



Transportation Commission

May 16, 2018

7:00 PM

City Council Workroom (City Hall, 2nd Floor)

AGENDA

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the April 18, 2018 Meeting
MINUTES CURRENTLY UNDER REVIEW
3. Updates to Receive (Consent)
 - A. WMATA Funding
 - B. FY2019 City Budget Highlights
4. Commission Updates
5. NVTAFY 2018 – 2023 Six Year Program and Letter - **ACTION**
6. U.S. DoT Grant Funding: Better Utilizing Investments to Leverage Development (BUILD) - **ACTION**
7. FY24-25 Smart Scale grants – **ACTION**
8. Commonwealth Transportation Board Six Year Plan Letter
9. Route 1 South Affordable Housing Project
10. 2018 Transportation Long Range Plan
11. Other business
 - A. Proterra 100% Electric Bus in Display between 6 and 7 pm. Test rides available

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, June 20, 2018 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

April 18, 2018
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Bruce Marsh, Commissioner Carolyn Schroder, Commissioner David Brown, Commissioner Alyia Gaskins, Commissioner Oscar Gonzalez, Commissioner Jake Jakubek, Commissioner James Lewis.

Staff Present: Hillary Orr - T&ES, Allan Fye – Transit Services, Ramiro Alberto Rios - Transportation Planning, Quance Lawson - Transportation Planning.

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:00 pm.

1. Public Comment Period

Chairman Klejst opened and closed the Public Comment Period with no comments from the public.

2. March 28 Meeting Minutes

Vice-Chair McMahon made a motion to approve the minutes as written. Commissioner Jake Jakubek seconded the motion and the Commission unanimously approved.

3. Updates to Receive (Consent Items)

Allan Fye, Transit Services Division Chief, provided a comprehensive summary of WMATA Legislation and Funding Update. The Virginia General Assembly reconvened on April 10 and considered amendments by the Governor related to WMATA Dedicated Funding. The General Assembly passed legislation providing WMATA with \$154M in annual capital funding, however, the impact to jurisdictions' Northern Virginia Transportation Authority (NVTA) 30% funds is significant. For Alexandria, this translates in a loss of approximately \$2.2M from the City's annual 30% program, the primary funding source for the DASH Fleet Replacement program. The General Assembly has until April 18 to act on any proposed legislative amendments. City staff will track the proposed amendments and, once the legislation is finalized and signed into law, determine the overall impact to the City. The

governor proposed amendments to reduce the impact by raising taxes. On April 18, 2018, the proposed amendments failed, and the original bill is now expected to be passed. In a separate bill, the General Assembly adopted a regional gas tax floor, which effectively guarantees a minimum amount of revenue from such tax. A portion of the revenue will be dedicated to WMATA as part of the overall annual dedicated funding package and a portion will be dedicated to VRE (Virginia Railway Express) for capital and operating needs.

Commissioner Gonzalez asked staff to elaborate on the Transit Capital Fiscal Cliff update. Allan Fye explained that the Commonwealth provides capital funding through the Department of Rail and Public Transportation's (DRPT) Transit Capital Grant Program to support and encourage capital investment in local transit systems. The grant program is funded through statewide transportation revenue and capital bonds. The funding from bonds will expire in FY19, resulting in a significant reduction in funding available for the capital grant program. These capital grants are a vital source of funding to support the City's contribution to WMATA. During the 2018 Legislative Session, the General Assembly did not act to address the fiscal cliff. It is assumed that the fiscal cliff issue will be revisited in the 2019 General Assembly Short Session.

