
   Chair Nathan Macek asked if there were any changes to the October 21 minutes. He proposed striking *"the FY 2017 budget is a ten year budget"* in item 5. Chair Macek also proposed stating in item 5 that "Commission…..maintaining the same *general* recommendation, and not "*maintained the same recommendation*".

   Commissioner Klejst made a motion to approve the October 21, 2015 meeting minutes as amended. Commissioner Jakubek seconded the motion. The motion was voted on and unanimously approved by the Commission.

2. **Updates to Receive (Consent Items)**
   The Commission received funding updates for the following ongoing projects: the King Street Metrorail Station; the Alexandria Transit Development Plan; the Eisenhower Avenue Metrorail Station; the Eisenhower Avenue widening; the King Street / Beauregard Street Improvement; the West End Transitway; and the Victory / TSA Transportation Management and Improvement.

   Commissioner King inquired as to why the Old Cameron Run project is slated to receive $6,000,000 under HB2 funding and $2,100,000 under CMAQ funding. T&ES Acting Deputy Director of Transportation Carrie Sanders replied one reason is because the project received a

DRAFT

# *City of Alexandria, Virginia*

## MEMORANDUM

DATE: DECEMBER 16, 2015

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 Area Transit Authority (WMATA) -** The WMATA general manager provided a draft operating and capital budget at the Finance and Administration Committee on December 3, 2015. This proposal calls for an operating budget that does not increase fares, decrease services, or increase jurisdictional subsidy. This was done by using funds WMATA has used for previously for capital purposes instead for operating expenses. In the area of capital spending, WMATA is starting to have discussions with jurisdictional staff about a new Capital Funding Agreement for the next six years. The amounts of capital funding for each jurisdiction have been requested from WMATA.

**Northern Virginia Transportation Authority (NVTA) -** The City submitted applications for the FY 2017 NVTA 70% funds for $66 million of funds for the Potomac Yard Metrorail project and $7 million of funds for the West End Transitway in September 2015. These applications should be evaluated by NVTA and VDOT, with preliminary results being provided in March or April of 2016. The City Council approved the set of recommendations endorsed by the Transportation Commission for the FY 2022 CMAQ and RSTP funds at theirNovember 24th meeting.
**Department of Rail and Public Transportation (DRPT):** DRPT has begun accepting applications for funding, with a submission deadline of February 1, 2016. The City will apply for a grant to operate the City's Transportation Demand Management Program, with a grant application that was approved by City Council at their December 8th meeting.

**Federal Government -** At the end of November, the House and Senate Conference Committee passed the Fixed America's Surface Transportation (FAST) Act, which would provide a roadmap for federal transportation funding for the next five years. First indications are that this will provide a modest increase in funding for roads and transit.

# *City of Alexandria, Virginia*

## MEMORANDUM

DATE: DECEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 4 – I-395 EXPRESS LANES PROJECT

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**ISSUE**: Update on the State of Virginia's I-395 Express Lanes Project

**RECOMMENDATION**: That the Transportation Commission (Commission) receive the update on the State of Virginia's I-395 Express Lanes Project.

**BACKGROUND**: In 2009, the Virginia Department of Transportation (VDOT) began a planning process to develop High Occupancy Toll (HOT) Lanes on I-95/395 . The I-95/395 HOT Lanes project was part of an emerging network of managed lanes in Virginia to enable people in single-occupant vehicles to pay a toll to access express lanes to travel in a corridor faster than the general purpose lanes. The HOT Lanes concept allows the State to leverage private investment to minimize the State's commitment for initial capital outlay as well as ongoing operational costs.

During this initial project in 2009, both Alexandria and Arlington relayed a number of concerns to VDOT related to traffic impacts on local intersections and roadways, noise, and impacts to pedestrian, bicycle and transit facilities. In 2009, based on the recommendation of the Transportation Commission, the City Council passed a resolution strongly opposing the HOT Lanes project.. The HOT Lanes project was eventually revised to end south of Duke Street. The HOT lane project, ending south of Duke Street, began operation in December 2014.

In September 2015, there were reports in the media of a possible extension of the HOT Lanes into Alexandria, and the City began tracking the potential project (http://wtop.com/traffic/2015/09/virginia-may-extend-95-express-lanes-395/).

**DISCUSSION**: On November 20, 2015 the Virginia Secretary of Transportation sent a letter to the City and other jurisdictions noting the State's planned action to improve travel along the I-395 Corridor (Attachment 1). The letter noted the State's intent to initiate an Environmental Assessment to study the conversion / expansion of the existing HOV lanes to dynamically priced Express lanes into Washington D.C. In addition, the state will initiate a transportation demand management study to identify transit, carpool, vanpool and other demand management strategies to improve travel along the corridor. A full description of the project is included in the letter from the State of Virginia in Attachment 1 and in the project brochure in Attachment 2.

# COMMONWEALTH of VIRGINIA

*Office of the Governor*

Aubrey L. Layne, Jr.
Secretary of Transportation

November 20, 2015

The Honorable Sharon Bulova
12000 Government Center Pkwy., Suite 530
Fairfax, VA 22035

The Honorable William Euille
301 King St., Room 2300
Alexandria, VA 22314

The Honorable Mary Hynes
2100 Clarendon Blvd., Suite 300
Arlington, VA 22201

Dear Chairman Bulova, Mayor Euille, and Chairman Hynes:

As you know the Interstate 95/395 Corridor is critical to economic competitiveness and development in Northern Virginia. This Corridor serves as the major north-south travel route connecting people to jobs and other opportunities from Fredericksburg to the District and points in-between.

The Commonwealth has taken significant steps to improve portions of this corridor. In 2014 the 95 Express Lanes opened extending the highly successful HOV lanes 9 miles south and providing new travel options for drivers. There have been several enhancements to Virginia Railway Express service, including the first expansion of the system with the recently opened station in Spotsylvania, addition of a new round trip train, construction of a new station at Potomac Shores, and the extension of platforms along the entire Fredericksburg corridor. In addition, over the last three years the Commonwealth has invested $26 million in new bus service and park-n-ride lots to help move more people along the corridor, and a $50 million loan from the Virginia Transportation Infrastructure Bank to support construction of a new Metrorail station at Potomac Yards.

Despite these actions, more needs to be done. The McAuliffe Administration believes that this corridor needs new and expanded transportation options both for drivers, sluggers and transit users.

Patrick Henry Building • 1111 East Broad Street • Richmond, Virginia 23219 • (804) 786-8032 • Fax (804) 786-6683 • TTY (800) 828-1120

Visit 395ExpressLanes.com for the latest project information or to schedule a briefing to your community group.

