



Transportation Commission

November 15, 2017

7:00 PM

City Council Workroom (City Hall, 2nd Floor)

AGENDA

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the October 18, 2017 Meeting
3. Updates to Receive (Consent)
 - A. Funding update
 - B. Central Alexandria Traffic Study
 - C. Residential pay-by-phone
 - D. DC2RVA – High Speed Rail Project
4. Commission Updates
5. Vision Zero – Draft action plan up for public discussion
 - A. **Public Hearing**
6. NVT A 70% Program Grant Application for FY18-23
7. FY19 CIP Budget Guidance
8. Other business

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.

Next Meeting: Wednesday, December 6, at 7:00 PM in City Council Workroom (City Hall, 2nd Floor).

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

October 18, 2017

7:00 p.m.

Council Workroom

MINUTES

Commissioners Present: Acting Chair Stephen Klejst, Commissioner David Brown, Commissioner Jake Jakubek, Commissioner Ryan Jones, Commissioner Melissa McMahon, Commissioner Carolyn Schroeder, Councilman Timothy Lovain.

Staff Present: Allan Fye – T&ES, Steve Sindiong – T&ES, Thomas Hamed – T&ES, Jim Maslanka – T&ES, Ramiro Rios – T&ES, Christopher Ziemann – T&ES, Quance Lawson – T&ES.

Acting Chair Stephen Klejst called the Transportation Commission meeting to order at 7:03 pm.

1. **Public Comment Period**

Acting Chair Stephen Klejst began the meeting by initiating a public comment period. The first speaker, Steve Benecheck, who is a thirty-year city resident, inquired about transportation electrification within city transit systems and vehicles. Benecheck asked if there were plans to encourage electrification of public transit vehicle fleets, school buses and related infrastructure, including charging stations. Mr. Benecheck asked about the possibility for the City to develop a policy to implement such technological upgrades.

Acting Chair Klejst responded that the DASH board is currently engaged in the preliminary stages of formulating a strategy to move forward with the implementation of clean diesel and electric technology upgrades. City Staff responded that many small area plans encourage the inclusion of charging stations in future developments. Commissioner McMahon added that the Environmental Action Plan and Transportation Master Plan are scheduled to be updated in the upcoming fiscal year and these plans would be a great opportunity to include electrification recommendations.

Jim Durham, member of the Central Alexandria Traffic Study taskforce, shared his observations from the recent study. On behalf of the Alexandria Bicycle and Pedestrian Advisory Committee, Durham recommended that the Commission include a speed management mandate in the Vision Zero Action Plan, more specifically, to set a limit of 25-mph in residential neighborhoods throughout the city to increase driver's field of vision and thus reduce speed-related accidents.

Mike Doyle, city resident, reiterated the importance of the Vision Zero Action Plan to help reduce serious accidents and fatalities. Peter Kilcullen, Porto Vecchio resident and Chair of the Porto Vecchio External Affairs Committee, requested that the City initiate a traffic survey to understand and help reduce vehicular congestion concerns within the Porto Vecchio and surrounding areas.

2. September 2017 Meeting Minutes

Acting Chair Klejst asked if any commissioners had suggestions for edits to the minutes. Commissioner McMahon previously submitted edits that were accepted and addressed prior to the Transportation Commission meeting. Councilman Lovain noted a minor typo on page two and Chair Klejst made a motion to approve the minutes as amended, the motion was seconded by Commissioner McMahon. The minutes were unanimously approved.

3. Updates to Receive (Consent Items)

Acting Chair Klejst asked if there are any subject items that the commission would like to move to general discussion. Commissioner McMahon responded that she would like to discuss the progress on the Environmental Action Plan (EAP) update to gain a better idea of the process and to ensure that the Commission is supporting the environment sustainability efforts to the best of its ability.

Ramiro Rios provided feedback to Commissioner McMahon regarding questions previously submitted. Commissioner McMahon asked why the Environmental Action Plan (EAP) needed to be updated. Rios explained that the current EAP was finalized and approved in 2009 and that it was scheduled to be updated every five years. Commissioner McMahon asked what role the Environmental Policy Commission (EPC) would play in this update. Rios responded that the Environmental Policy Committee is currently working with City staff to incorporate input for the transportation portions of the EAP. Commissioner McMahon asked about public engagement opportunities. Rios responded that the public will have an opportunity to incorporate their ideas at the Environmental Policy Committee meetings in November. Staff will provide updates on schedules and materials as they become available. Commissioner McMahon asked staff to explain what the City's GreenVentory was and what position it will take in the City's Transportation Master Plan. Rios responded that the GreenVentory is a compendium of the City's environmental policies, plans, and programs, including general descriptions and web links, along with preliminary observations and insights about the City's existing environmental efforts across sectors. Commissioner McMahon asked how City staff plans to incorporate the Transportation Commission in the EAP process. Rios responded that the City is currently waiting for requests from environmental group leaders who are coordinating the update. Commissioner McMahon proposed that staff reach out to the environmental group liaisons to provide support in creating a drafted update. Commissioner Schroeder added that she is currently the EPC liaison to the Transportation Commission and added that the EPC met recently to discuss City expectations and format concerns. Commissioner Schroeder will provide more updates to the Transportation Commission during the November 15 meeting and as these updates become available.

4. Commission Updates

Commissioner Jakubek reported that the next Landmark-Van Dorn policy advisory meeting was scheduled for Monday, October 23, 2017 at 200 Cameroon Station Blvd at 7:00 pm.

Commissioner McMahon reported that the Commercial Parking Taskforce had a meeting to discuss issues regarding shared parking, parking requirement exemptions and hotel meeting spaces. The Task Force plans to provide recommendations for the Transportation Commission's endorsement at the Transportation Commission Meeting in December. Commissioner McMahon also mentioned that

there are some concerns from the public regarding shared parking and that it may be important to consider public usability when finalizing resolutions.

Councilman Lovain provided an update regarding the Transportation Planning Board meeting. He mentioned that a proposal was made to reduce the height of the Gov. Harry Nice Memorial Bridge (U.S. Route 301). Councilman Lovain expressed concerns that the height reduction would prevent tall ships from entering Alexandria. Councilman Lovain also provided an update regarding the prioritized locations for improving pedestrian and bicyclist accessibility to metro stations. Councilman Lovain shared results from two traffic surveys conducted by the Washington Metropolitan Area Transit Authority (WMATA) and the Transportation Planning Board, which found that many metro riders in the region had difficulties accessing metro stations without the use of an automobile.

Commissioner Schroeder stated that the Environmental Policy Commission would like to submit a letter of recommendations to the Commercial Parking Standards Taskforce prior to their next meeting. Commissioner McMahan responded that their next meeting is scheduled for Monday, November 13, 2017 at 7pm.

Acting Chair Klejst reported on the new Pilot Program between Alexandria County Public Schools and the Alexandria Transportation Company. The Pilot Program began its trial implementation on September 25, 2017 with T.C. Williams' students. As part of the pilot, students can board DASH buses at no charge throughout the academic school year. Throughout September, DASH's ridership increased from 700 to 900 riders per day with no reported incidents regarding lack of adequate supply or negative impact to other riders.

Acting Chair Klejst provided an update on the Virginia Department of Rail and Public Transportation (DRPT) Open House Public Hearing for the D.C. to Richmond VA (DC2RVA) High-Speed Rail (HSR) project. During the meeting, speakers made several requests to include adequate rail services throughout the week; requests were made to consider incorporating electrification solutions for the HSR project and increase parking opportunities to accommodate anticipated ridership.

Commissioner Schroeder asked if anyone at the public hearing expressed concerns about the removal of trees along the rail alignment. Acting Chair Klejst stated that the DRPT project may impact a small percentage of trees along the rail alignment, however, the majority of these trees were on the right-of-way of the rail companies.

Transit Services Division Chief Allan Fye added that staff had carefully reviewed the DC2RVA HSR Project Draft Environmental Impact Statement (Draft EIS) and had prepared a list of comments and concerns including increased noise levels during construction and operation, the construction of sound or retaining walls and questions regarding land acquisition in the City. Fye went on to say that the draft EIS was submitted and reviewed by several divisions and departments across the city to ensure that all comments were documented. Allan Fye mentioned that DRPT will present a final overview of the project to the City Council for endorsement on October 24, 2017.

5. T&ES Grant Applications

a. FY19 Transportation Demand Management Operations

Transit Services Division Chief Allan Fye introduced the new Transportation Demand Management (TDM) Coordinator, Thomas Hamed. TDM is the application of policies and strategies to reduce trips made using single occupant vehicles, while still ensuring residents, workers and visitors can reach destination within Alexandria. Mr. Hamed gave an overview of the TDM program, and its

GoAlex campaign. GoAlex is a resource tool created to educate residents and commuters on new mobility options. GoAlex's marketing campaign highlights three service lines such as employer outreach, grassroots marketing, and a mobile store. In FY18, the TDM program will implement a series of performance measure initiatives to showcase how effective the program has been and focus on geographic equity and the partnership with DASH and major employers.

The TDM program is funded by the Transportation Demand Management Operations Assistance Grant. The TDM grant will fund several projects with local and regional significance and will also support in the organization of city-wide events. The TDM Program also helps support multi-modal and transportation planning efforts.

Staff requested action from the Transportation Commission to endorse the FY 2019 TDM Operations Grant Application for \$301,177 and recommend Commissioners approval of the twenty percent funding match (\$60,235.40) to the City Council Legislative Session on November 28, 2017.

Commissioner Jakubek asked when the performance measures will be completed in order to understand how the program has influence users' transportation choices. Staff responded that DRPT is finalizing their state-wide performance measures to include vehicle miles traveled and emissions. Meanwhile, staff is working with the Office of Performance and Accountability to develop internal performance measures to determine how well the program influences user behavior. Staff hopes to receive preliminary results in this FY18.

Commissioner McMahan added that the TDM program is most useful when it capitalizes on other city programs and projects through the city. Commissioner McMahan advised staff to seek internal investments to help diversify multiple funding resources and make them sustainable in the long term.

Commissioner McMahan asked why the funding did not change from the previous FY to the current FY. Staff responded that the program is currently transitioning its staff and resources and the fiscal budget fits well with the program's current needs. McMahan also asked what role the TDM program plays in the Employees' Transit Benefit Program. Allan Fye responded that the TDM program educates employees on transit benefit options and encourage the use of transit and bike sharing among city employees. Commissioner McMahan asked if there have been surveys conducted to understand city employees' travel choices. Staff responded that they are considering data collection options.

Commissioner Brown made a motion to approve the FY 2019 TDM Operations grant application request; the motion was seconded by Commissioner McMahan, and the motion was unanimously approved.

b. FY24 Congestion Mitigation and Air Quality (CMAQ)/ Regional Surface Transportation Program (RSTP)

Principal Planner and Grants Manager James Maslanka gave a presentation on the FY 2024 Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP). Maslanka stated that the Northern Virginia Transportation Authority sub-allocates CMAQ and RSTP funding to the Northern Virginia Region. In order to apply for CMAQ funding, projects must meet three eligibility requirements: (i) focus on transportation, (ii) reduce air pollutant emissions and (iii) benefit a nonattainment or maintenance area. RSTP funds are flexible and may be used for a variety

of transportation projects of regional significance.

Maslanka indicated that the CMAQ funds support projects that provide improvements in air quality, and RSTP programs help preserve and improve surface transportation infrastructure. For the FY2024, the City of Alexandria proposed CMAQ/RSTP projects include: the development of the West End Transitway, Transportation Demand Management projects, commuter outreach, bike share expansion, Intelligent Transportation System (ITS) integration, DASH bus technology improvements, Backlick Run Trail construction and Pedestrian Safety and Mobility Enhancements. Maslanka stated that the proposed funding total (\$4.5 million) is comparable to awarded funds procured in previous years.