Commissioner Gonzalez asked staff to elaborate on the Potomac Yard Metro Station update. Allan Fye, Transit Service Division Chief, stated that the Alexandria City Council reviewed updates on the new Potomac Yard Metrorail Station project, in anticipation of approving a new funding agreement to enable the Washington Metropolitan Area Transit Authority (WMATA) to award a construction contract. The project's initial budget of \$268 million was based on construction cost estimates in 2015. Since that time, sharp increases in the prices of concrete, steel and labor have combined with a shortage of qualified subcontractors in demand for many major transportation projects in the region and nationwide. WMATA received initial bids in March 2017 that significantly exceeded the project's initial budget. The City and WMATA asked vendors to explore design changes and other savings opportunities to make the project more cost-effective, and vendors submitted revised proposals to WMATA in February 2018. The revised proposals, which are still being reviewed by WMATA and the City, are lower than the original proposals but still higher than the initial project budget. The revised project budget is \$320 million, representing the new \$290 million agreement to provide funds to WMATA for construction, and \$30 million in additional City costs. The station will be funded through a variety of sources from the City – including the \$1.1 billion in new tax revenue gained primarily from development in Potomac Yard over the next 30 years; regional transportation authority grants; developer contributions; and special tax district revenue – without the need for any local money from the City's General Fund. This means most residents and businesses in Alexandria will not have to contribute existing local tax revenues to the station's construction. The funding plan for the station currently includes two special tax districts. The "Tier I" district includes commercial properties in the north and central areas of Potomac Yard, and took effect in 2011. The "Tier II" district includes the residential properties in the southern end of Potomac Yard, and is not scheduled to take effect until the new station opens. The Potomac Yard Metrorail Implementation Group will continue to meet on a regular basis throughout the project and will provide the forum for community and stakeholder input, feedback and project updates as it did during the initial planning and design phases. Three construction activities are expected to begin in late 2018, with the new station in service in late 2021 or early 2022.

Commissioner Gonzalez asked if the Commission could get a look ahead at the Vision Zero action items update. Hillary Orr, TES Deputy Director, stated that all the items are listed on the Vision Zero website. Staff has been working diligently on many items related to the Vision Zero Action Plan. Staff is currently working on finalizing the list of Year 1 Engineering Priorities, which is under review by the engineering and operations teams within T&ES. Staff has established and is making progress with working groups for Enforcement, Communications, Engineering and Data action items. Commissioner Marsh asked if the Metro Buses are experiencing issues with stalling. Fye stated that there are safety concerns with part of their fleet and have taken several measures to ensure passenger safety. Commissioner Jakubek asked when the Metrorail shutdown would begin. Fye stated that although there is no official information, the shutdown will most likely take place during the summer of 2019. The scope has yet to be determined, the approach we will take will be the same as Safe track. Alexandria and Fairfax will be affected the most. Staff plans to alert the public as soon as possible and mitigate commuting inconveniences.

4. Commission Updates

Commissioner James Lewis reported that the Traffic and Parking Board expanded the residential pay-by-phone pilot to an additional five blocks. The pilot is scheduled to expire in May 2019. Commissioner Jakubek reported that the Eisenhower West-Landmark Van Dorn Implementation Advisory Group would meet on May 24, 2018. Commissioner Jakubek will provide more updates as they become available. Commissioner Schroder reminded the Commission that Earth Day would be held on April 28, 2018 outside the George Washington Middle School from 8am to 2pm. The Environmental Policy Commission will hold a Work Session on April 30, 2018 in the City Hall Conference Room 2000. Vice-Chair McMahon reported that the Route-1 South Affordable Housing Strategy Briefing has been postponed until May 16, 2018. Old Town West- Heritage resident outreach will be held on April 25, 2018 and a Community Open House Meeting will be held on May 2, 2018 at Lee Center.

Chair Stephen Klejst reported is currently the Potomac Yard Implementation Work Group representative and will attend the quarterly meetings. Alexandria Transit Company (DASH) will held a public hearing on the FY 2019 Transit Development Program on April 11, 2018 at Alexandria City Hall; there were no public comments to note. Klejst reported that ridership for the month of February is up by 11 percent on weekdays. However, weekend ridership has declined by 50 percent.

5. Transportation Long Range Plan Work Session

Ramiro Ríos, Principal Planner and Transportation Commission Liaison, provided the Commission with a list of the City's Transportation Long Range Plan (LRP) proposed projects. The LRP is a prioritized list of unfunded transportation projects, programs and studies. These are reviewed and prioritized by the Transportation Commission. Once developed, the project list will be proposed to City Council for CIP approval. Commissioner James Lewis provided a brief description of the prioritization methodology and the scoring process. The Commission reviewed the project list and staff recommendations.

6. water

Vice Chair McMahon asked staff to provide the final scoring sheets to her in advance due to her travel next month. At 9:36 pm, Commissioners made a motion to adjourn the meeting. The motion was seconded by Commissioner Jakubek and unanimously approved.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, AND 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.