## MINIMIZING IMPACTS TO THE COMMUNITY

**VDOT and its private partners are committed to minimizing impacts during construction.**

- Third lane will be constructed within existing footprint of 395 HOV lanes
- Will not require taking of any homes or businesses
- New sound walls could require some easements but would be minimized as much as possible
- No major interchange construction will be required except for improvements to Eads Street interchange

**Dedicated to robust public outreach.**

- Multiple large scale public meetings in all impacted jurisdictions
- Individual meetings with local homeowner associations and community groups
- Ongoing updates and opportunities to provide input using a multi-channel approach

## PRIVATE SECTOR TO FUND PROJECT

**Portion of toll revenues will be dedicated to fund transit.**

VDOT would utilize existing I-395 development rights under Public-Private Transportation Act (PPTA) to expedite improvements and would dedicate a portion of toll revenues to fund transit improvements in the corridor.

By utilizing private investment, VDOT can save scarce transportation dollars for other improvements in Northern Virginia and ensure taxpayers are protected from construction cost overruns, project debt or unpredictable traffic and revenue.

There would be a seamless customer experience with consistent signage, toll setting, payments and customer interface management of the 95 Express Lanes.

## PUBLIC OPINION

**71%**
**of Express Lanes users support I-395 extension**

**68%**
**of carpoolers and sluggers support I-395 extension**

**2 in 3**
**area drivers support I-395 extension**

Source: KRC Research Study, Sept. 2015

395 ExpressLanes

# 395 EXPRESS LANES EXTENSION

Visit 395ExpressLanes.com for more information

City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314

ALL-AMERICA CITY
1985
1964

William D. Euille
Mayor

City Hall: 703.746.4500
Home: 703.836.2680
Fax: 703.838.6433
william.euille@alexandriava.gov

December 10, 2015

The Honorable Aubrey L. Layne Jr.
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Building
111 East Broad Street
Richmond, Virginia 23219

Dear Secretary Layne:

Thank you for your letter regarding the Commonwealth's plans to initiate an environmental assessment to study the conversion and expansion of the existing HOV lanes on I-395 to dynamically priced Express Lanes, and to initiate a transportation demand study to identify transit, carpool, vanpool and other demand management strategies that can improve travel along the I-395 Corridor. We appreciate your outreach on the project and look forward to working with Virginia Department of Transportation (VDOT) on these plans.

Improved utilization of the I-395 corridor is a worthy concept. As you are well aware, as is the case with many concepts, the details of implementation are sometimes the most important and most challenging aspects of a transportation project. As a result, we look forward to working with VDOT in regards to the planned environmental assessment for the dynamically priced Express Lanes. Key to that assessment will be to understand and to minimize and mitigate impacts of this project on City traffic and transit service, as well as in adjacent residential neighborhoods.

A key issue is how this project's benefits can be expanded to be multimodal in nature. It seems logical that the revenue side of this project should also provide benefits to other forms of transportation. This is appropriate since these HOV lanes were originally built as bus-only lanes, and then HOV was added, and now single occupant vehicles are proposed to be added. There is great logic in having excess toll revenues be used to enhance transit services in the corridor. We appreciate the proposed *guaranteed funding* for new and enhanced transit service and look forward to working with VDOT and DRPT on the details of that funding plan.

Below are some initial questions about the project. We realize that you may not have answers to all of the questions now, given that the project is in the early stages. However, we would appreciate it if you could provide as much information as you have, and then provide further information as plans further develop.

1. How will the south facing ramp at Seminary Road, currently under construction and scheduled to open in 2016, operate as HOV only? What enforcement will be done to ensure that this will be the case?

# *City of Alexandria, Virginia*

## MEMORANDUM

DATE: DECEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 5 - FY 2017-2026 BUDGET

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**ISSUE**: Update on FY 2017 - FY 2026 Budget.

**RECOMMENDATION**: That the Transportation Commission (Commission) receive the update of the FY 2017 budget.

**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 CIP comes from the City's general fund, grants, and other non-City sources of funding such as developer contributions.

On October 21, 2015, the Commission provided guidance to staff on the FY 2017 budget, maintaining the general recommendations from the previous year (See Attachment 1) with the following amendments: 1) the Commission recommended continuing to consider capitalizing staff positions; and, 2) the Commission recommended amending the HOV language of last year's recommendations with a recommendation to invest in enforcement to help manage parking and on-street infrastructure resources that promote safety through such measures as HOV, speeding, red light and parking enforcement.

WMATA's operating and capital programs continue to put significant pressure on City funding sources, and in particular, its transportation sources. As a result, through the upcoming FY 2017 budget, it will be necessary to once again assess WMATA's operating and capital impact and consider this through the budget process. At its November 18, 2015 meeting, staff presented the FY 2017 operating and capital budget options being considered by WMATA.

During the fall, the City held a series of community meetings to gather input on budget priorities. The meetings provided an overview of the FY 2017 budget process, and some of the major budgetary challenges currently faced by the City. The results of these efforts were presented to City Council at its annual retreat on November 21, 2015. Some of the key transportation issues that were raised by the public included the need for improved and preventative maintenance of roads, pedestrian and bicycle facilities, and transit improvements.

Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

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

October 22, 2015

Re: FY 2017-2026 Budget Guidance

Dear Mayor Euille and Members of City Council:

At its October 21, 2015 meeting, the Transportation Commission approved the following guidance to staff for preparation of the FY 2017 budget for inclusion in the City Manager's FY 2017 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

**RESOLUTION NO. 2699**

**Setting Guidance for FY 2017 General Fund Operating Budget and Capital Improvement Program for FY 2017 – FY 2026**

**WHEREAS,** the City Council of Alexandria passed a resolution establishing Council's process for formulating the Operating Budget and the Capital Improvement Programs (CIP) during the term of this Council and requires that City Council set budget guidance for the City Manager and the School Board for the FY 2017 budget.

**WHEREAS,** the City has held a series of public outreach efforts designed to collect community input into the development of the FY 2017 budget; and

**WHEREAS,** the City Council's budget deliberations and annual spending decisions reflect a balancing of the goals articulated in the City's Strategic Plan;

**WHEREAS**, through the Results Alexandria framework those services directly supporting the achievement of the City's strategic goals are considered for funding support; and

**WHEREAS,** the City Council is committed to continuously improving the efficiency and effectiveness of City government and expects the City Manager and City staff to focus on achieving service outcomes and providing programs that benefit the community and its residents; and;

**WHEREAS,** the City Council is committed to continue providing core services expected of a municipal government including the provision and maintenance of the City's capital infrastructure; and

**WHEREAS,** the City Council will not make budgetary changes that may threaten the City's 'AAA'/'Aaa' bond ratings; and

**WHEREAS,** the City Council acknowledges that the resources required to achieve the goals of the Strategic Plan must be weighed against the appropriateness of the tax burden placed upon citizens; and

**WHEREAS,** the City Council recognizes the need to measure the impact of programs and lines of business against expected outcomes, to deemphasize or eliminate programs that do not yield those outcomes desired, and to identify efficiencies wherever possible; and

**WHEREAS**, the City Council desires to emphasize a multi-year perspective for fiscal planning; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA THE FOLLOWING:**

(a) **Operating and Capital Improvement Program Expenditures:** The City Manager may propose for Council consideration, increases in operating and capital project expenditures including compensation adjustments so long as any increased operating or capital project expense can be demonstrated as necessary to meet the strategic goals and outcomes of the City, and/or can be demonstrated to diminish a specific risk to the community. Likewise, the City Manager may propose decreases in operating and capital project expenditures provided the decrease can be demonstrated to be of lesser utility in achieving the goals and objectives of the City's Strategic Plan. An appropriate source, or sources, of revenue, compliant with applicable laws regarding revenue sources as established by the Code of Virginia, must be identified for all proposed operating and capital project expenditures.