Staff requested action from the Transportation Commission to endorse the FY 2024 RSTP/CMAQ Grant Application and recommend approval to the City Council Legislative Session on November 28, 2017.

Commissioner Brown asked why the FY 2019-FY 2024 CMAQ-RSTP Proposed Program funding amount was different from the requested amount in the grant application. Staff responded that the proposed amount (\$4.5 million) includes funding from federal and state resources.

Commissioner Brown requested clarification of the provided materials and commended staff on their ability to plan the utilization of funds six years in advance. Allan Fye stated that the Transit Division's strategy has been to apply for reasonable amounts of funding and remain flexible on the priority of each project on a yearly basis. Commissioner McMahan asked staff to describe the process of determining funding totals for each fiscal year. McMahan also asked staff to elaborate on the process to communicate these changes to CMAQ/RSTP counterparts. Staff responded that the earlier the timeline, the more accurate the funding totals. Fye stated that there is a process to change funding requests. Staff would be required to submit a request and provide justification for the changes; it would subsequently go through a series of reviews for approval.

Commissioner McMahan asked staff to clarify funding for Braddock Road Multi-modal project. Staff responded that the funding for the Braddock Road Multi-modal project has been set for FY18 and that currently, Staff is exploring additional funding options with WMATA. McMahan asked if the City could retain funding if grant-funded projects do not materialize. Staff responded that it was possible. McMahan inquired if the City had previous year resources to fund pedestrian safety and mobility enhancement projects, and that if that was the case, how could the City transfer resources for these projects into the current fiscal year. Staff restated that there is a process to request changes from year to year and that often there were constraints on which funding source can be utilized for each project. CMAQ funds can be moved between CMAQ-supported projects while RSTP funds generally stay within their original funding source.

Commissioner Jakubek made a motion to approve the FY 2024 CMAQ/RSTP grant application, seconded by Commissioner McMahan. The grant application was unanimously approved.

6. Vision Zero Update

Transportation Planning Division Chief Christopher Ziemann provided an update on the Vision Zero Action Plan. Ziemann stated that Staff was currently working with the Vision Zero Subcommittee of the Transportation Commission to review the draft Action Plan prior to opening it to the public for comment. Staff will hold a public hearing at the Transportation Commission meeting in November where the draft Action Plan will be reviewed. Staff will seek the Transportation Commission final endorsement of the Vision Zero Action Plan during the December

2017 Transportation Commission meeting.

Ziemann reiterated that the four main strategies of the Vision Zero Action Plan are: engineering (building safe streets for everyone); improving education and enforcement; improving data collection and evaluation; and enhancing policy and collaboration.

Commissioner McMahon asked if the draft materials can be made available earlier to allow for proper review. Ziemann replied that the Draft Action Plan estimated release date for public comment was November 8, 2017, and that this date is already based on an aggressive timeline.

7. Vice Chair Discussion

Christopher Ziemann stated that elections for the Transport Commission Chair and Vice Chair positions will be conducted in December. Acting Chair Klejst asked if Commissioners had any nominations for Acting Vice Chair. Commissioner Brown nominated Commissioner McMahon. Commissioner McMahon accepted the nomination. No other nominations were made and the commission voted and unanimously approved the nomination.

8. Other Business

Acting Chair Klejst asked if the rescheduled meeting date of December 6, 2017 was acceptable to all members of the Transportation Commission. The commission unanimously accepted.

At 9:32 pm, Commissioner Brown made a motion to adjourn the meeting. The motion was seconded by Commissioner McMahon, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM #3 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

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

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

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

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

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

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

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

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

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

B. Central Alexandria Traffic Study

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

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

C. Residential Pay-by-Phone

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

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

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

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

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

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

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

RESOLUTION NO. 2793

RESOLUTION TO ENDORSE STAFF COMMENTS OF THE D.C. TO RICHMOND (DC2RVA) HIGH SPEED RAIL PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, the DC2RVA project corridor is a segment of the federally-designated Southeast High Speed Rail Corridor (SEHSR) in the northernmost part of a five-state network of a high speed rail corridor under development, stretching southward from Washington D.C. through Richmond to Raleigh, Charlotte, Atlanta and Jacksonville; and

WHEREAS, track and signal improvements for the SEHSR will provide capacity for more trains operating at speeds up to 90 miles per hour in rural areas and up to 79 miles per hour in urban areas, although trains are expected to travel much slower in urban areas such as Alexandria; and

WHEREAS, the SEHSR states, in conjunction with the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA), completed a Tier I Environmental Impact Statement (EIS) for the implementation of high speed rail passenger service within the SEHSR corridor from Washington, D.C. to Charlotte, NC in 2002; and

WHEREAS, the DC2RVA project corridor is a 123-mile stretch of railroad along the northern most segment of SEHSR, between Richmond, Virginia and Arlington, Virginia; and

WHEREAS, the goal of the DC2RVA project is to improve reliability and on-time performance, reduce travel time and improve trip times, and increase frequency by adding up to nine (9) additional Amtrak round-trips daily between D.C. and Richmond from the current service of 10 trips per day; and

WHEREAS, infrastructure improvements from the DC2RVA project will enable future growth and expansion of Virginia Railway Express (VRE), a vital transit service along the I-95 corridor; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) is engaged in a Tier II Environmental Impact Statement (EIS) process for DC2RVA that evaluates the benefits, costs, and environmental effects of several possible alternatives; and

WHEREAS, the Draft EIS was released in September 2017, and a 60 day comment period began on September 8, 2017, and ends on November 7, 2017; and

WHEREAS, city staff has reviewed the Draft EIS to determine impacts to the City and consistency with the City's Strategic Plan;

WHEREAS, the Commonwealth of Virginia has received a Federal FAST LANE grant (\$165M) which includes funding to construct a 4th track within CSX right-of-way between Arlington County and the vicinity of Telegraph Road in Alexandria and modify existing CSX tracks in Alexandria;

WHEREAS, staff comments document both technical and key high level concerns of the City, including the impact of shifting existing tracks toward residential areas, property acquisition, noise and vibration impacts and mitigation, and impacts to Alexandria Union Station parking;

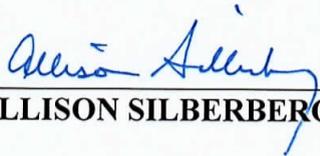
WHEREAS, staff has identified comments on the Draft EIS that will be submitted to DRPT by November 7, 2017;

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

1. That the City Council endorses staff comments on the DC2RVA project.

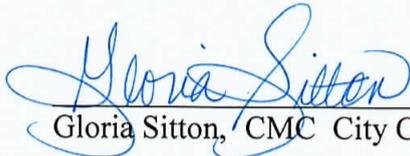
2. That the City Manager be authorized to submit the provided staff comments to DRPT before November 7, 2017; and
3. That this Resolution shall be effective immediately.

Adopted: October 24, 2017



ALLISON SILBERBERG MAYOR

ATTEST:



Gloria Sitton, CMC City Clerk

October 24, 2017

Emily Stock
Manager of Rail and Planning
Virginia Department of Rail and Public Transit
801 East Main Street, Suite 1000
Richmond, Virginia 23219

Reference: D.C. to Richmond Southeast High Speed Rail – Tier II Draft Environmental Impact Statement

Dear Ms. Stock:

The City of Alexandria appreciates all of the work that the Commonwealth and the Department of Rail and Public Transportation (DRPT) are doing to improve transportation throughout the Commonwealth, including the Northern Virginia region. Thank you for the opportunity to provide comments on the D.C. to Richmond Southeast High Speed Rail – Tier II Draft Environmental Impact Statement (EIS) and for facilitating a meeting between City and DRPT staff to address some of our preliminary concerns.

The City has reviewed the Draft EIS and while supportive in concept of a fourth track through Alexandria, has key concerns related to the impact of shifting existing tracks toward residential areas, property acquisition, noise and vibration impacts and mitigation, proposed retaining walls along the corridor, and impacts to Alexandria Union Station parking. A detailed list of questions and comments is provided in the attached document.

We look forward to continuing to work with DRPT on this important project. If you have any questions regarding these comments, please feel free to contact me.

Sincerely,

Mark B. Jinks
City Manager

Attachment: City of Alexandria Questions and Comments – DC2RVA DEIS

CC

Members of Alexandria City Council

Emily A. Baker, Deputy City Manager

Yon Lambert, Director, Transportation and Environmental Services

Karl Moritz, Director, Planning and Zoning

Matt Melkerson, Acting Deputy Director, Transportation Planning and Transit

Allan Fye, Division Chief, Transit Services

DC2RVA Draft Environmental Impact Statement (DEIS) DRAFT City of Alexandria Question and Comment Matrix

TOPIC	DEPARTMENT	ID #	QUESTIONS/COMMENTS
Impact on planned future projects	Transportation & Environmental Services	1	Did the analysis consider only existing facilities? Or did it consider pipeline projects or planned development in Alexandria? For example, the North Potomac Yard Phase 1 development between Potomac Avenue and the railroad is anticipated to be completed by approximately 2021, which includes a linear park, mixed use development (including residential). Did the DEIS consider the North Potomac Yard area regarding park impacts, future trails, aesthetics, noise, aesthetics, the proposed school, etc.
		2	In Section 3.11.4.1., the description of the western part of the city is described as “commercial and industrial development”. The project team should consult the Eisenhower West Small Area Plan to understand the future planned land uses in those areas.
Private or Business property Acquisition	Transportation & Environmental Services	3	Please clarify that there is no need to permanently acquire private property (residential) or business property in the City of Alexandria
		4	Has any timeline been established for when construction would need to begin in order for operations to be in effect by 2025?
Construction Impacts and Timeframe	Transportation & Environmental Services	5	How would the DC2RVA project construction and operations potentially affect the North Potomac Yard Metro station construction?
		6	Section 4.19 – How will the project construction affect roadway operations, especially where new overpasses are built, such as over King Street, and Commonwealth Avenue.
		7	Would private vehicle traffic be affected during construction? This includes potential traffic affectations related to grade-separated crossing improvements and for bridge stabilization or material removal?
		8	Would any rail spurs within the City of Alexandria be used during construction that could potentially bring affectations to regular traffic (cars, buses, metro rail bike/ped)?
		9	In the technical appendix Figure 2-24 Alexandria Union Station, the VRE pedestrian tunnel under the rail ROW is shown. Can you clarify how the DR2RVA project may impact the construction of this tunnel? How is the DC2RVA project coordinating with “others”?
		10	With the proposed track realignment and 4 th line at King Street station, how does this affect the

			design and timing of the pedestrian tunnel project?
Projected Population	Transportation & Environmental Services	11	What was the data utilized to project future population growth? For example, Ch. 3 - Table 3.11-2 Shows Alexandria's population declining through 2040. This is contradictory to projections, and potential population increases due to additional growth areas the City is planning for. [Ch. 4 - Section 4.7.1.5 (Environmental Consequences - Noise Mitigation Measures) states that noise mitigation has not been specifically recommended, due to prematurity of a recommended preferred alternative.
Noise from train operations and locomotive horns	Transportation & Environmental Services	12	Did the air pollution, noise and vibration analysis take into consideration the [potential impacts on the] planned mixed-use development and linear park within North Potomac Yard, and specifically the Phase 1 development between Potomac Avenue and the railroad? (See comment 1)
		13	Have the noise/vibration receptors been identified inside the City of Alexandria? Please clarify the locations within the City that were used in the DEIS noise and vibration analysis?
		14	What is the process for determining the need and implementation of a sound barrier and what is the method for determining effectiveness of a sound mitigation (apparently, available technology may not be effective against train whistles, etc...)
		15	Ch. 4. Section 4.7.2.4 notes that Alexandria Union Station is within all vibration impact, however states that the impacts are not significant; that the building is not vibration sensitive. Can the project team consider further studying the impacts of construction and operation vibrations on Alexandria Union Station as it is a Historic Building? What is the vibration impact category the station is subject to?
Vibrations	Transportation & Environmental Services	16	Ch. 4 - Table 4.7-7 (Environmental Consequences - Vibration) shows 15 receptors to have vibration impacts in Northern Virginia, but doesn't specify where they are located (Other than Union Station). Also, please clarify the process for identifying and implementing mitigation.
		17	What are the locations of sensible noise receptors for alternative 2A? Ch. 4 Sec 4.7.2.4 only lists Alexandria Union Station as one of the 15 receptors.
		18	While the project is under construction, and tracks are being aligned, how will the corridor maintain the demand for existing operations of all users, including Amtrak, VRE and freight?
Road network changes, Traffic impacts and Rail Corridor Operations	Transportation & Environmental Services	19	Are there any changes to the grade separated crossings in Alexandria, particularly King Street? What are the impacts of the construction of the 4th rail on the King Street, and Commonwealth Ave Bridges?
		20	Ch. 4 - Section 4.15.1.3 - says that for each alternative, the project ridership equates to 2,000 new daily vehicle trips at each station (for each single station alternative), or combination of stations (for each two-station alternative). This is unclear - Please clarify what this means. In addition,