WMATA Funding: During the 2018 Legislative Session, the General Assembly adopted legislation providing \$154M in annual dedicated funding for WMATA's (Washington Metropolitan Area Transit Authority) capital needs beginning in FY19. The City is directly impacted by two elements of the funding package:

- 1) Diversion of TOT (Transient Occupancy Tax) and Grantor's Tax revenue from NVTA (Northern Virginia Transportation Authority) to WMATA, resulting in a loss of approximately \$2.2M in NVTA 30% funds per year.
- 2) Requirement that WMATA funding jurisdictions pay their share of 'Local Funds'; Alexandria's portion is \$4.3M per year

Currently, the City uses NVTA 30% funds to purchase DASH fleet replacement buses and for WMATA Operating Subsidy and WMATA Capital Contributions.

For FY19, OMB (Office of Management and Budget) has identified funding to address the new funding gap. For FY20 and beyond, the City will need to develop a plan to address the ongoing funding gap created by the WMATA legislation, specifically the impact to the NVTA 30% program and how to pay for the City's portion of "Local Funds."

In addition to the impacts of State legislation, the City's WMATA capital subsidy has increased by \$0.7 million since the budget was proposed due to the changes in the subsidy allocation formula used by WMATA to calculate each jurisdiction's capital subsidy. In total, this results in a \$7.2 million funding gap for public transportation capital funding in FY 2019.

Change in WMATA's Capital Subsidy Allocation	\$	700,000
New Local Match Required for State WMATA Capital Funding	\$	4,300,000
Loss of Grantor's Tax & Transient Occupancy Tax Revenue Designated to NVTA	\$	2,200,000
		TOTAL FUNDING GAP
	\$	7,200,000

For FY 2019, the \$7.2 million funding gap will be addressed without reducing expenditures using one-time sources restricted for transportation purposes, specifically NVTA 30% fund balance (\$6.2 million), and Transportation Improvement Program (TIP) designated fund balance (\$0.7 million). In addition to these sources, the latest revenue estimates available result in an increase in sales tax revenue designated to NVTA 30% of \$0.3 million, which will address the remaining funding gap.

Use of NVTA 30% Fund Balance	\$	6,244,602
Use of TIP Designated Fund Balance	\$	700,000
Revised NVTA 30% Sales Tax Revenue Estimate	\$	255,398
		TOTAL FUNDING
	\$	7,200,000

FY 2019 City Budget Highlights: On May 3, City Council adopted the FY19 Operating Budget and the FY19-28 Capital Improvement Program (CIP). Transportation Budget highlights include:

- Full funding of WMATA's Capital Contribution and Operating Subsidy request.
- Funding DASH's capital program to maintain progress towards getting the bus fleet and hybrid battery pack program to a state of good repair.
- Maintaining support for DASH's operating budget by increasing the base from \$1.60 to \$1.75 and increasing the monthly DASH Pass from \$40 to \$45.
- Slight increase to the City's DOT Paratransit program.
- Nearly \$1 million to support vision zero and complete street-related projects
- The introduction of sixth traffic safety officer position to support Vision Zero Policy

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – NORTHERN VIRGINIA TRANSPORTATION
AUTHORITY FY 2018-FY23 SIX YEAR PROGRAM

ISSUE: Proposed Northern Virginia Transportation Authority (NVTA) FY 2018-FY 2023 Six Year Program.

RECOMMENDATION: That the Transportation Commission hold allow for public input, and provide feedback on the proposed NVTA FY 2018-FY 2023 Six Year Program.

BACKGROUND: The FY 2018-FY 2023 Regional Revenue Fund Program (as part of the Six Year Program) contains regional projects that are funded by the NVTA's 70% regional funds. 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 \$1.25 billion (based on revenue projections and recent legislation toward WMATA funding) will be made available within this six-year program. On November 15, 2017, staff provided an overview to the Transportation Commission of its proposed projects for application to the NVTA, and the Commission recommended that staff proceed with the applications for six regional projects. The City's six projects that were submitted to NVTA include:

Project	Funding Request
West End Transitway (Northern Segment)	\$60,750,000
Alexandria ITS Projects	\$1,195,491
Alexandria Bus Network ITS	\$150,000
DASH Transit Service Enhancements and Expansion	\$11,933,161
Alexandria Bike and Pedestrian Trails and Reconstruction	\$2,200,000
Alexandria Duke Street Transitway	\$12,200,000
TOTAL	\$88,428,652

All the projects are also included in the NVTA long range transportation plan, TransAction, which was approved by the NVTA at their October 12, 2017 meeting.