(b) **Taxes, Fees, Fines and Service Charges:** In funding the proposed budget, the City Manager may consider changes to tax rates, tax designations/reservations, fees/fines/service charges that are equitable, fair and administratively feasible provided that these proposals are observant of the constraints imposed by the Code of Virginia. Such changes can only be

considered where they advance the priorities of the Council as stipulated in this resolution, through Legislative Sessions, or the Council Retreat.

(c) **Growth-oriented Tax Policy Changes:** Informed by the recommendations of the Business Tax Reform Task Force, the work of the Alexandria Economic Development Partnership, and the work of the Finance Department, the City Manager may consider changes to the business tax policy through administrative regulation/procedural changes as well as any tax rate or policy changes, that the City Manager believes will promote in a cost-effective manner the short/medium-term commercial tax revenue growth and that aligns with the City's targeted economic development strategies.

(d) **Cost Saving Measures:** The City Manager shall continually identify and implement cost saving measures and efficiencies in all City and School operations and consider reduction of service levels where the performance exceeds the level required by the community, where the current level of service is not a strategic priority, or where performance, over time, has not achieved the desired outcomes.

(e) **City Workforce:** The City Manager shall ensure that the proposed budget includes employee compensation (salary and benefits) that recognizes strong performance and continues investments in professional growth and development opportunities The City Manager shall also incorporate into the 5-Year Financial Planning Model a compensation strategy that enables the City to achieve and maintain pay competitiveness for positions throughout the organization, including correcting inequitable pay practices and compensation structures, in an effort to attract and retain top talent. The compensation strategy should be considered within the City's overall priorities and investment obligations.

(f) **Use of Surplus**: The City Manager will recommend use of prior-year surplus funds first to ensure that the Capital Improvement Program includes sufficient cash capital funding, then to address one-time or manageable ongoing costs that positively impact the expected goals in the Strategic Plan.

(g) **CIP:** The proposed FY 2017-2026 CIP shall incorporate the following:

1. Compliance with the City's adopted/proposed Debt Related Financial Policy Guidelines for any debt issuance planned for FY 2017 through FY 2026;
2. An updated proposal for financing the planned Potomac Yard Metrorail station.
3. Consistency with the City's adopted cash capital investment policy of a General Fund cash capital transfer amount of between 2.0% and 2.5% of General Fund revenues;
4. The optional use, as determined by the City Manager, of an additional General Fund operating budget surplus from FY 2016, if any, as commitment for capital projects in FY 2017 and beyond;
5. Specific descriptions of projects that can be funded within recommended levels of funding, and their associated operating costs, estimated for all years of the CIP; and,
6. Proposed amendments to the City's Debt Related Financial Policy Guidelines necessary for the proposed Potomac Yard Metrorail station project.

(h) **ACPS Funding:** That the City Manager, (1) recommend for transfer to the Alexandria City Public Schools an appropriation equal to the amount approved by City Council for FY 2016, except that the City Manager may vary from FY 2016 approved appropriation if specifically to address anticipated changes in student enrollment, inflationary increases not related to enrollment growth, expense changes resulting from cost saving measures employed by ACPS, or cost changes which results from efficiencies gained through the sharing of services with other entities, and (2) develop options for potential funding of proposed public school capital needs for the FY 2017 through FY 2026 time period.

(i) **Outside Agencies:** Organizations outside the City government that receive funding support from the City must demonstrate an alignment of their efforts with accomplishments of the City's strategic objectives. In cases where there is discretion over the

level of funding, organizations external to the City government must demonstrate the purpose and consequence of the funding.

(j) **Non-Profit Partnerships:** The City Manager shall seek to incorporate the recommendations of the Alexandria Fund for Human Services (AFHS) Citizen Review Committee in the proposed budget.

(k) **Disposition of Surplus Property:** As detailed in the approved Housing Master Plan, the City Manager shall identify any surplus property that may be appropriate for alternate disposition for social service needs in furtherance of the City's Strategic Plan. Revisions to the Real Estate Disposition Policy shall be proposed as appropriate.

(l) **Add/Delete Process:** The City Council shall adhere to the following Add/Delete Rules of Engagement for amending and adopting the final budget. These Rules of Engagement were first adopted for use during the FY 2016 budget process:

1. Reintroduce the add/delete spreadsheet that was produced by OMB prior to the FY 2016 budget process.
2. A City Council Budget Proposal form will be required in order to add or delete anything from the City Manager's Proposed Budget. The form will require the following prior to Council consideration:
    i. Additional information related to how the change advances the Council's goals/priorities.
    ii. Additional information related to how this change impacts the performance of that program, service or goal.
    iii. The support of at least 3 of 7 Council members (the original sponsor and two co-sponsors).
    iv. Must be accompanied by an add/delete spreadsheet in which the sum of the individual Council member's adds and deletes are in balance or produce a revenue surplus.
3. The completed City Council Budget Proposal form must be returned to the Office of Management & Budget (OMB), with each of the steps from #2 above completed, at least 14 days prior to the adoption of the budget [for FY 2017, April 21].
4. A combined list of all City Council Budget Proposals that meet the criteria in #2, any technical adjustments from OMB, and any City Manager recommended changes, will be provided and discussed at the 2nd Legislative Meeting in April [for FY 2017, April 26].
5. Council will work with OMB to refine/develop funding figures based on the proposals submitted, to be completed 7 days prior to budget adoption [for FY 2017, April 28].
6. Completed Council Budget Proposals, with funding, will be circulated to Council and the public the Friday prior to budget adoption [for FY 2017, April 29].
7. City Council will be required to keep the budget in balance once all decisions are made.
8. Final decisions will be made 72 hours prior to budget adoption and discussed at a Special City Council work session [for FY 2017, May 2].
9. Final decisions will be made available to the public 48 hours prior to budget adoption [for FY 2017, May 3]
10. Budget Adoption will occur on May 5, 2016 with all City Council Budget Proposals, those approved and those not approved, made public upon adoption of the budget.

Adopted: November 24, 2015

**WILLIAM D. EUILLE MAYOR**

ATTEST:

Jacqueline M. Henderson, MMC City Clerk

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.