		<p>2,000 additional daily trips does not seem to equate with the low annual ridership (25,000) increase at Alexandria station.</p>
	<p>21</p>	<p>Table 4.15-1 (Environmental Consequences – Ridership of DC2RVA) - Under No Build, it's projected that annual ridership will increase from 174,238 under existing conditions, to a future ridership of 208,496. Under the Build scenarios, the maximum projected ridership would be 233,602 (or an increase of 25,000 over the No Build). This seems low given that there will be an increase of 9 trips per day. Please clarify how these ridership projections were developed.</p>
	<p>22</p>	<p>What percentage of high-speed rail trips going into Alexandria Station come from private car, vs. transit, vs. ped/ bike? In other words, what is the mode split assumption of the increased demand for rail?</p>
	<p>23</p>	<p>At the bridge over Van Dorn St. at the City of Alexandria and Fairfax Co. line, please clarify if there are any proposed improvements, and will there be any impacts on the bridge or surrounding areas?</p>
	<p>24</p>	<p>Will there be any potential impact during construction or upon project completion to the existing pedestrian tunnel that connects Mill Road to Witter Field? A fourth line is proposed in this location.</p>
<p>Transportation & Environmental Services</p>	<p>25</p>	<p>Ch. 4 - Section 4.14 (Environmental Consequences – Parklands, Recreational Areas, and Refuges) of DEIS notes that the only impact is a 0.04 acre impact to the dog park at Carlyle. However, Sheet 4 of 89 in the mapbook D-1 shows a temporary limit of disturbance within the future North Potomac Yard park to be completed as part of the North Potomac Yard Small Area Plan (Phase 1) development. Please clarify if or how the permanent limit of disturbance will impact the future North Potomac Yard park.</p>
<p>Parkland Resources</p>	<p>26</p>	<p>Sheet 6 of 89 in the mapbook D-1 appears to show a temporary disturbance to the community parks (where tennis courts located) in Potomac Greens. Please clarify the impact that is anticipated here, especially to the temporary or permanent use and design of the park.</p>
	<p>27</p>	<p>Would the permanent affectation in Dog Run Park @ Carlyle require removing the trees that are currently there?</p>
	<p>28</p>	<p>Update Figure 3.14-1 to show the undocumented public/private with public access parks. (See comments below.)</p>
<p>Recreation, Parks and Cultural Activities</p>	<p>29</p>	<p>Update Figure 3.14-1 to show the correct location/boundaries of Braddock Park/Lenny Harris Memorial Field at Braddock Park.</p>
	<p>30</p>	<p>Update Table 3.14 under City of Alexandria parklands to include Four Mile Run/Landbay E as a City owned park.</p>
	<p>31</p>	<p>Update Table 3.14 under City of Alexandria parklands to include Rose Square as a private ownership park open to the public with no fee for access.</p>

	<p>Update Table 3.14 under City of Alexandria parklands to include Potomac Plaza as a private ownership park open to the public with no fee for access.</p>	32
	<p>Update Table 3.14 under City of Alexandria parklands to include Neighborhood Park as a private ownership park open to the public with no fee for access.</p>	33
	<p>Update Table 3.14 under City of Alexandria parklands to include Custis Avenue Park as a City owned park.</p>	34
	<p>Update Table 3.14 under City of Alexandria parklands to include Howell Avenue Park as a City owned park.</p>	35
	<p>Update Table 3.14 under City of Alexandria parklands to include Swann Avenue Park as a City owned park.</p>	36
	<p>Update Table 3.14. Potomac Yard Park is a public park owned by the City of Alexandria, includes tennis and basketball courts, and is approximately 23.4 acres.</p>	37
	<p>Update Table 3.14. Daingerfield Island Park is owned by the National Park Service.</p>	38
	<p>Update Table 3.14 to correct the acreage for Eugene Simpson Stadium Park.</p>	39
	<p>Update Table 3.14. King Street Gardens Park includes public art.</p>	40
	<p>Clarify the location of Traffic Circle Park. This is not referenced the same in the City's systems.</p>	41
	<p>Update Table 3.14. Add a ' to Clermon Natural Area. The correct name is Clermont Natural Park.</p>	42
	<p>Update Table 3.14 under City of Alexandria parklands to include Rail Park as a City owned park.</p>	43
	<p>Table 3.14-6. Eugene Simpson Stadium Park and Joseph Hensley Park each received Land and Water Conservation Funds.</p>	44
	<p>Update Table 3.14 to reflect Daingerfield Island as a national park, not owned by the City of Alexandria.</p>	45
	<p>Add Four Mile Run Park/Landbay E to Table 3.14-7.</p>	46
	<p>Add Custis Avenue Park to Table 3.14-7.</p>	47
	<p>Add Howell Avenue Park to Table 3.14-7.</p>	48
	<p>Add Swann Avenue Park to Table 3.14-7.</p>	49
	<p>Add Potomac Yard Park to Table 3.14-7.</p>	50
	<p>Add Rail Park to Table 3.14-7.</p>	51
	<p>Replace 'Clermont National Park' with 'Clermont Natural Park' in Table 3.14-7.</p>	52
	<p>Under Environmental Consequences, page 4-222, are there any impacts to public parks not identified in Chapter 3?</p>	53
	<p>Under Environmental Consequences, page 4-231, the report does not correctly identify that the impacts to Dog Run Park at Carlyle include permanent impacts as well as temporary impacts.</p>	54

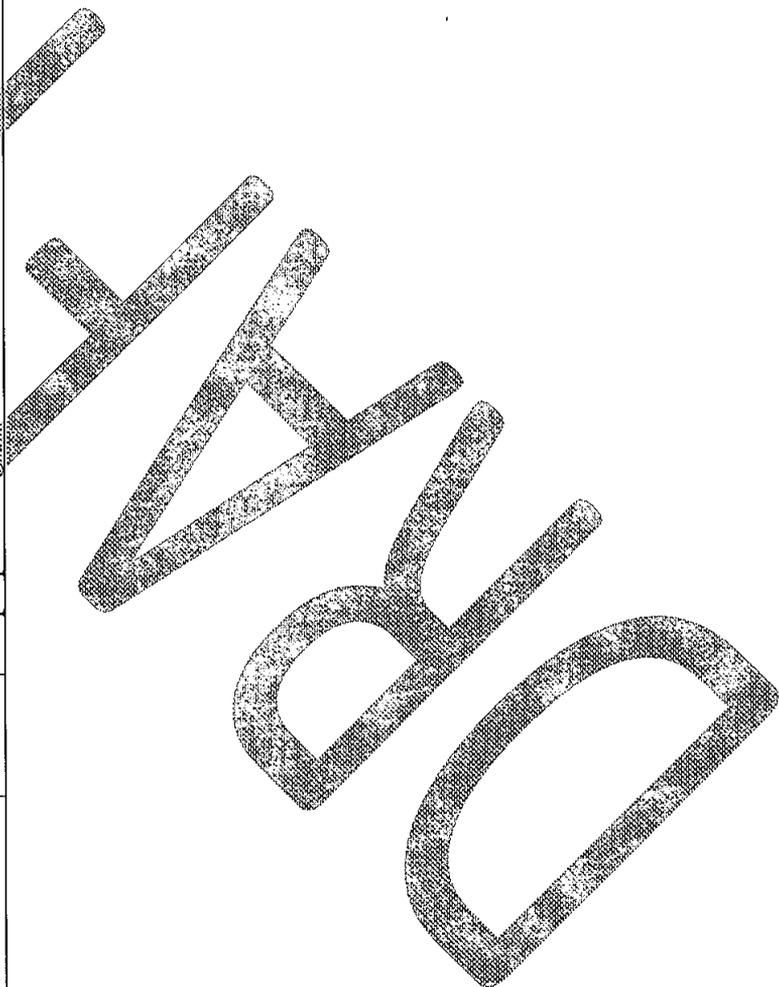
<p>Section 4(f) Evaluation</p>	<p>Recreation, Parks and Cultural Activities</p>	<p>55</p>	<p>Under 5.4.1 Parks and Recreation Areas, page 5-69, the adjacent dog run area would be impacted by the project. The impacts include both temporary and permanent impacts. How can both temporary and permanent impacts be mitigated?</p>
		<p>56</p>	<p>Under 5.5.1 Summary of Preliminary Section 4(f) Use Determinations, page 5-107, the City of Alexandria has not signed the de minimis letter and requests additional information regarding final design.</p>
		<p>57</p>	<p>Verify that public parks in the City of Alexandria, not identified as such in the DEIS, do not have additional 4(f) impacts.</p>
<p>Affected Environment - Visual Environment</p>	<p>Transportation & Environmental Services</p>	<p>58</p>	<p>The Alternatives section, page 2-56 and the Aesthetics and Visual Environment section, page 3-54, do not include any mention of retaining or sound walls. How are impacts from the walls shown in the Mapbook included in the DEIS?</p>
	<p>Planning & Zoning</p>	<p>59</p>	<p>Preliminary analysis indicates retaining walls not to exceed 10' within the Alexandria portion of the corridor. To the extent possible, retaining walls should utilize landscaping, grading, etc. to minimize visual impact by adjacent communities/properties.</p>
<p>Car Parking</p>	<p>Transportation & Environmental Services</p>	<p>60</p>	<p>The gravel lot at Alexandria Union Station, where the proposed additional parking is recommended is currently available to City employees that have a permit. How will this city employee parking which uses a portion of the lot be affected? Figure 5.1-23 also shows 150 parking spaces with the reconfigured lot, which likely would not accommodate station employee parking, city employee parking, and rider parking. How will these needs be accommodated? Was any consideration made for structured parking? Has any station parking demand been determined beyond the buildout year of 2040?</p>
		<p>61</p>	<p>Please ensure that any discussion on parking is closely coordinated with the City of Alexandria.</p>
		<p>62</p>	<p>Does the project team anticipate additional parking supply increases in the City of Alexandria due to the project aside from the 150 spaces identified?</p>
	<p>Planning & Zoning</p>	<p>65</p>	<p>Can project funding be used for improvements at Union Station, including improvements to parking facilities?</p>
<p>Mapbook D-1 Comments</p>	<p>Transportation & Environmental Services</p>	<p>66</p>	<p>Please clarify the use of the proposed walls shown in blue in the mapbook. What kind of walls are these, how tall are they and what is their purpose? What other stakeholders are proposing potential walls? (per map dotted blue line – “proposed by others” Please describe the process for noise mitigation & the associated timeline</p>
		<p>67</p>	<p>Temporary Limits of Disturbance - It's not clear in the maps if the temporary limits of</p>