DISCUSSION: A total of 60 candidate projects submitted by localities and agencies have been submitted to the NVTA, with a total funding request amount of approximately \$2.5 billion. The NVTA has completed its scoring of all 60 projects. It develops quantitative scores and rankings for

two categories, including the TransAction project rating (HB599) that looks at eight criteria (Project Readiness, Reduce VMT, Safety, Connectivity, Improved Bike/Pedestrian, Management, and Cost Sharing). In addition, NVTA scores each project in terms of Congestion Relief relative to Project Cost (CRRC). Finally, the projects are also examined through several qualitative criteria, which are not ranked. The following table shows the ranking of the Alexandria projects for the HB599 and CRRC categories.

Project	HB 599 Rank (Out of 60)	CRRC Rank (Out of 60)
West End Transitway (Northern Segment)	27	25
Alexandria ITS Projects	49	1
Alexandria Bus Network ITS	51	2
DASH Transit Service Enhancements and Expansion	39	20
Alexandria Bike and Pedestrian Trails and Reconstruction	37	44
Alexandria Duke Street Transitway	15	31

On April 12, 2018 the NVTA approved the release of its candidate projects for the FY 2018-FY 2023 Six Year Program for public comment. An open house and public hearing was held on May 10, 2018.

There is not a prescribed methodology for totaling and scoring the combined categories. NVTA will review the HB599 and CRRC project rankings, take into consideration public input, and consider projects against the available funding.

Materials on the proposed FY 2018 – FY 2023 Six Year Program as well as information on the methodology used to develop project scores are posted on the NVTA site:

<http://www.thenovaauthority.org/>.

The NVTA is accepting comments online via a public comment period which runs through May 20, 2018. Following the public hearing and closure of the public comment period, all public input will be summarized by NVTA staff and reviewed by the NVTA Planning Coordination and Advisory Committee on May 23, 2018, and the Planning and Programming Committee at their June 6, 2016 meeting. The NVTA is expected to vote on the approval of the FY 2018 – FY 2023 program at its June 14, 2018 meeting. As the Transportation Commission has endorsed the six projects the City submitted for consideration, it is important for the Transportation Commission to provide public comments prior to the May 20, 2018 public comment period deadline.

ATTACHMENTS:

- Attachment 1- NVTA FY 2018 – FY 2023 Summary of Quantitative and Qualitative Evaluations
- Attachment 2 – Draft Letter from Alexandria Transportation Commission to NVTA

Northern Virginia Transportation Authority
 FY 2018-23 Six Year Program Candidate Projects: Summary of Quantitative and Qualitative Evaluations