This guidance prioritizes the preservation of the 2.2 cent transportation reservation and identification of additional funding for the City's contribution to WMATA as the highest priorities. 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.

This guidance also reflects the necessary progress towards timely completion of capital projects to enable prompt payment from state and regional funding partners. The Transportation Commission encourages Council to allocate the resources necessary to ensure that these projects can be implemented on schedule and within budget, and to ensure that the City does not risk losing these funds.

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 2017 budget. Please let me know if you have any questions.

Sincerely,

Nathan M. Macek
Chair, Alexandria Transportation Commission

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

**DISCUSSION**: On November 24, 2015, the City Council provided budget guidance to the City Manager. The budget guidance is included in Resolution No. 2699 (Attachment 2). Some of the guidance items include:

- The City Manager may propose increases in operating and capital project expenditures if they are necessary to meet the Council's strategic goals and/or can be demonstrated to diminish a specific risk to the community;

- The City Manager may propose decreases in operating and capital project expenditures if they are of lesser utility in achieving the goals/objectives of the City's Strategic Plan;

- The City Manager may consider changes to tax rates, tax designations/reservations, fees/fines/service charges that are equitable, fair and feasible;

- The City Manager may consider changes to the business tax policy and tax rate that will promote—in a cost-effective manner—short/medium-term commercial tax revenue growth that aligns with the City's economic development strategies;

- The City Manager shall ensure that the budget includes employee compensation that recognizes strong performance and continues investment in professional growth and development opportunities as well as maintains salary competitiveness;

- The City Manager will recommend use of prior year surplus funds to ensure the CIP includes sufficient cash capital funding to address ongoing costs that positively impact the goals of the Strategic Plan;

- The City Manager may recommend an appropriation to Alexandria City Public Schools equal to the amount approved by Council for FY 2016, and the amount may vary in order to address anticipated changes in enrollment, inflation not related to enrollment, expense changes resulting from cost savings by ACPS, or cost changes resulting from sharing of services efficiencies;

- Outside organizations that receive City funding must demonstrate an alignment of their efforts with the City's strategic objectives. Where there is discretion over the amount of funding, the organizations must demonstrate the purpose and consequence of the funding.

- Specific to the FY 2017-2026 CIP, the CIP shall incorporate the following:

    - Compliance with the City's adopted/proposed Debt Related Financial Policy Guidelines for any debt issuance planned for FY207-26;
    - Updated proposal for financing the Potomac Yard Metrorail Station;
    - Consistency with the City's adopted cash capital investment policy of a General Fund cash capital transfer amount of between 2% and 2.5% of General Fund revenues;
    - The optional use of an additional General Fund operating budget surplus from FY 2016 as commitment for FY 2017-26 capital projects
    - Specific descriptions of projects that can be funded within recommended levels of

funding, and their associated operating costs, estimated for all years in the CIP; and

- Proposed amendments to the City's Debt Related Financial Policy Guidelines necessary for the proposed Potomac Yard Metrorail Station.

Prior to the release of the draft budget the Director of T&ES is planning to hold another meeting with Commission chairs/vice chairs to discuss the budget.. The draft budget will be presented by the City Manager in late February, and staff will present the budget to the Transportation Commission at its March 16 meeting, and will hold a public hearing. The final budget is tentatively scheduled for adoption on May 5, 2016.

Upcoming dates (Tentative):

| | |
|---|---|
| **Late Feb. 2016** | Proposed Budget Presentation by City Manager's Office |
| **March 16, 2016** | Transportation Commission Public Hearing / Recommendations |
| **April 26, 2016** | City Council Discussion of Budget Proposals |
| **May 5, 2016** | Final Budget and Tax Rate Adoption |

**Attachments**: 1) FY 2016 CIP Budget Guidance by Transportation Commission
2) City Council guidance on the FY 2017-26 Budget

2. How will Express Lane access be managed for the north facing ramp at Seminary Road? What enforcement will be done to ensure that these lanes will be HOV and Express Lane only? How will Express Lane access at this ramp impact nearby intersections and surrounding streets, such as Seminary Road?

3. How will Express Lane access be managed for the north facing ramp at Shirlington Road? What enforcement will be done to ensure that these lanes will be HOV and Express Lane only? How will Express Lane access at this ramp impact nearby intersections and surrounding streets?
4. What is the framework for the proposed enhanced transit service along the I-395 corridor? How will this framework affect high capacity transit service, such as the West End Transitway, that the City is planning along this corridor between the Van Dorn Metrorail station and the Pentagon?

5. How will the project affect congestion at the South Eads Street ramp, as well as any potential cut-through traffic that may result of potential congestion, through Alexandria?

6. How will the project affect the City's planned West End Transitway (BRT) at the South Eads Street ramp?

7. How will the proposal enhance safety along the corridor, such as where existing shoulders may be affected or removed?

8. What information do you have on the proposed funding for enhanced transit and carpool incentives, such as the source of funding, and timing of the funding, and if that information is not available, when do you think it will be available?

9. Are there specific plans for the location of the sound walls, and if not, when will that information be available?

10. How will this project be coordinated with the District of Columbia's plans to initiate dynamic tolling on I-395?

The City plans to work closely with VDOT, as well as with Arlington and Fairfax Counties, and other regional partners to further review the proposal, and looks forward to having our questions answered.

Thank you again for the opportunity to be involved. We look forward to working with you, and please do not hesitate to contact me on this matter.

Sincerely,

William D. Euille
Mayor of Alexandria

cc: The Honorable Members of City Council
Mary Hynes, Chair, Arlington County Board
Sharon Bulova, Chair, Fairfax County Board of Supervisors
Mark B. Jinks, City Manager
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, Transportation and Environmental Services

# PROVIDING NEW TRAVEL CHOICES AND DEDICATED TRANSIT FUNDING IN THE CORRIDOR

The project would extend the 95 Express Lanes for eight miles north to the DC line. Carpoolers and sluggers with three or more persons would continue to ride for free. Those willing to pay a toll would be able to access the lanes.

## NO IMPACTS TO MOST INTERCHANGES

| Access Points | Existing Access | Future Access |
|---|---|---|
| I-395 North | Full entry/exit between HOV lanes, regular lanes and 95 Express Lanes | No changes to on/off ramps; HOT access |
| Seminary Road – North Facing Ramp | AM northbound/ PM southbound access | No changes to interchange or on/off ramps; HOT access |
| Seminary Road – South Facing Ramp (Opening 2016) | HOV only at all times | HOV only at all times |
| Shirlington Road – North Facing Ramp | AM northbound/ PM southbound access | No changes to interchange or on/off ramps; HOT access |
| Washington Blvd (Rte. 27) – North Facing Ramp | AM northbound/ PM southbound | No changes to interchange or on/off ramps; HOT access |
| Eads Street – South Facing Ramp | AM northbound/ PM southbound | Capacity and operational improvements |

Existing HOV entry and exit points would become accessible for toll paying customers. The new Seminary Road ramp currently under construction would remain HOV use only. Improvements would be made to Eads Street access point.