			disturbance, in many cases, are supposed to be aligned with the permanent limits of disturbance or ROW, or beyond them, because they are often shown adjacent / outside them, but using the same line configurations.
		68	Temporary Disturbance at Potomac Avenue - Sheet 4 of 89 shows a temporary limit of disturbance on the east side of Potomac Avenue crossing of Four Mile Run – what is the intent of this area and the impacts anticipated?
		69	Sheet 6 of 89 - Will the connection to the CSX / Norfolk Southern Rail spur be maintained during and after construction? This spur will likely be needed for remediation of the GenOn plant site (removing debris etc.), which may be around the same time that construction would occur of the DC2RVA project.
		70	Temporary Disturbance at Cameron Street - Sheet 8 of 89 shows a temporary limit of disturbance over a portion of Cameron Street – will the operation of Cameron Street be impacted?
	Recreation, Parks and Cultural Activities	71	Sheets 4-7 of 89 show several City of Alexandria owned parcels as ‘CSXT ROW’ per the legend. Please verify and clarify the ownership.
	Planning & Zoning	72	Proposed heights of retaining walls will likely have adverse sound impacts to adjacent properties and communities. Some analysis should be conducted to determine impacts
		73	To the extent possible, retaining walls should utilize landscaping, grading, etc. to minimize visual impact to adjacent communities/properties. If the walls in some areas need to be 6-9.5ft for example, that may have visual impacts to neighborhoods like Potomac Greens, Old Town Greens, etc.
		74	Has the DEIS identified potential impacts on air quality resulting from construction? And potential contamination from soil removal/pounding? What are the impacts?
Air Quality Impacts	Transportation & Environmental Services	75	What are the impacts on criteria pollutants (NOx, SOx, CO, PM (2.5 & 10), PB & Oz) emissions from rail operation and construction machinery?
Potential contamination	Transportation & Environmental Services	76	Did not see any evaluation of past land use for potential contamination. It appears that the DEIS only looked at sites currently available in existing EPA databases, location of current petroleum facilities. Has the project team coordinated with the City of Alexandria to identify other potential sources of contamination?
		77	Has the DEIS identified potential contamination from soil/material removal from construction activities
Potential Storm water Impacts	Transportation & Environmental Services	78	Stormwater impacts: this statement needs to be evaluated further: (page 4-8 on executive summary)
		79	Additional runoff as a result of the Build Alternatives would be minimal because the increases in impervious surface are small. Stormwater runoff from railways is generally less pronounced than that from roadways because much of the rail bed is permeable to rainfall (i.e., ballast and side

		80	<p>slopes).</p> <p>Short-term adverse impacts on water quality within the study area may result from soil erosion and sedimentation because of land-disturbing activities during construction. Land-disturbing activities include construction of the rail bed, tracks, bridges, signal and communication facilities, and other related structures and facilities of the railroad, including grade crossings, clearing of right-of-way, staging areas, access roads, and borrow/spoil areas. Construction-related effects are likely to be similar for road and rail (see Section 4.19 for descriptions of construction activities). Uncontrolled erosion and sedimentation can affect aquatic algae and submerged aquatic vegetation, benthic macro invertebrate habitat, and fish spawning habitat and it can remove food resources for some stream species.</p>
		81	<p>The route through the Eisenhower Valley in the City of Alexandria using the color-coded legend (orange track = shift to east or west; black track = existing track), depicts sections of track to be shifted into existing wooded areas between Tarleton Park and Cameron Run Regional Park and the Old Cameron Run Floodplain Forest at the confluence of Strawberry Run and the old Cameron Run channel (OCC in City Flora). If tracks are shifted into these areas there is potential for loss of tree canopy, native vegetation, including uncommon to rare species; and the loss or disturbance of quality wildlife habitats and corridors, which are all concerns to the City of Alexandria.</p>
<p>Wetlands/Natural Resources</p>	<p>Recreation, Parks and Cultural Activities</p>	82	<p>An isolated forested tract exists in the City of Alexandria Eisenhower Valley consisting of two contiguous parcels: the 12 acre site at 4050 Wheeler Ave. owned by the Norfolk Southern Railway Co. and a similar-sized parcel to the east that is owned by Virginia American Water.</p> <p>The parcels comprise an alluvial bottomland forest community, with seasonally-flooded back swamp depressions and braided waterways, including the undeveloped lower reaches of Strawberry Run. The flora is highly diverse, and includes a number of species that are unknown elsewhere in Alexandria, such as Squarrose Sedge (<i>Carex squarrosa</i>) and Large-seeded Forget-me-not (<i>Myosotis macrosperma</i>).</p> <p>The relatively large size of these two parcels, abundance of forested wetlands, floristic diversity, and wildlife habitat value make them important sites in Alexandria.</p> <p>Any disturbances near water courses, like Four Mile Run, where earth moving activities will occur, it is recommended to include the control of invasive species that typically rise up out of these construction activities. Native species should be replanted in lieu of typical cold season grass mixes during stabilization.</p>
	<p>Planning & Zoning</p>	84	<p>Within segments of the CSX Corridor there are existing trees/landscaping between the rail corridor and adjacent homes. With addition of the additional rail and associated impacts, to the extent possible, preserve or provide replacement landscaping to buffer adjacent homes/uses.</p>

<p>Electromagnetic field generation/interference</p>	<p>Transportation & Environmental Services</p>	<p>85</p>	<p>Even if the operation of engines is powered by diesel, it is important to understand EMF generation/interference during construction. Have these impacts been studied and will they be identified?</p>
<p>Energy Consumption</p>	<p>Transportation & Environmental Services</p>	<p>86</p>	<p>Table 4.23-1 in Ch. 4 indicates that energy consumption changes (no build to build) are Low-Medium for Area 2A. However, section 4.8.1 does not list the source of energy consumption during operation for alt 2A. It also notes that there will not be important changes in energy consumption during construction. What are the sources of increased (medium-low) energy consumption for Alt 2A?</p>
<p>Land Acquisition and Land use changes (transport) Various stakeholder coordination</p>	<p>Transportation & Environmental Services</p>	<p>87</p>	<p>What are the exact locations and dimensions of the lands that need use change from agricultural to transportation?</p>
	<p>Transportation & Environmental Services</p>	<p>88</p>	<p>Has DRPT Coordinated with Dominion Virginia Power for the construction of the 230 kilovolt, underground transmission line between Alexandria and Arlington County?</p>
<p>Transportation & Environmental Services</p>	<p>Transportation & Environmental Services</p>	<p>89</p>	<p>Long term and short term impacts on water quality may result from impacts to Four Mile Run, Cameron Run, and Cameron Run Tributaries during and after construction. Short term impacts include increased erosion and sediment entering waterways from construction, habitat destruction, increased pollutant loading during replanting phases, and an increase in chemicals entering waterways during construction. Current plans demonstrate long term impacts to RPAs which may result in long term loss of buffer vegetation, loss of wildlife habitat, increased impairment of water quality, decreased stream stabilization, and an increase of toxic compounds from increased train traffic, snow and ice removal chemicals and herbicides. The permanent loss of the tree canopy may result in increased water temperatures. There is a potential for increased runoff due to an increase in impervious area.</p>
<p>Water Quality Impacts</p>	<p>Transportation & Environmental Services</p>	<p>90</p>	<p>Long term and short term impacts on water quality may result from impacts to the streambed at Four Mile Run. The current plan proposes a major river impact at the Four Mile Run crossing. Short term impacts include increased erosion and sediment from construction and habitat destruction. Long term effects may include loss of aquatic habitat, loss of aquatic vegetation, water quality impairments, decreased stream stabilization, and changes in flow patterns and morphology of the stream.</p>
	<p>Transportation & Environmental Services</p>	<p>91</p>	<p>Possible impacts to wetlands include degradation of the wetland habitat through increased erosion during construction and impacts to water quality.</p>
	<p>Transportation & Environmental Services</p>	<p>92</p>	<p>Direct impacts are proposed within floodplain areas which may result in degradation of water</p>

		<p>93</p>	<p>quality and habitat. If storage is lost within the floodplain, increased flooding may occur.</p> <p>The proposed plan will be required to demonstrate compliance with stormwater quality requirements, to include state phosphorus reductions and the Alexandria water quality volume default. Although the project is conditionally exempt from additional avoidance or minimization of impacts to RPAs, the City will require Water Quality Impact Assessments to be completed due to the large amount of impacts to the City's RPA</p> <p>In addition to the environmental compliance items in the EIS, is the project in compliance with the Chesapeake Bay Act as incorporated in the City's EMO.</p> <p>There may be other environmental compliance items associated with Contaminated Lands given the proposed alignment.</p>
	<p>94</p>		





DC2RVA Tier II Draft Environmental Impact Statement

City Council
October 24, 2017





DC2RVA Overview

- Federal Railroad Administration & Virginia Department of Rail & Public Transportation sponsored project
- 123-mile rail corridor from the Long Bridge in Arlington to Richmond
- Project goals:
 - Improve reliability and on-time performance
 - Reduce travel time and improve trip times
 - Increase Amtrak service between DC and Richmond by adding up to 9 round-trips; currently 10 trips per day



Project Description - Alexandria

- Construct a fourth track from Crystal City to Alexandria
- Slight realignment of existing tracks
- Improvements generally within existing ROW



Key City Comments

- Realignment of Existing Tracks
- Proposed Retaining Walls along the Corridor
- Noise and Vibration Impacts
- Parking Facility at Union Station
- Minor Property Acquisition





Additional Stakeholders

- WMATA is providing comments in relation to the Potomac Yard Metrorail station
- VRE is providing technical comments
- Ongoing coordination between DRPT, CSX, and Dominion regarding the 230kV line