DRAFT 04/13/2018

Project ID#	Jurisdiction / Agency	Project	Fund request	Cumulative request	Phases for which funds are requested	Phases for which there is still a funding gap	Past performance (% reimbursed by FY18 Q2)		External funds	Local priority	First fiscal year of expected drawdown	Year of opening	Impact on Metrorail / VRE core / system improvements	Primary and supporting modal components	Other	TransAction project rating (HB 599)	TransAction project rating rank (HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank
							Continuation projects	Jurisdictional level											
2018-041-0	City of Alexandria	Alexandria ITS Projects	\$ 1,195,491	\$ 1,195,491	Des, CN									📶 🚶		65.00	49	5520.61	1
2018-042-1	City of Alexandria	Alexandria Bus Network ITS	\$ 150,000	\$ 1,345,491	CapAsset, Other									📶 🚶		64.62	51	5144.53	2
2018-005-0	Arlington County	Intelligent Transportation System Improvements	\$ 10,000,000	\$ 11,345,491	CN									📶 🚶 🚲		69.39	23	822.22	3
2018-019-0	Fairfax County	Route 28 Widening (Northbound from Route 50 to McLearn Road)	\$ 19,000,000	\$ 30,345,491	CN									🚶		79.18	5	466.23	4
2018-024-0	Loudoun County	Route 28 Northbound Widening –between the Dulles Toll Road and Sterling Boulevard	\$ 20,000,000	\$ 50,345,491	CN									🚶		90.00	1	216.70	5
2018-046-0	City of Fairfax	Jermantown Road Corridor Improvements Project	\$ 26,000,000	\$ 76,345,491	Des, ROW, CN									🚶 🚲 🚶		65.80	46	108.75	6
2018-021-0	Loudoun County	Route 15 Bypass Widening: Battlefield Parkway to Montresor Road	\$ 54,000,000	\$ 130,345,491	ROW, CN									🚶 🚲 🚶		80.77	4	106.63	7
2018-015-0	Fairfax County	Route 29 Widening Project, Phase II (Union Mill Road to Buckley's Gate Drive)	\$ 7,600,000	\$ 137,945,491	ROW									🚶 🚲 🚶		68.92	24	97.51	8
2018-023-0	Loudoun County	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	\$ 16,000,000	\$ 153,945,491	ROW, Utility									🚶 🚲 🚶		85.13	3	80.15	9
2018-014-1	Fairfax County	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road	\$ 11,111,000	\$ 165,056,491	ROW, CN									🚶 🚲 🚶		65.99	44	79.73	10
2018-010-2	Fairfax County	Route 28 Widening: Route 29 to Prince William County Line	\$ 38,270,000	\$ 203,326,491	CN	CN								🚶 🚲 🚶	See Note A	68.40	25	77.88	11
2018-016-2	Fairfax County	Fairfax County Parkway Widening from Ox Road to Lee Highway includes a grade separated interchange at the intersection of Popes Head Road	\$ 67,000,000	\$ 270,326,491	ROW, CN	CN								🚶 🚲 🚶		76.40	6	73.05	12
2018-039-0	Prince William County	Construct Interchange at Prince William Parkway and Clover Hill Road	\$ 12,900,000	\$ 283,226,491	Des, ROW, CN									🚶 🚲 🚶	See Note B	68.35	26	72.84	13
2018-030-3	Prince William County	RT28 corridor improvements (Fitzwater Dr to Pennsylvania Ave)	\$ 15,000,000	\$ 298,226,491	CN									🚶 🚲 🚶		70.62	18	71.22	14
2018-017-0	Fairfax County	Rock Hill Road Bridge	\$ 100,000,000	\$ 398,226,491	Des, ROW, CN									🚶 🚲 🚶	See Note C	75.22	7	67.25	15
2018-022-0	Loudoun County	Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway	\$ 89,805,000	\$ 488,031,491	ROW, CN									🚶 🚲 🚶		69.54	22	65.39	16
2018-053-1	Town of Dumfries	Widen Route 1 (Fraleigh Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)	\$ 116,554,000	\$ 604,585,491	ROW, CN									🚶 🚶		72.84	10	56.15	17
2018-026-0	Loudoun County	Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)	\$ 76,230,000	\$ 680,815,491	ROW, CN, Utility									🚶 🚲 🚶		72.95	9	46.19	18
2018-062-0	NOVA Parks	Falls Church Enhanced Regional Bike Routes (W&OD)	\$ 3,793,209	\$ 684,608,700	Des, CN									🚶		50.00	60	34.18	19
2018-043-0	City of Alexandria	DASH Transit Service Enhancements and Expansion	\$ 11,933,161	\$ 696,541,861	Des, CN, CapAsset, Other-Contin									🚶		66.53	39	33.70	20
2018-054-2	Town of Leesburg	Construct Interchange at Route 7 and Battlefield Parkway	\$ 25,000,000	\$ 721,541,861	CN									🚶 🚶		71.12	16	30.70	21