## CONSTRUCTION WOULD BEGIN IN SPRING 2017

## KEY IMPROVEMENTS

- Extend Express Lanes to the vicinity of the DC line
- Add additional HOV Lane to make three reversible lanes on I-395
- Support 1,500 jobs during construction
- Provide new option to pay a toll to access Express Lanes to DC line
- Provide dedicated funding for transit improvements in the corridor

## KEY PROJECT BENEFITS

### ADD CAPACITY ON I-395

The project will significantly reduce congestion within the I-395 corridor, improving mobility for users.

### SUPPORT JOBS

Construction of the project could generate 1,500 jobs and more than half a billion dollars of economic activity. It could put as many as 100 Virginia small businesses to work as early as 2015.

### PROVIDE NEW TRAVEL CHOICES

Extends the benefits and travel options of the 95 Express Lanes further north to the DC line.

### IMPROVE HOV SERVICE

New Express Lanes would reduce HOV violations on I-395 HOV lanes and improve travel times for carpoolers and sluggers.

### GENERATE GUARANTEED TRANSIT FUNDING

The project will be designed to utilize a portion of toll revenues for guaranteed annual funding for transit like improved bus service.

### ENHANCE PENTAGON ACCESS

Improvements at the project's most northern section, including the Eads Street interchange, will be planned in conjunction with Arlington County and federal officials.

### IMPROVING TRAVEL IN THE REGULAR LANES

The 395 Express Lanes would also provide improvements and timing savings to the regular lanes as well. The 95 Express Lanes have provided 17.5 minutes in average time savings per trip on the regular lanes.

As such I am writing you to let you know that the Commonwealth plans to take two actions to improve travel along this Corridor: (i) initiate an environmental assessment to study the conversion and expansion of the existing HOV lanes on I-395 to dynamically priced Express Lanes, and (ii) initiate a transportation demand management study to identify transit, carpool, vanpool and other demand management strategies that can improve travel along the Corridor. Both of these will be done in coordination with the affected jurisdictions, the Northern Virginia Transportation Commission and the Potomac-Rappahannock Transportation Commission.

We have initiated discussions with Transurban to extend the 95 Express lanes north to the District of Columbia. As planned this proposal will include:

- Conversion of the existing HOV lanes from Turkeycock Lane north to the Eads Street Interchange to dynamically tolled Express Lanes;
- Expansion of these lanes to provide three through lanes along this portion of the Corridor without compromising bus performance;
- Improvements to transit service along the corridor identified in cooperation with the region.

This proposal is not the same as proposals in the past. The revised proposal:

- Will include guaranteed funding for new and enhanced transit service and carpooling incentives;
- Will not include the construction of a new ramp at the Shirlington Interchange;
- Will maintain HOV-only access for the new Seminary Road ramp currently under construction; and,
- Will be studied and refined through an environmental assessment.

The Commonwealth and its private partners are committed to a robust public engagement effort. As the project is further developed there will be public meetings in all affected jurisdictions, individual meetings with local homeowner associations and businesses, and ongoing updates and opportunities to provide input.

In addition, the Commonwealth and its private partners are committed to take steps to minimize the impacts of construction to the surrounding communities and the traveling public. The project will not require the taking of any residential properties or significant rights-of-way. Aside from the construction of new soundwalls, it is anticipated that the construction will be within the existing footprint of the I-395 HOV lanes.

This proposal in conjunction with the Transform66 projects will provide a network of Express Lanes in Northern Virginia. Connecting Fredericksburg with the District, Manassas and points through the region, this network will be a 'game-changer' for the region by providing a high-speed reliable trip for transit users, carpoolers and drivers alike now and well into the future.

We look forward to working with your jurisdictions and the appropriate regional transit planning organizations to improve travel along the I-395 Corridor.

Sincerely,

Aubrey L. Layne Jr.

Copy:
Members of the Alexandria City Council
Members of the Arlington County Board
Members of the Fairfax County Board of Supervisors
Members of the Commonwealth Transportation Board
Members of the Northern Virginia Transportation Commission
Members of the Potomac Rappahannock Transportation Commission

The state intends to provide coordination with affected jurisdictions. VDOT is actively reaching out to City civic and community associations. In the meantime, the City of Alexandria has raised a number of questions related to the project, which were included in a letter was sent to the Secretary of Transportation in early December (Attachment 3). The City will work closely with VDOT as well as Arlington and Fairfax counties in the coming months to further explore this proposal and how it differs from previous proposals. The City will actively participate in the environmental assessment to ensure the City's concerns are addressed, and will be asking VDOT to attend a future Transportation Commission meeting to further discuss the project components and issues.

**Attachments**: 1) Letter from Secretary of Transportation regarding I-395 Express Lanes
2) I-395 Express Lanes project brochure
3) Letter from City to the Secretary of Transportation regarding I-395 Express Lanes

After the full U.S. Senate and U.S. House of Representatives approve this bill and the President signs it, a more detailed analysis of the bill will be needed.

**Background:** The City's transportation program has many sources of funding from federal, state, regional, and local sources. Many of these sources require that submissions be supplied in November, December, and January. The preceding discussion summarizes the significant deadlines that must be met during this time period.

## B. WEST END TRANSITWAY

**The West End Transitway Policy Advisory Group (PAG) met for the 6th and final time on December 3, 2015 and adopted (8-1) a Resolution of Support recommending that the City continue to advance the Build Alternative as defined through the Alternatives Analysis (AA) study. The Build Alternative includes: service operated in a mix of dedicated lanes and mixed traffic, transit signal technology, full service transit stations, off board fare collection, real time bus information, and improved bike and pedestrians facilities.**

**The West End Transitway project will be seeking Transportation Commission endorsement in February 2016 and anticipates City Council action in March 2016.**

**Background:** In December 2013, the City kicked off an Alternatives Analysis (AA) / Environmental Documentation for the West End Transitway (also referred to as Corridor C) as part of the Federal NEPA Process. The AA / Environmental Documentation will analyze and refine the alignment as defined by the CWG and City Council and to identify any impacts and potential mitigation associated with the recommended alternative. The study is partially funded by a grant from the Federal Transit Administration (FTA) and is the first step towards applying for a federal Small Starts grant for project design and construction.