DC2RVA Study Update

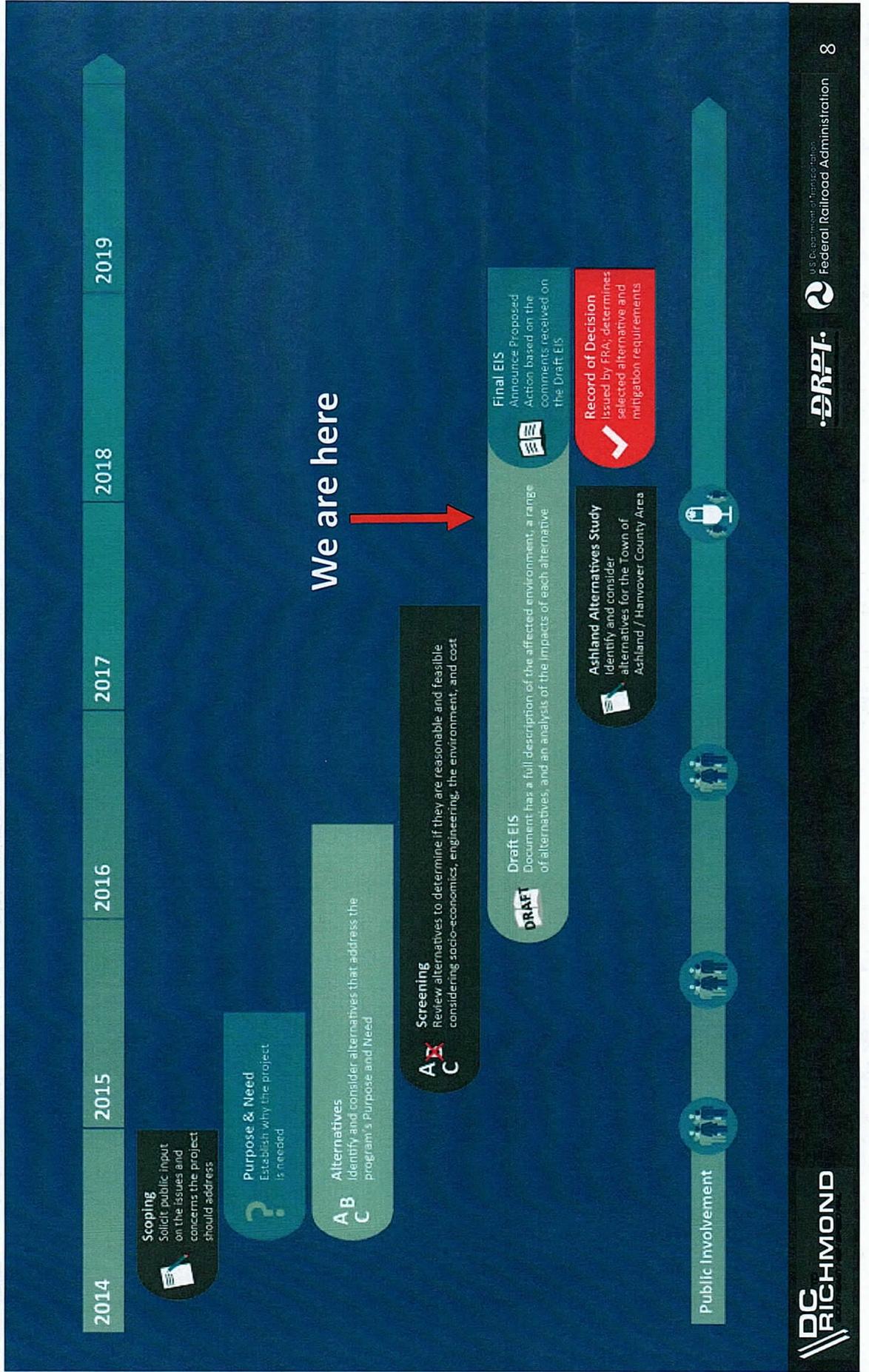
Alexandria City Council

October 24, 2017

Agenda

- Tier II EIS Schedule
- Project Purpose & Need
- DRPT Recommended Alternatives
- Next Steps
- Atlantic Gateway Projects

EIS Project Schedule



Why are we doing this study?

- Increase passenger and freight throughput capacity on the I-95 corridor
 - Most unreliable and heavily congested corridor in Virginia (2013 VTRANS 2035 Update and INRIX US Traffic Hotspot Study 2017)
 - Additional VRE/Amtrak service impossible without more rail capacity
 - Additional I-95 truck diversion not possible without more rail capacity
- Provide more frequent and reliable intercity passenger trains
 - Double the number of Amtrak round trips in the corridor
 - Improved mobility for future workforce, businesses and customers
- Build upon rail projects already underway in corridor and region

DC2RVA Purpose & Need

IMPROVED
Reliability



INCREASED
**Frequency
of Service**

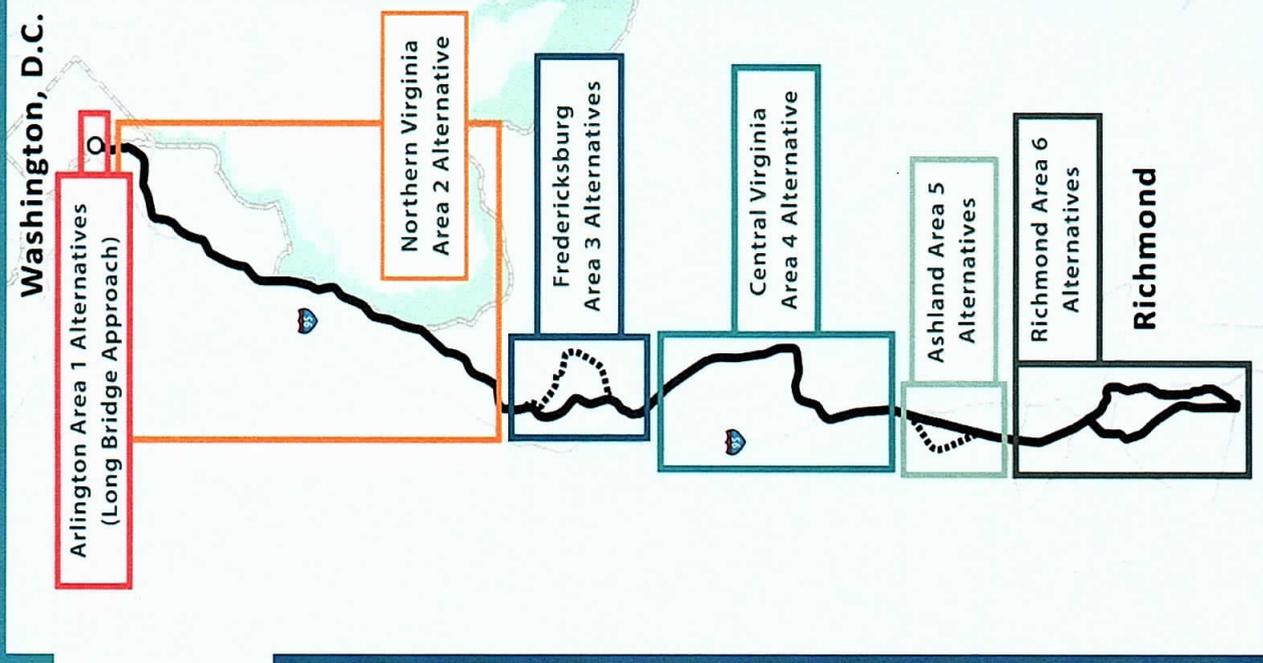


DECREASED
**Travel
Time**



DRPT Recommendations for DC2RVA

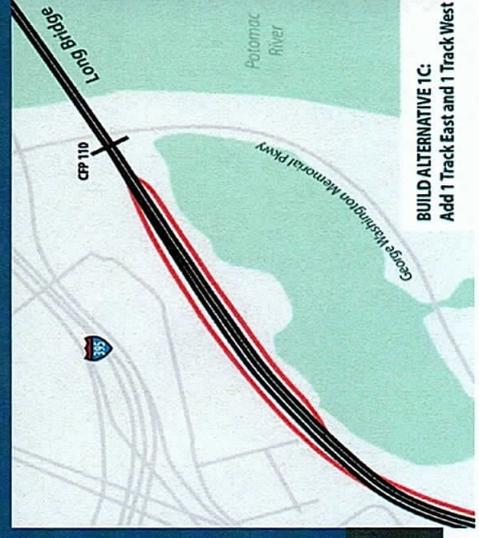
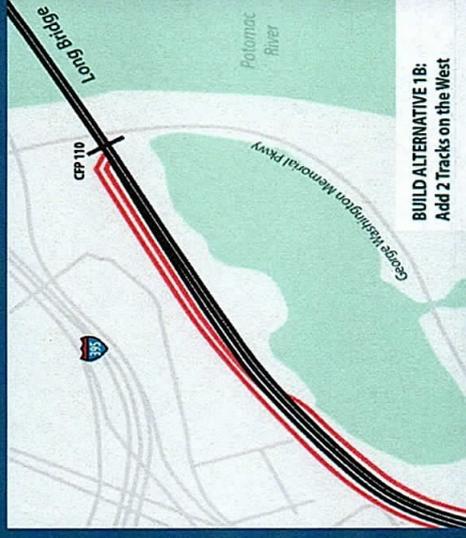
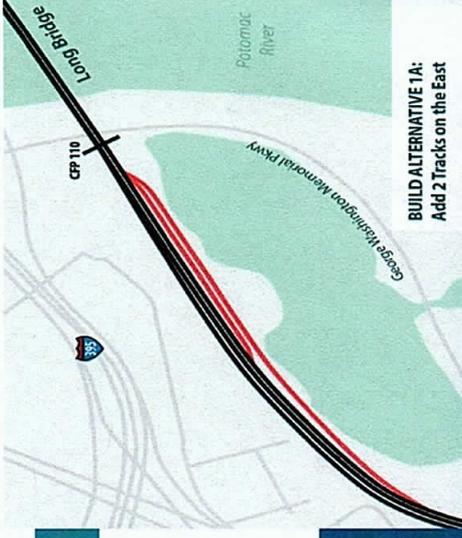
- Must have additional track capacity to support passenger, commuter, and freight growth on the corridor
- Northern Virginia is most congested area, needs to be implementation priority
- Expanding capacity on the Long Bridge across the Potomac River is critical



Area 1: Arlington (~1 mile)

**DRPT Recommendation:
Add Two Tracks Within Existing Right-of-
Way consistent with Long Bridge Study
Recommendation (\$36-\$47 Million)**

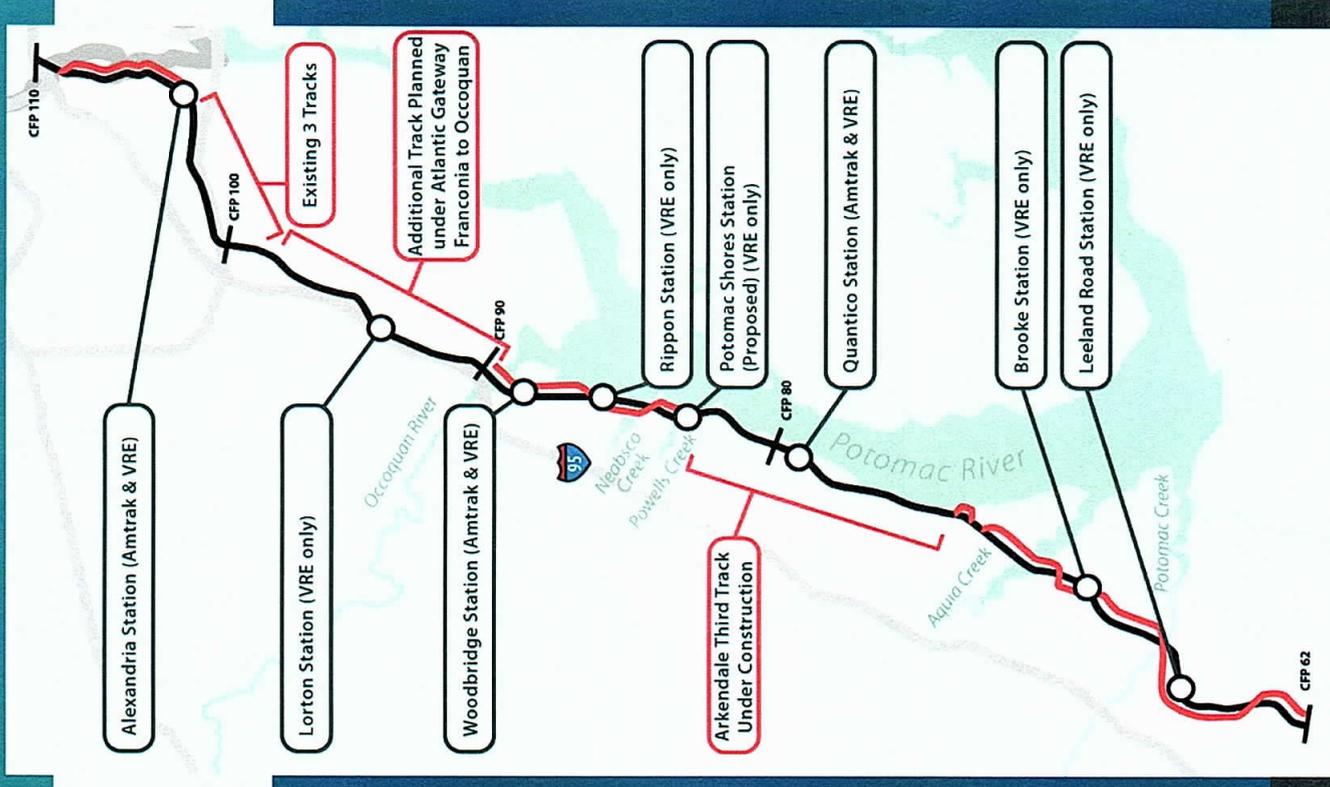
- 1A. Add two tracks east
- 1B. Add two tracks west
- 1C. Add one track west and one track east
- Final decision tied to DDOT Long Bridge EIS Recommendation