2018-028-0	Loudoun County	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	\$ 47,800,000	\$ 769,341,861	Des, ROW, CN, Utility									🚶 🚲 🚶		72.51	13	30.01	22
2018-007-0	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II	\$ 250,000,000	\$ 1,019,341,861	Des, ROW, CN	ROW, CN, CapAsset								🚶 🚶 📶	See Note D	85.86	2	28.58	23
2018-006-1	Fairfax County	Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)	\$ 127,000,000	\$ 1,146,341,861	Des, ROW, CN	ROW, CN								🚶 🚶 📶		75.14	8	26.48	24
2018-040-1	City of Alexandria	West End Transitway: Northern Segment (Phase 1)	\$ 60,750,000	\$ 1,207,091,861	ROW, CN, CapAsset, Other-Admin	ROW, CN								🚶 🚶 📶		68.16	27	23.73	25
2018-020-0	Fairfax County	Shirley Gate Road Extension: Braddock Road to Fairfax County Parkway	\$ 42,000,000	\$ 1,249,091,861	ROW, CN	CN								🚶 🚶	See Note E	67.38	33	21.62	26
2018-031-1	Prince William County	Route 28 Corridor Feasibility Study - Environmental Impact Statement (City of Manassas to Fairfax County)	\$ 3,500,000	\$ 1,252,591,861	Other - EIS									🚶 🚶		67.59	30	21.13	27
2018-032-1	Prince William County	Construct Route 28 Corridor Roadway Improvements	\$ 145,000,000	\$ 1,397,591,861	Des, ROW, CN	CN								🚶 🚶		67.59	31	21.13	28
2018-047-0	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road	\$ 10,750,000	\$ 1,408,341,861	Des, ROW, CN									🚶 🚶	See Note F	65.01	48	19.76	29
2018-035-0	Prince William County	Construct Interchange at Prince William Parkway and University Blvd	\$ 24,200,000	\$ 1,432,541,861	Des, ROW, CN									🚶 🚶	See Note B	72.69	11	17.57	30
2018-045-2	City of Alexandria	Alexandria Duke St Transitway	\$ 12,000,000	\$ 1,444,541,861	Des	ROW, CN, CapAsset								🚶 📶 🚶		71.33	15	17.07	31
2018-052-0	City of Falls Church	North Washington Street Multimodal Transportation Project	\$ 14,500,000	\$ 1,459,041,861	Des, ROW, CN, Other-Contin									🚶 🚶 🚶		50.69	59	16.93	32
2018-027-0	Loudoun County	Route 9 Traffic Calming	\$ 12,112,000	\$ 1,471,153,861	Des, ROW, CN, Utility									🚶 🚶	See Note G	53.58	55	16.01	33
2018-012-0	Fairfax County	Richmond Highway (Route 1)/CSX Underpass Widening	\$ 12,000,000	\$ 1,483,153,861	CN									🚶 🚶		70.75	17	13.87	34
2018-057-0	Town of Vienna	Mill St NE Parking Garage	\$ 2,300,000	\$ 1,485,453,861	CapAsset									🚶 🚶		52.73	56	13.85	35
2018-034-0	Prince William County	Construct Interchange at Route 234 and Brentsville Road	\$ 54,900,000	\$ 1,540,353,861	Des, ROW, CN									🚶 🚶	See Note B	67.96	29	13.77	36
2018-050-0	City of Fairfax	City of Fairfax Bike Share Implementation	\$ 1,159,000	\$ 1,541,512,861	CN									🚶		66.44	40	12.56	37
2018-049-0	City of Fairfax	Roadway Network Northfax West	\$ 2,500,000	\$ 1,544,012,861	Des, ROW, CN	Des, ROW, CN								🚶 🚶	See Note F	66.91	36	10.78	38
2018-056-0	Town of Leesburg	Construct Interchange at Route 15 Bypass and Battlefield Parkway	\$ 2,000,000	\$ 1,546,012,861	Design	Des, ROW, CN								🚶 🚶		72.54	12	10.58	39
2018-004-0	Arlington County	Pentagon City Multimodal Connections and Transitway Extension	\$ 28,850,000	\$ 1,574,862,861	Des, CN	ROW, CN								🚶 🚶		66.01	43	10.34	40
2018-008-0	Fairfax County	Soapstone Drive Extension: Extend Soapstone Drive over Route 267 (DTR) to Sunset Hills Road	\$ 132,060,000	\$ 1,706,922,861	ROW, CN	ROW, CN								🚶 🚶		67.47	32	9.25	41
2018-009-1	Fairfax County	Frontier Drive Extension and Intersection Improvements	\$ 79,500,000	\$ 1,786,422,861	ROW, CN	CN								🚶 🚶 🚶		69.80	21	8.43	42
2018-058-1	VRE	VRE Crystal City Station Improvements	\$ 4,000,000	\$ 1,790,422,861	Des	ROW, CN								🚶 🚶		63.91	53	6.92	43
2018-044-0	City of Alexandria	Alexandria Bike and Pedestrian Trails and Reconstruction	\$ 2,200,000	\$ 1,792,622,861	Des, ROW	ROW, CN, Other								🚶 🚶 📶		66.90	37	6.88	44
2018-029-0	Loudoun County	Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road	\$ 14,000,000	\$ 1,806,622,861	Des, ROW, CN, Utility									🚶		68.03	28	6.02	45