For more information on the West End Transitway, please visit:
http://www.alexandriava.gov/westendtransitway

## C. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

**Staff presented an update and received input from the Transportation Commission at its October 21, 2015 meeting. Staff is in the process of presenting the draft recommendations, including the bicycle network, pedestrian case study areas, pedestrian and bicycle strategies, and priority projects to various commissions and boards during the fall, including the Environmental Policy Commission, Parks & Recreation Commission, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC), Planning Commission, and Alexandria City Public Schools. The comments that staff have received are being incorporated into a draft plan. The draft plan will be released to the public in January 2016, and the public will be invited to provide comments through the Alex Engage process. The plan will be presented to the Ad Hoc Advisory Committee on January 19, 2016 for their final comments. An additional meeting with the Advisory Committee will be held later in the winter for endorsement, followed by meetings with the Transportation Commission, Planning Commission in early Spring, and to the City Council in April for adoption and an amendment of the Transportation Master Plan.**

**Background:** The City is conducting an update of the Pedestrian and Bicycle Master Plan, and developing Complete Streets Design Guidelines, which will be completed in early 2016. The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the vision of the Transportation Master Plan, which encourages transportation options and reduced dependence on the private automobile;
- Develop both a bicycle network and pedestrian case study areas
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: www.alexandriava.gov/pedbikeplan

D. **POTOMAC YARD METRORAIL STATION**

**Staffs from the City of Alexandria, WMATA, the Federal Transit Administration (FTA), and the National Park Service (NPS) are currently reviewing the draft of the Final Environmental Impact Statement. Staff anticipates that the Final EIS will be circulated for public review in late winter 2016, and that FTA and NPS will each sign a Record of Decision (ROD) to close out the environmental process in spring 2016. On December 8, 2015, City Council authorized the City Manager to sign the Net Benefits Agreement with NPS. This agreement sets out a series of mitigation commitments by the City for impacts to the George Washington Memorial Parkway.**

**The design process for the Metrorail station is continuing. On December 14, staff presented a status update to the public and the Potomac Yard Metrorail Implementation Group (PYMIG) showing progress in the development of the pedestrian bridges and design concept for the station. During the presentation, staff sought feedback to guide further refinement of the concepts. The refined concept will be presented to the public and to PYMIG on January 14, 2016.**

**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.

E. **METROWAY**

**Metroway ridership during October increased 10 percent from September, and now exceeds ridership on the WMATA Route 9A, a much longer route that shares use of the Crystal City/Potomac Yard Transitway. Ridership continues to be within projections for the project, and is expected to continue growing as new residents move into Potomac Yard and the transitway segment in Arlington reaches completion. Arlington expects to open its section and extend the service to Pentagon City in spring 2016.**

**Background:** During the first round of TIGER grants, the City received $8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe

Road. The City compiled additional grant funding and $5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately $20 million. The Alexandria portion of the facility, also known as the Crystal City/Potomac Yard Transitway, opened in August 2014.

For more information on the Route 1 Transitway project please see visit: http://www.alexandriava.gov/tes/info/default.aspx?id=58644

F. **KING STREET METRORAIL STATION**

**A notice-to-proceed was issued to the design consultant by WMATA on December 1, 2015. The Design work should be completed by March 31, 2015.**

**Background:** The King Street Metrorail station is Alexandria's largest transit facility, and requires significant updates, expansions, and safety improvements. The City began addressing these needs by requesting WMATA conduct a feasibility study for rebuilding the access facilities at the lot in 2006. The result of this study was released in March, 2008. Through an extensive vetting process with the general public and stakeholders, the City developed a design for the station that improves non-motorized access, bus access, shuttle and taxi access, short term rental car access, and aesthetics. In 2012, the design was endorsed by the Transportation Commission, the City Council, and the Planning Commission. After approval, the design was refined, and the City determined that some of the features of the facility needed to meet City standards rather than WMATA standards. A long discussion between WMATA and the City resulted in a decision that allowed the facility to be designed using City standards. WMATA gave the City a permanent easement to construct a transit facility, if the City maintained the facility in perpetuity. After this agreement, a more detailed design was produced for the facility, and the cost was higher than budgeted. The improvement was placed in the FY 2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

G. **EISENHOWER AVENUE METRORAIL STATION**

**The Three Party Memorandum of Understanding (MOU) for this project has been signed by all parties. Work is occurring to determine the best course of action in designing, receiving acceptance of the design and building the improvements at the Eisenhower Metrorail station.**

**Background:** The Eisenhower Avenue Metrorail Station project will use Federal Transit Authority (FTA) and Commonwealth funds to reconstruct the Eisenhower Metrorail station entrance to include improved amenities for transit patrons such as better weather protection and a prominent plaza. This improvement is necessary to accommodate all of the high-intensity growth adjacent and/or in close proximity to the station.

H. **EISENHOWER AVENUE WIDENING**

**The contract for Right-of-Way (ROW) acquisition services was awarded in October 2015. The ROW acquisition process has started and a kickoff meeting was held. Final plan preparation will continue but plans cannot be finalized until after completion of the ROW acquisition process. Construction is estimated to begin in spring of 2017 and is estimated to take 18 months.**

**Background:** This project creates a multi-modal environment and enhances safety for pedestrians, bicyclists, and motorists. The at-grade improvements consist of dual left turns at the Eisenhower/Mill Road intersection on westbound Eisenhower Avenue, upgrading the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue, converting the traffic circle at Eisenhower and Holland to a "T" intersection from John Carlyle Street to Holland Lane, upgrading the street lighting and sidewalks in front of the Simpson property, and full width resurfacing of Eisenhower Avenue between Holland Lane and Mill Road.

I. **KING STREET/BEAUREGARD STREET IMPROVEMENT**

**The Phase I bid closed and was evaluated in October. Only one bid was received and came in much higher than the estimate. The bid package is being revised and will be re-advertised in January 2016. If an acceptable responsive bid is received, a contract will be awarded for Phase I of the project.**

**The Phase I construction is anticipated to begin in spring 2016 and is estimated to be completed in fall 2016. Utility relocation is expected to take 10 -12 months, with completion anticipated in summer 2017. Phase II construction is anticipated to begin in summer 2017 and is estimated to be completed in late 2018.**

**Background:** This project creates a multi-modal environment, enhances safety for pedestrians and motorists, and provides for traffic flow improvements at the King Street and North Beauregard Street intersection. Improvements include additional left turn lanes in each direction on King Street, medians, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor. Once completed, this project will provide a safer intersection with transportation infrastructure for bicyclists and pedestrians, supporting the City's Complete Streets Policy. Completion of this project will also help mitigate some of the BRAC-133 impacts.

**J. MOTORCOACH STUDY AND TASK FORCE**

**On December 8, 2015, City Council adopted a resolution to reconvene the Ad Hoc Motorcoach Task Force (Task Force). The reconstituted Task Force includes a change in composition. The main changes include the removal of staff and elected officials as voting members of the Task Force and the addition of Board and Commission Representation.**

**The Task Force will meet approximately four times between spring and summer 2016. The task force will review locations for short term parking and loading and unloading zones.**

**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 an unloading and loading location on the Strand. 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 new recommendations to staff regarding future short-term parking and loading/unloading locations. Staff will seek Commission comment and endorsement on these recommendations, which will in turn be transmitted to Council.