Area 2: Northern VA (47 miles)

**DRPT Recommendation:
Add Fourth Track Crystal City to
Alexandria; Add Third Track
Alexandria to Fredericksburg within
Existing Right-of-Way (\$1.7 Billion)**

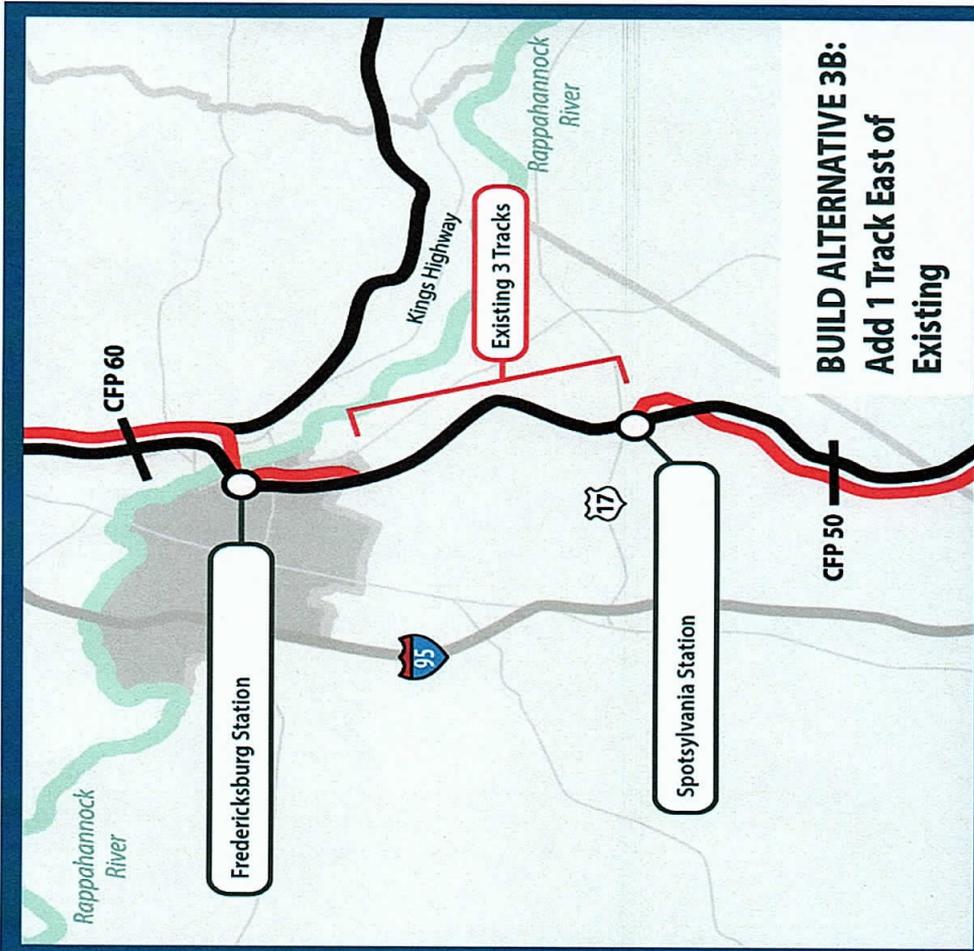
- Major water crossings at Occoquan, Neabsco, Powells, and Aquia (New bridges parallel to existing rail bridges)
- 8 miles of 3rd track from Franconia to Occoquan- environmental clearance through separate categorical exclusion (CE)



Area 3: Fredericksburg (14 miles)

DRPT Recommendation:
Add Third Track through City of
Fredericksburg on Existing
Right-of-Way (\$507 Million)

- Major water crossing at Rappahannock River (New bridge parallel to existing rail bridge)



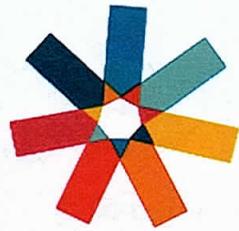
DRPT's Prioritized Recommendation

Summary

Area in Order of Construction Priority	Recommendation	Approximate Comparative Cost (millions 2025 \$)
Northern Virginia	Additional third or fourth track	\$1,653
Arlington	Three options depending on Long Bridge	\$36 to \$47
Fredericksburg	Additional third track through City	\$507
Richmond	Main Street Station and Staples Mill Road Station – Full Service via S-Line	\$1,483
Central Virginia	Additional third track	\$643
Ashland	TBD- with input from Ashland/Hanover CAC	TBD

DC2RVA Project – Next Steps

- Draft EIS 60-day public comment period September 8, 2017 to November 7, 2017 (Northern Virginia Public Hearings were held October 17-19)
- CTB to recommend Preferred Alternative
- Recommendation Report
- Preliminary Engineering for Preferred Alternative
- Service Development Plan
- Final EIS and ROD



Atlantic Gateway

Partnering to Unlock the I-95 Corridor

Atlantic Gateway

Project Partners

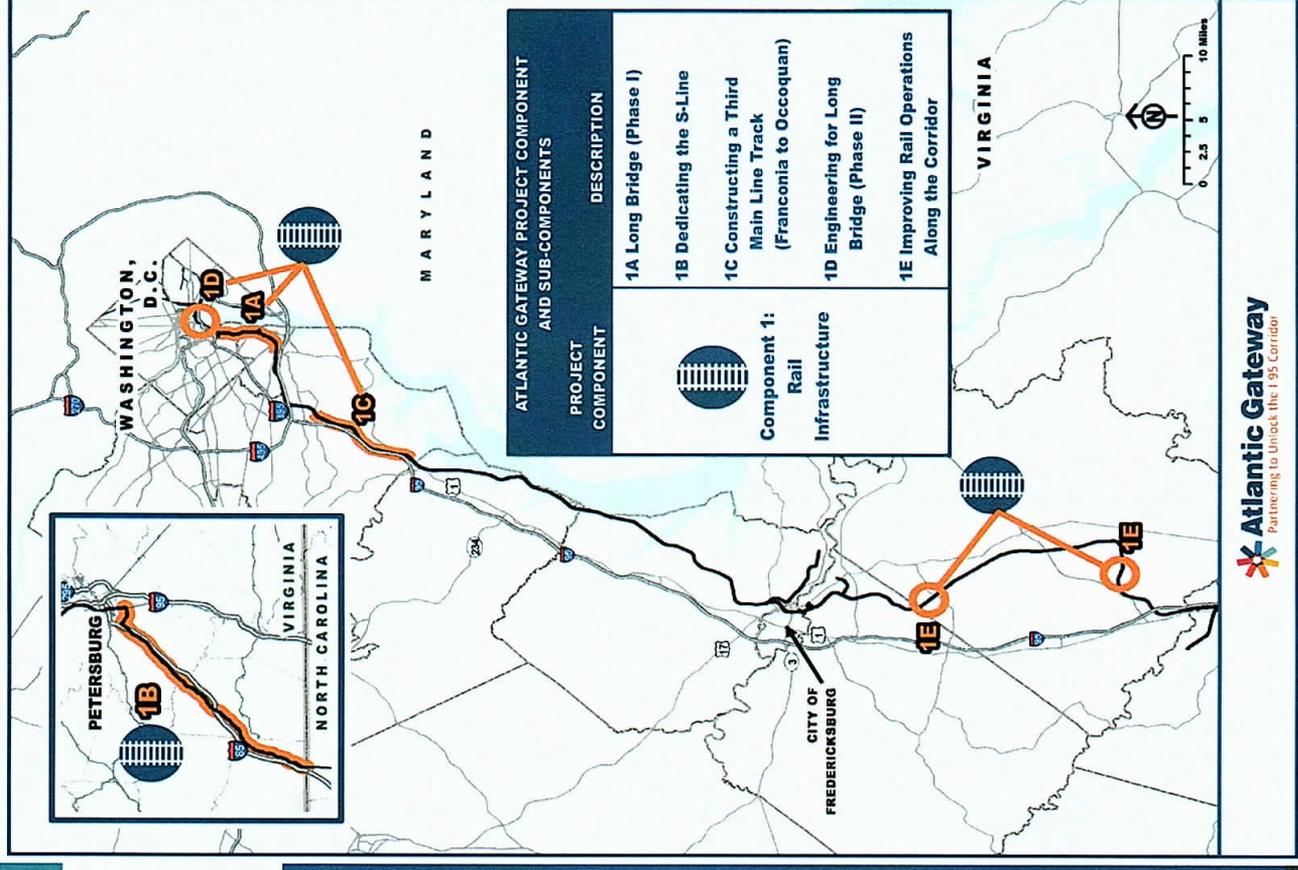
- DRPT, VDOT, Transurban, CSX.

Purpose

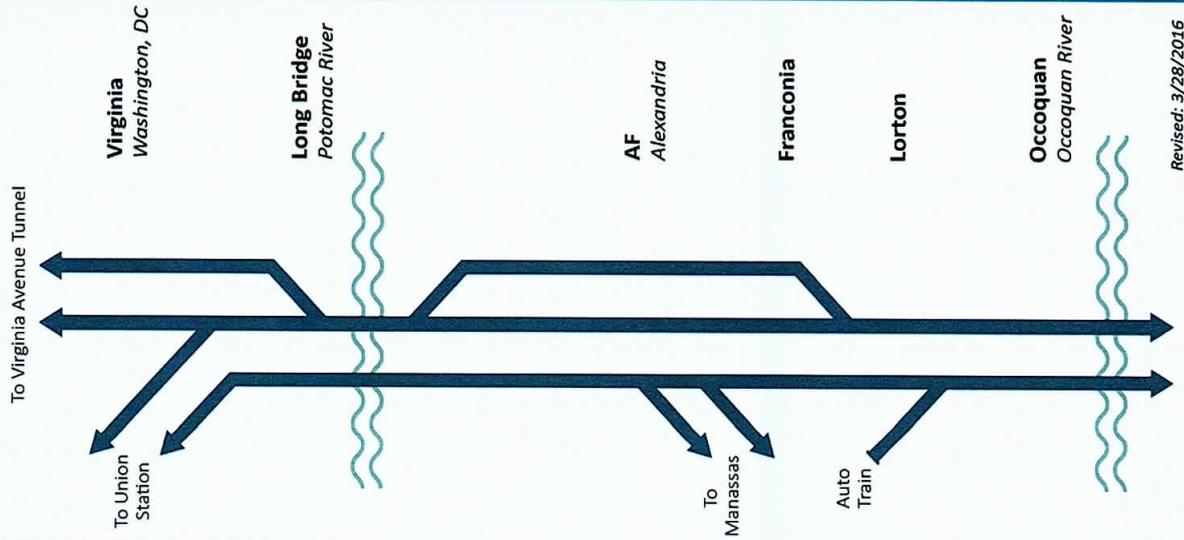
- Accelerate projects for long-term, shared-use multimodal network.
- Resolve bottlenecks, congestion, safety concerns.
- Accommodate growth in freight and passenger volume.