## K. OLD TOWN ALEXANDRIA PARKING STUDY (OTAPS)

**The final report of the OTAPS Work Group was presented to City Council at the December 8 legislative meeting. As part of this report, staff prepared a draft work plan outlining how each of these recommendations could be implemented over the next four years. The Council accepted the report, but requested that the work plan will be docketed for additional discussion and action at the second legislative meeting in January.**

**Background:** The Old Town Area Parking Study (OTAPS) Work Group was formed to develop consensus on strategies identified by the Waterfront Small Area Plan and recommendations from the 2009 Old Town Area Parking Study. The final 2012 OTAPS report was submitted to Council in February 2013, and reports are posted online at alexandriava.gov/ParkingStudies.

The Work Group was reconvened in 2015 to review parking meter restrictions and residential parking policies in Old Town and updated results of the 2014 Old Town parking occupancy study. The Work Group met eight times between January and August 2015 and discussed a number of tools to address residential and commercial parking issues in the study area. All of the 2015 OTAPS Work Group meeting materials are posted on this website. A summary of the Work Group's recommendations was presented to the Transportation Commission in September.

## L. OLD TOWN NORTH SMALL AREA PLAN UPDATE

**The Old Town North Small Area Plan Community Charrette was held November 16-20, 2015 at the Canal Center. The charrette was an intense week-long visioning process to kick-off the Old Town North Small Area Plan Update. The vision process allowed participants to identify issues, needs and ideas for a broad range of categories including transportation, housing, land use, and open space. The Plan framework elements were presented to Council on December 12, 2015.**

**The next meeting of the OTN Advisory Group is December 17, 2015 at 7:00 p.m. In the coming months, Staff and the Advisory Group will be studying the ideas generated from the charrette to determine feasibility and identify adjustments that may be required as part of the plan update.**

**Background:** On June 23, 2015, the City Council approved the City's Fiscal Year 2016 Long Range Interdepartmental Work Program. Included in the Work Program is an effort to update the Old Town North Small Area Plan (OTN SAP). The current OTN SAP was adopted in 1992. This new planning effort formally began in September 2015 with the appointment of an Advisory Group, and will extend approximately 18 months to January 2017 when Plan adoption is anticipated.

Due to limited funding, a transportation study similar to the scope of the Eisenhower West study will not be done as part of the Plan update; however, transportation studies from several individual developments within the study area will be used to evaluate transportation conditions and impacts for the study area. Staff is currently working on a process to compile these studies into one comprehensive study that will provide a complete analysis and summary of recommendations for the study area.

For more information on the Old Town North Small Area Plan, please visit: http://www.alexandriava.gov/86032

M. **MGM TASK FORCE**

**The MGM Task Force, with includes City staff, is working to identify potential transportation solutions in anticipation of the future MGM casino and hotel. The analysis of options is also considering key steps needed, the lead agency or organization, time frame, and costs.**

**Background:** In anticipation of the future MGM casino and hotel at National Harbor in Prince George's County, Maryland, the City has initiated the MGM Task Force comprised of representatives from the City government, and other agencies such as the Alexandria Economic Development Partnership, the Alexandria Convention and Visitors Association, and local businesses to identify issues and to specifically look at what should be done in preparation for the casino's opening, including potential transportation investments. The Task Force is looking at the potential impact of visitors that may come to Alexandria as a result of the casino, and will be charged with establishing relationships with MGM officials and identifying potential areas for collaboration.

reduction in last year's budget. The second reason is right-of-way and survey research performed recently revealed an ample amount of private property must be purchased to complete the project. Lastly, a bridge will be required to be built across Hoof's Run and that will involve utility conflicts.

Chair Macek announced a federal court judge has voided the lease of the Transportation Security Administration's (TSA) headquarters moving to the Victory Center. He questioned how the planned transportation management improvements to mitigate some congestion that would have resulted from the TSA moving into the Victory Center site affect the Eisenhower West Small Area plan. Carrie Sanders stated that the majority of near term transportation improvements associated with TSA are being addressed through the DSUP conditions for the Victory Center site.

**3. Commission Updates**

Commissioner Jakubek announced the next meeting of the West End Transitway Policy Advisory Group will be December 3, 2015 from 6:30 – 9:00 pm at the Pavilion at Mark Center. Commissioner Jakubek also gave an overview of the Envision Route 7 meeting. The development of a connected transit system along Route 7 from King Street Metrorail station or Van Dorn Metrorail station to Tysons Corner is the project's goal. During the current phase, public input is being sought, alternatives are being analyzed, and financial sustainability is being examined.

Chair Macek stated that the Eisenhower West Small Area Plan was adopted by City Council on November 14, 2015. Chair Macek also announced that there is a small area plan process being kicked off for Old Town North at 44 Canal Center Plaza on the 4th floor. The City will be hosting a week long visioning session (charrette) with three public evening meetings. The charrette provides a forum for citizens, designers, and others to share their vision and ideas through a variety of onsite and online collaborations. The outcome will be the overall framework of the small area plan. T&ES Acting Deputy Director Carrie Sanders added in addition to the three evening meetings, there are also two open houses that begin earlier in the day.

Councilman Lovain reported the 50th anniversary celebration of the Transportation Planning Board (TPB) was held at its November 18 meeting. It was an opportunity to look back at the Board's role in making the region's transportation system what it is today. It was also an opportunity to look ahead to the future and what the next half-century might bring. During the monthly meeting there were a series of briefings on Washington Metropolitan Area Transportation Authority's (WMATA) financial and strategic plans. There was also a discussion on TPB's policies and how it is able to exert its authority on the types of projects that are approved. The process of scoring projects was discussed. The role of the TPB during planning is to review the regional system as a whole and how all the components work together.

**4. RSTP/CMAQ Request - Public Hearing**

T&ES Acting Deputy Director of Transportation Carrie Sanders stated the Transportation Commission is charged with oversight of the implementation of the transportation chapter of the City's adopted Master Plan. In that plan are funding needs that are met through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP). Each year staff brings recommendations to the Commission to hold a public hearing and develop funding recommendations for City Council consideration and approval.

T&ES staff Patrick Reed gave an overview of how the State allocates funding of CMAQ and RSTP funding to the Northern Virginia region. He stated 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 and can be used for a wide range of regional transportation activities. Northern Virginia

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Transportation Authority (NVTA) bundles these two funding streams together to increase its ability to fund more projects. The City typically receives a larger share of CMAQ funding. For FY 2022, the City's proposed transportation projects total $4,000,000, which is comparable to the amounts received in prior years. Mr. Reed gave a timeline of the process stating the City must submit its FY 2022 CMAQ and RSTP funding request to NVTA by December 16, 2015. NVTA makes its funding determinations in spring 2016.