Total Atlantic Gateway Costs

- \$1.4 Billion:
 - \$165 million Federal FAST Lane.
 - \$490 million Rail and Transit.

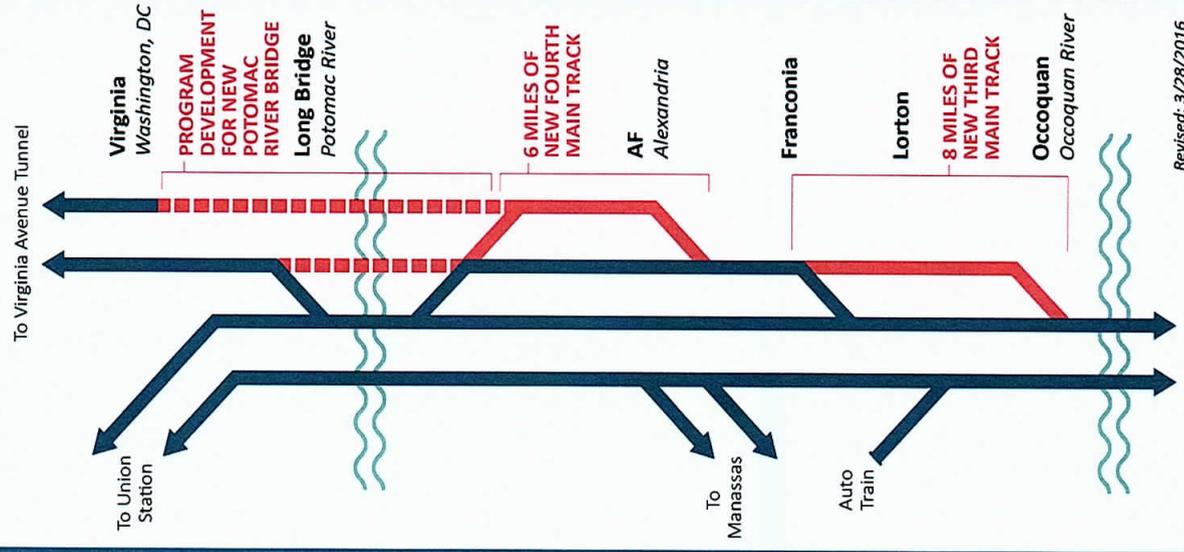


TODAY



Revised: 3/28/2016

FUTURE

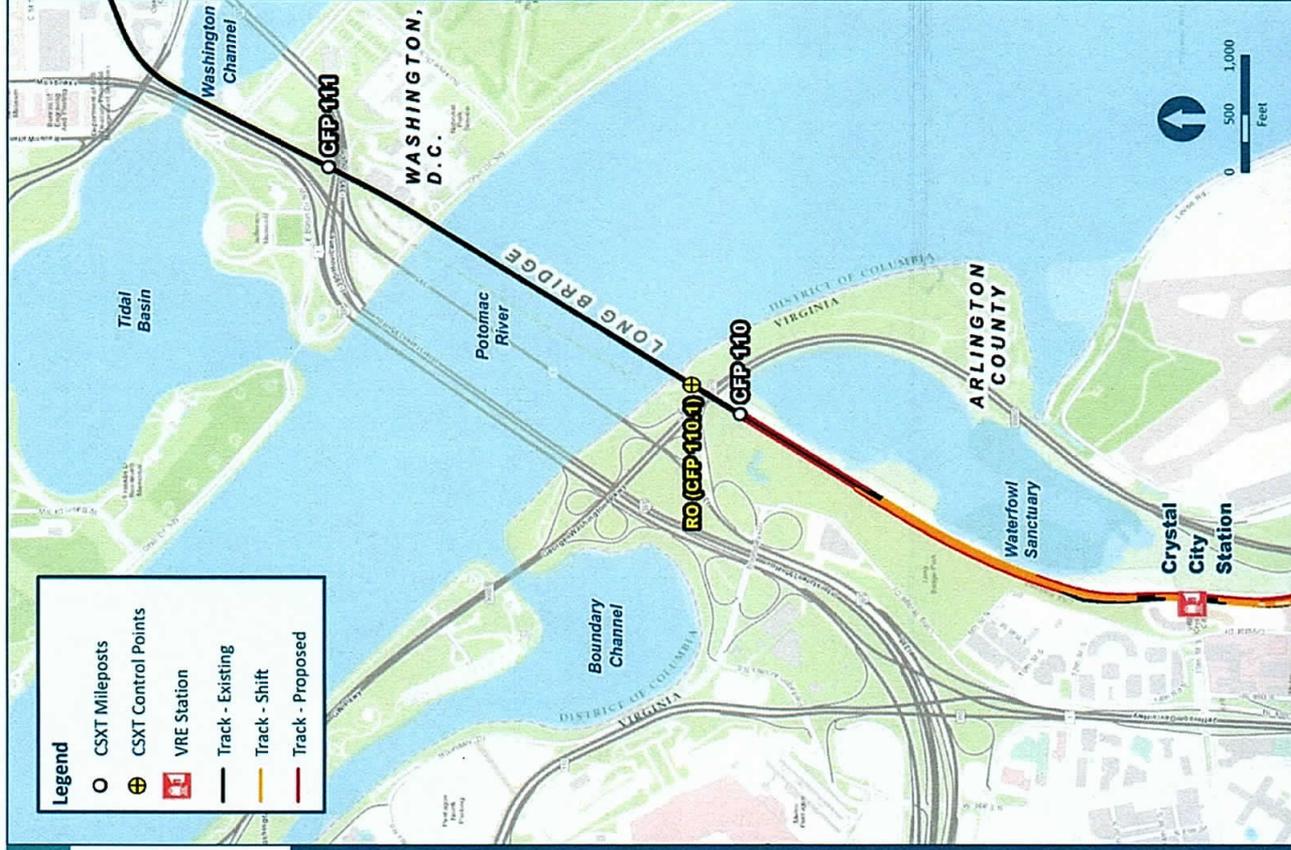


Revised: 3/28/2016

Atlantic Gateway

Long Bridge

- Construct six miles of new, fourth mainline track from Control Point RO in Arlington, Virginia to Control Point AF in Alexandria, Virginia.
- Increase rail capacity between Washington, DC and Virginia across the Potomac River.
- NEPA completion anticipated in Summer 2019.





Requested Action

- Adopt Resolution:
 - ✓ Endorses staff comments which are more detailed elements of the key City concerns already noted
 - ✓ Authorize City Manager to Submit Comments to DRPT



Thank You

Questions?

Vision Zero Action Plan Strategies

PROMOTE A CULTURE OF SAFETY

- Inform the public of Vision Zero efforts
- Create a network of Vision Zero partnerships
- Craft a public education campaign
- Encourage city staff to incorporate Vision Zero into everyday practices
- Strengthen traffic safety enforcement policies and practices

BUILD SAFE STREETS FOR EVERYONE

- Improve delivery and implementation of safety treatments
- Develop and implement infrastructure policies to reduce KSIIs

IMPROVE DATA COLLECTION AND EVALUATION

- Enhance data collection and coordination efforts
- Make information easily available to the public
- Evaluate success of existing and planned programs to determine best way to allocate resources for change

ENHANCE CITY PROCESSES AND COLLABORATION

- Support and encourage statewide legislative efforts to implement stricter traffic safety laws
- Evaluate City policy and administrative guidelines to improve safety outcomes

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM #5 – VISION ZERO UPDATE

ISSUE: Staff update to Transportation Commission on Draft Vision Zero Action Plan

RECOMMENDATION: That the Transportation Commission hold a public hearing on the Draft Vision Zero Action Plan.

BACKGROUND: On January 24, 2017, the City of Alexandria adopted Vision Zero with the goal of eliminating all traffic deaths and serious injuries by 2028. City Council directed the City Manager to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach this goal. Staff began development of this effort immediately, launching the development of the Draft Vision Zero Action Plan (the Action Plan). For more information, please visit: <https://www.alexandriava.gov/VisionZero>

In May and June, City staff and consultants held eight unannounced “pop-up” events in the community to engage people in conversations on traffic safety, including their concerns, and increase awareness of Vision Zero. Over 500 surveys, in both English and Spanish were completed and 2,000 postcards distributed during the eight pop-up events to direct people to an AlexEngage and online data crowd-sourcing map. There were over 500 responses to the online survey and over 300 issues reported using the interactive map. This community input was used to inform strategies in the Action Plan.

The project team reviewed best practices in traffic safety; summarized existing plans, program, and policies related to traffic safety; and finalized the crash analysis. The team used this information to craft the strategies and action items in the plan.

Following the Transportation Commission meeting in September 2017, staff updated the strategy and timeline for gathering input from the Commission and provided the draft Vision Zero strategies to the Transportation Commission Vision Zero Subcommittee for review in October. The subcommittee comments were incorporated into the version of the plan that was released to the public.

DISCUSSION: The Draft Vision Zero Action Plan (the Action Plan) was released to the public on November 8, 2017¹. The Action Plan outlines the elements involved in developing the plan and the action items that will help the City achieve zero fatalities and severe injuries by 2028. The Action Plan was built through a collaborative process that included input from the community, expertise from an interdepartmental work group, an analysis of crash data and a study of best practices.

The Alexandria Office of Performance and Accountability (OPA) conducted an analysis of traffic data provided by the Alexandria Police Department (APD) from the Traffic Records Electronic Data System (TREDS). Their findings, as well as those by the consultant team, were used to develop strategies and action items in the plan. Some key findings from the data showed that:

- Killed or severely injured (KSI) crashes have trended down since 2011
- Pedestrians and cyclists are disproportionately represented among KSI crashes
- Older and younger people have a higher risk of serious injury or fatality if involved in a crash

The data also provided helpful insight into where crashes are occurring and highlight a “high injury network” of corridors as well as areas where more KSI crashes are occurring. The data, as well as the input from the public and best practices around the county were used to craft action items that will get the City to zero. [Click here](#) to view their full data analysis².

Four major themes emerged in the development of specific strategies and action items. The themes were then broken down into more specific strategies, each with associated action items:

1. BUILD SAFE STREETS FOR EVERYONE
 - Improve delivery and implementation of safety treatments
 - Develop and implement infrastructure policies to reduce KSIs
2. PROMOTE A CULTURE OF SAFETY
 - Inform the public of Vision Zero efforts
 - Create a network of Vision Zero partnerships
 - Craft a public education campaign
 - Encourage city staff to incorporate Vision Zero into everyday practices
 - Strengthen traffic safety enforcement policies and practices
3. IMPROVE DATA COLLECTION AND EVALUATION
 - Enhance data collection and coordination efforts
 - Make information easily available to the public
 - Evaluate success of existing and planned programs to determine ways to improve allocation of resources for change
4. ENHANCE CITY PROCESSES AND COLLABORATION
 - Support and encourage statewide legislative efforts to implement stricter traffic safety laws
 - Evaluate City policy and administrative guidelines to improve safety outcomes

¹ <https://www.alexandriava.gov/uploadedFiles/tes/info/Action%20Plan%20Final%20Draft.pdf>

² <https://www.alexandriava.gov/uploadedFiles/tes/info/Memo%20and%20Report%20for%20Website.pdf>

The details of the action items that fall within each of these areas is detailed in Appendix C of the report where more information can be found regarding implementation timeline, funding and departments responsible for implementation. Staff is developing a three-year work plan that provides greater detail and will help break the action items into measurable milestones. The action items outlined in the Action Plan are intended to begin within the first five years of the Vision Zero Program. As progress is made on the action items, new trends will emerge with traffic crashes in Alexandria and as new technology is developed, staff will reevaluate the program to determine the effectiveness of the implemented measures and new strategies that should be considered.

A Vision Zero dashboard will be created to report the City's progress as we work toward zero. Additionally, City Staff will provide an annual report to the Transportation Commission detailing the status of the action items and in conjunctions with the annual Complete Streets program update.

Staff will seek the Transportation Commission's endorsement of the Final Plan at the December 6, 2017 meeting. The Action Plan will be brought before City Council for adoption during their public hearing scheduled for December 16, 2017.

FISCAL IMPACT: Many of the action items are funded through existing resources, but additional capital and operating money will be required to implement them in the recommended timeframe. Many of the short-term action items (1-2 years) are funded through FY 2018 dollars that were included in the Complete Streets budget. Many of the action items will require significant staff time and are dependent on resources. However, the projects conducted through the Complete Streets program and identified in the Pedestrian and Bicycle Master Plan will address a number of the engineering action items. To fully implement this plan in an expedited timeframe, up to an additional \$200,000 of operating funding and \$1,300,000 annually will be required over the next three to five years. Funding beyond that will be identified after the third annual report is produced and an assessment of new trends in traffic crashes as well as the status of the initial action items is complete. Staff will continue to seek grants to fund larger infrastructure projects such as intersection and corridor redesigns.

ATTACHMENTS:

Attachment 1: Vision Zero Strategies Table

City of Alexandria, Virginia

MEMORANDUM

DATE: November 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM #6 – PROPOSED PROGRAM FOR NVTA 70% SIX-YEAR PROGRAM (FY18-23)

ISSUE: Consideration of the City of Alexandria’s proposed program of transportation projects for submission to the Northern Virginia Transportation Authority (NVTA) for 70% regional transportation funding for FY 2018 – FY 2023

RECOMMENDATION: Transportation Commission endorses the proposed program of transportation projects for submission to the Northern Virginia Transportation Authority (NVTA) for seventy (70) percent regional transportation funding for FY 2018 – FY 2023; and recommends City Council consideration and approval of the proposed program at the November 28, 2017 Legislative session.

BACKGROUND: In April 2013, House Bill 2313 was signed into law, levying additional taxes and a fee in Planning Districts that meet population, motor vehicle registration, and transit ridership criteria. The additional revenues generated in Northern Virginia through these taxes and fees are deposited into a fund managed by the Northern Virginia Transportation Authority (NVTA). Thirty (30) percent of the funds are distributed directly to member localities for use on transportation projects; the remaining seventy (70) percent of the funds are distributed by NVTA and used for regional transportation projects.

Projects seeking NVTA 70% regional transportation funds must be included in NVTA’s long range transportation plan, TransAction, which was approved by the NVTA at their October 12, 2017 meeting. At the May 18, 2016 Transportation Commission meeting, the Commission endorsed a recommended project list to be included in TransAction.

DISCUSSION: On October 12, 2017, the NVTA formally requested applications seeking 70% regional transportation funding for its first six-year program, FY 2018 – FY 2023. It is anticipated that approximately \$1.5 billion (based on revenue projections) will be made available within this six-year program for regional transportation projects. The City of Alexandria’s prioritized program of transportation projects is based on need and priority; has been previously endorsed and recommended by the Transportation Commission; and is included in NVTA’s TransAction:

West End Transitway - Northern Segment (Priority 1) - This project is the first phase of the West End Transitway, a BRT (Bus Rapid Transit) service providing high capacity, frequent transit service between Landmark Mall and the Pentagon. The service will connect major employment, residential, and transit hubs to the regional Metrorail system. The funding request will leverage approved SMART SCALE funds and planned FTA (Federal Transit Administration) grant funds.

FY18	FY19	FY20	FY21	FY22	FY23	Total Request
\$250,000	\$250,000	\$250,000	\$20,000,000	\$20,000,000	\$20,000,000	\$60,750,000

Transit Signal Priority on Route 7 and Route 236 (Priority 2) - This project will install Transit Signal Priority (TSP) equipment on the traffic signals along Route 7 (King Street) from Dawes Ave to Quaker Ln and on Route 236 (Duke Street) from S. Walker St to Telegraph Rd. This project improves regional transportation since Metrobus routes on these two roadways provide service beyond Alexandria. The project will support better transit reliability to encourage transit ridership.

FY18	FY19	FY20	FY21	FY22	FY23	Total Request
\$0	\$180,000	\$1,015,491	\$0	\$0	\$0	\$1,195,491

DASH Technology Needs (Priority 3) – This project will provide funding for DASH to invest in technology to improve the operations and efficiency of service delivery. This project includes the procurement of Real-Time GTFS and Real-Time SMS software. Real-Time GTFS will allow DASH to provide real-time trip planning information to patrons and link such data with other transit agencies throughout the region. Real-Time SMS will allow riders to access real-time transit information via text messages.

FY18	FY19	FY20	FY21	FY22	FY23	Total Request
\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

DASH Fleet and Facility Expansion (Priority 4) – This project will provide for expansion of the DASH Fleet to provide additional service connecting Alexandria with major regional employment centers (Pentagon, Mark Center, NSF, USPTO) and transit systems (Metrorail, VRE).

FY18	FY19	FY20	FY21	FY22	FY23	Total Request
\$0	\$0	\$2,300,000	\$1,350,000	\$4,110,750	\$4,172,411	\$11,933,161

King Street Pedestrian/Bike Improvements/TSP/ITS (Priority 5) - Upper King Street has a history of pedestrian fatalities due to high vehicle volumes and speeds. It is also a major connection between I-395 and central Alexandria. This project is a high priority project in the Transportation Master Plan and includes new sidewalks along the north and south sides of King Street, and an enhanced bicycle facility, including over I-395, to improve important pedestrian and bicycle access and connectivity, as well as provide the essential traffic infrastructure for future technology improvements.

FY18	FY19	FY20	FY21	FY22	FY23	Total Request
\$0	\$0	\$0	\$0	\$700,000	\$1,500,000	\$2,200,000

Duke Street BRT (Priority 6) – This project will fund the NEPA process and Design of the project. The Duke Street BRT project will provide high capacity transit service between the King Street Metro station and Landmark Mall and the western City limit and will include dedicated and shared lanes, transit signal priority, full service BRT stations, and pedestrian / bicycle facilities.

FY18	FY19	FY20	FY21	FY22	FY23	Total Request
\$0	\$	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$12,000,000

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 7 - FY 2019 CAPITAL IMPROVEMENT PROGRAM
BUDGET GUIDANCE

ISSUE: Update on FY 2019 City Capital Improvement Program (CIP).

RECOMMENDATION: That the Transportation Commission receive the update and provide guidance to staff for preparation of the FY 2019 budget for inclusion in the City Manager's FY 2019 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 to fund 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.

One of the objectives of the Council's Strategic Plan (2017-2022) is to *develop local, reliable funding mechanisms to support a fiscally constrained transportation plan*. In 2011, the Council approved a 2.2 cent reservation of the property tax to fund transportation projects. This funding has provided the opportunity to fund many of the projects on the Long Range Transportation Plan (LRP) over the next ten years. In 2013, House Bill 2313 was signed into law which levies additional taxes and fees to generate additional revenue for transportation projects. In November 2017 the Commission recommended the following initial policy guidance to staff for the FY 2016-26 CIP:

- 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 CIP 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.

DISCUSSION: The City continues to experience limited revenue growth which cannot sustain the increasing costs of providing unchanged levels of service to the community. Revenues for FY 2019 are projected to grow by just over 1% and expenditures (if not constrained) by about 3%. This results in a \$31.8 million budget gap that must be closed. In addition, any increased spending for capital infrastructure, schools, or expanded services, continues to compete against the current services offered. In times of slow revenue growth, it is important to identify and align limited resources with community priorities. Therefore, to develop a fiscally responsible budget, service reductions may be necessary and any new or expanded services will likely be substantially limited in FY 2019.

A memorandum from the City Manager dated November 2, 2017 (See Attachment 1) was sent to the Commission members related to the FY 2019 budget. This memo explains the need to prioritize service and investments and called for a discussion of priorities in policy and programmatic areas that (i) constitute the highest priorities, as well as (ii) areas that constitute the lowest priorities under the respective purview of the Transport Commission. This will inform the prioritization process and help to ensure key policy and programmatic areas are sustained as much as possible. Your feedback will assist City staff in developing budgets that support the most important services for the community at large. Furthermore, the City Manager has also identified a series of priorities relevant to transportation project planning and implementation. These include: (i) Vision Zero and (ii) staffing for CIP project implementation.

The Commission's feedback on these two priorities will assist City staff in developing budget submissions and reflecting the priorities of the Transportation Commission. It is requested that responses to the above questions are provided to the Director of Transportation and Environmental Services (T&ES) by November 30, 2017.

ATTACHMENTS:

Attachment 1 – November 2, 2017 Memorandum from City Manager

Attachment 2 – FY19 CIP Funding by Transportation Mode and Category



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

MARK B. JINKS
City Manager

703.746.4300
Fax:
703.838.6343

November 2, 2017

Dear City Board, Committee, and Commission Chairs,

Thank you for your commitment of time and knowledge to one of our City boards, committees and commissions. Your work is greatly appreciated by City staff, City Council, your fellow residents and the business community. We recognize the importance of your input and guidance on major policy decisions that our community faces.

Like many local governments, the City continues to experience limited revenue growth which cannot sustain the increasing costs of providing unchanged levels of service to the community. Revenues for FY 2019 are projected to grow by just over 1% and expenditures (if not constrained) by about 3%. This results in a \$31.8 million budget gap that must be closed. In addition, any increased spending for capital infrastructure, schools, or expanded services, continues to compete against the current services offered. In times of slow revenue growth, it is important to identify and align limited resources with community priorities. Therefore, to develop a fiscally responsible budget, service reductions may be necessary and any new or expanded services will likely be substantially limited in FY 2019.

This year departments will be instructed to develop reductions totaling 2% of their budget to help close the budget gap. Departments will also be asked to set budget priorities based on specific criteria such as: level of mandate, reliance on the City as the service provider, cost recovery, portion of the community served, and how the service impacts the overall desired results of the community as defined by the City Council and the City's Strategic Plan. The process will help identify programs and services that are essential to the community.

To help inform the development of the FY 2019 budget, I would appreciate your input on the priorities of your board, committee or commission. Specifically, it would be helpful to know the policy and programmatic areas that are (1) your highest priorities, as well as (2) areas which are the lowest priorities under your respective purview. This will inform the prioritization process and help to ensure key policy and programmatic areas are sustained as much as possible. Your feedback will assist City staff in developing budgets that support the most important services for the community at large.

City Board, Committee, and Commission Chairs
November 2, 2017
Page 2

Please provide feedback, coordinated through your staff liaison, by **December 15, 2017**. There will be additional opportunities to provide input into the budget process through the budget public hearing and the department for which you provide advice and counsel.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark B. Jinks', followed by a horizontal line.

Mark B. Jinks
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routt, Director, Office of Management & Budget
Staff Liaisons to Boards, Committees and Commissions
Department Heads