After the staff presentation and discussion among the Commissioners, a public hearing was opened. Mr. Bob Gronenberg of 1717 Preston Road in Park Fairfax stated he doesn't believe it is a good investment to spend $1,000,000 on a new electronic payment program. He suggested that the money be spent on GPS tracking or new buses. DASH staff Raymond Mui responded that DASH already has a GPS project that is fully funded and will start up in spring 2016. The smart trip technology system is reaching its end of life in a few years. He indicated WMATA is on board with the region to replace the smart trip system and the support for fare boxes that support only smart trip capability has been pulled.

After the public hearing was closed, Commissioner Jake Jakubek made a motion to endorse the staff's FY 2022 CMAQ and RSTP recommendation. The motion was seconded by Commissioner Klejst, voted on and unanimously approved.

**5. WMATA Funding**

Transit Services Division Chief Ramond Robinson gave an update of WMATA's FY 2017 budget.

The challenges facing WMATA include increased telecommuting and more options for trip-making such as bikeshare and car-sharing services; concerns over fare pricing, the reduction in the federal transit benefit, low gasoline prices, the relatively high daily cost of longer park-and-ride trips; and concerns by customers over service quality and reliability.

WMATA's top priorities are the safety and security of customers and employees. Their goal is to upgrade the radio system and ensure wireless availability by addressing the National Transportation Safety Board (NTSB) recommendations, and implementing the Federal Transit Administration (FTA) Safety Management Inspection (SMI) requirements.

Another priority is customer service initiatives to regain the trust and satisfaction of current customers and to draw new customers to the system. WMATA intends to focus on capital investments such as Transit Signal Priority, complementary fare policy changes that would lead to faster Metro bus service, better Metrorail pass products to encourage ridership, generate incremental revenue, and continued delivery of the new 7000 Series railcars during FY2017.

Efficiency enhancements are also a priority. In order to reduce costs, bring expense growth in line with expected revenues, and reduce jurisdictional subsidy requirements, WMATA will implement further administrative staff and expense reductions. In addition to the reductions implemented in FY2016, WMATA proposes to implement the findings of the recently initiated Board efficiency work plan and take steps to maximize non-fare revenues such as advertising and concessions.

There are four options being presented for WMATA's FY2017 operating budget. A "zero subsidy growth option" will keep the jurisdictional subsidy contribution at the same level as FY2016. A "no change to fares or service" option will result in a 10 percent increase in jurisdictional subsidy. To limit the increase in jurisdictional subsidy to 3 percent over FY2016, a substantial fare increase and a combination of a smaller fare increase and targeted service reductions would limit the need

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for an increased subsidy from jurisdictions.

WMATA's six year capital proposal consists of three funding options. They are aiming at a CIP funding of approximately $6 billion to support ongoing required investments in safety and state of good repair at current funding levels. In addition to $7 billion for an increased investment in currently deferred projects. To further reduce investment backlog and allow WMATA to begin planning for future enhancements, $8 billion would be needed.

WMATA will present their budget proposal to the jurisdictions in December. In January, they will submit their capital program for review. From January through March, WMATA's Board will have budget discussions and perform outreach to the public and stakeholders. In April, the budget will be adopted and executed for a renewed Capital Funding Agreement.

**6. Potomac Yard Metrorail Station EIS Funding**

Acting Deputy Director of T&ES Carrie Sanders gave an overview of the project. She indicated the City, WMATA, the National Park Service (NPS), and the Federal Transit Administration (FTA) are working to complete the Final EIS while concurrently beginning the development of a conceptual design for inclusion in the Request for Proposals (RFP) for design and construction of the station. The final EIS will be circulated for public review early next year and followed by a Record of Decision (ROD) from NPS and the FTA.

T&ES Project Manager Lee Farmer gave an overview of the design process, which will include a series of meetings to solicit public input, as well as regular updates to City boards and commissions and City Council. She specified WMATA plans to issue the RFP for a design-build contract in summer 2016. WMATA and the City will be developing the set of standards, requirements, expectations, and conceptual design that the contractors will use to develop their bids. The goal is development of a conceptual design that has buy-in from residents, can be recommended for approval by relevant boards and commissions, and can be approved by City Council, the NPS, WMATA, and other approving agencies.

Ms. Farmer also reported on the October 28, 2015 Potomac Yard Metro Implementation Work Group (PYMIG) meeting which was used to discuss station and park design. Members of PYMIG and the public provided feedback on principles and strategies to guide the design of the station and on elements that they would like to see included. The meeting was supplemented by a survey with the same general questions asked on AlexEngage that was available through November 8.

During the meeting, a design principles exercise asked the participants to indicate the degree of importance they would assign to each of four principles. The principles are appearance, context, environment and access. Participants voted "access" as the most important design principle for the station. "Appearance" and "context" were also considered to be very important design principles. The design strategies exercise also asked participants to choose strategies to guide the selection of style, form, and materials for the station. The participants supported a well-lit structure. They also expressed a preference for a curvilinear form; however, a significant proportion preferred a geometric form. Participants were fairly evenly split between a building that looks like a single facility or reads as multiple components.

Participants were asked to indicate the uses they would like to see in each park. The preferred uses for Potomac Greens Park focused on walking trails and boardwalks through the wetlands, as well as picnic benches and other spots for passive recreation. The preferred uses for Potomac

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Yard Park were more active, including bicycle and multiuse trails and event spaces.

Ms. Farmer reported that the next PYMIG meeting will be on December 14, 2015. The agenda will focus on massing concepts for the station and design concepts for Potomac Greens Park.

**7. Other Business**

Chair Macek reported that he and Commissioner King participated in a meeting with the City's Director of T&ES, Chairs and Vice Chairs of the Alexandria Transit Company Board of Directors, the Environmental Policy Commission and the Traffic and Parking Board to get a sense of the budget priorities of each of the groups for the coming year. He recounted that he and Commissioner King reiterated the budget guidance to the group that had been provided to Council. They also suggested what T&ES Director Yon Lambert and T&ES staff could do to help address budget concerns and give meaningful feedback to the Transportation Commission going forward. Chair Macek indicated it was valuable to see the perspective of each of the other Boards and Commissions.

Commissioner King added at the meeting T&ES Director Yon Lambert asked if the Transportation Commission was asked to give up 5% from the budget, what would it be? Commissioner King asked if the Commissioners wanted to entertain discussions on that question. Chair Macek replied that discussion should be delayed until more information on the budget is received by the Commission. He suggested that staff should come back to the Commission with options prior to having the Commission make a final recommendation.

Chair Macek announced he will be participating in a panel with Agenda Alexandria talking about the Old Town Area Parking Study and the parking standards for development that were adopted.

Chair Macek also announced staff decided he will stay as Chair of the Commission until the January meeting where elections for the Chair and Vice Chair will be on the agenda.

Commissioner Jakubek made a motion to adjourn the meeting at 9:03 pm. This motion was seconded by Commissioner King and unanimously approved by the Commission.

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