Project ID#	Jurisdiction / Agency	Project	Fund request	Cumulative request	Phases for which funds are requested	Phases for which there is still a funding gap	Past performance (% reimbursed by FY18 Q2)		External funds	Local priority	First fiscal year of expected drawdown	Year of opening	Impact on Metrorail / VRE core / system improvements	Primary and supporting modal components	Other	TransAction project rating (HB 599)	TransAction project rating rank (HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank
							Continuation projects	Jurisdictional level											
2018-002-1	Arlington County	Ballston-MU Metrorail Station West Entrance	\$ 72,316,000	\$ 1,878,938,861	Des, ROW, CN, CapAsset	CN										57.26	54	5.60	46
2018-018-0	Fairfax County	Dulles Toll Road - Town Center Parkway Underpass	\$ 17,000,000	\$ 1,895,938,861	Des	ROW, CN										72.40	14	5.35	47
2018-051-0	City of Falls Church	West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	\$ 15,700,000	\$ 1,911,638,861	Des, ROW, CN, Other-Contin										See Note H	52.57	57	5.01	48
2018-037-0	Prince William County	Construct University Boulevard (Progress Court to Devlin Road) – Phase I	\$ 28,500,000	\$ 1,940,138,861	Des, ROW, CN											66.10	42	4.82	49
2018-038-0	Prince William County	Devlin Road Widening: Wellington Road to Linton Hall Road	\$ 26,050,000	\$ 1,966,188,861	Des, ROW, CN											66.93	35	4.04	50
2018-036-0	Prince William County	Summit School Rd Extension and Telegraph Rd Widening	\$ 38,700,000	\$ 2,004,888,861	Des, ROW, CN										See Note I	69.91	20	3.03	51
2018-011-0	Fairfax County	Braddock Road Intersection Improvements: Guinea Road to Ravensworth Road	\$ 52,400,000	\$ 2,057,288,861	Des, ROW, CN	CN										65.56	47	3.01	52
2018-025-0	Loudoun County	Evergreen Mills Road Widening: Loudoun County Parkway to Northstar Boulevard	\$ 46,092,000	\$ 2,103,380,861	Des, CN, Utility											66.32	41	2.98	53
2018-033-0	Prince William County	Construct Interchange at Route 234 and Sudley Manor Drive	\$ 80,600,000	\$ 2,183,980,861	Des, ROW, CN										See Note B	70.19	19	2.84	54
2018-048-0	City of Fairfax	Old Lee Highway Multimodal Improvements Phase 1	\$ 5,000,000	\$ 2,188,980,861	Des, ROW, CN	CN										67.11	34	1.83	55
2018-001-0	Arlington County	ART Operations and Maintenance Facilities	\$ 55,459,000	\$ 2,244,439,861	Des, ROW, CN, CapAsset	Des, CN, CapAsset									See Note J	65.96	45	1.44	56
2018-055-2	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$ 105,700,000	\$ 2,350,139,861	Des, ROW, CN											64.73	50	1.41	57
2018-003-0	Arlington County	Crystal City Metrorail Station East Entrance and Intermodal Connections	\$ 87,000,000	\$ 2,437,139,861	Des	CN										51.94	58	1.13	58
2018-059-0	VRE	VRE Woodbridge Station and Occoquan Third Track Improvements	\$ 27,500,000	\$ 2,464,639,861	Des	CN										64.19	52	1.03	59
2018-013-0	Fairfax County	Seven Corners Ring Road Improvements Phase 1 A, Segment A	\$ 5,500,000	\$ 2,470,139,861	Des	ROW, CN										66.66	38	0.19	60

Notes

Anticipated next three SYP updates:
 12 / 2019 FY2020
 12 / 2021 FY2022
 12 / 2023 FY2024

A SYP application is for widening from 4 to 8 lanes while the project in TransAction is for widening to 6 lanes. Fairfax County will bear the cost of widening from 6 to 8 lanes.

The total cost of widening to 6 lanes has been derived from detailed cost calculations provided by the County.

B The project is part of \$400,000 VDOT STARTS study for innovative interchange design

C There is no supporting resolution from Loudoun County though the project is partially in Loudoun County

D Phase II cannot be implemented without completing project 2018-006-1 Route 1 Widening.

Phase I is expected to be open by 2026 while Phase II by 2028.

E Project cannot be completed before project 2018-016-2 Fairfax County Parkway Widening and Popes Head Interchange

F Eaton/Chain Bridge Road intersection project and the Roadway Network Northfax West project are close to each other and function together

G There will be overall project cost & time savings if SYP funds allocated

H See the attached letter from the City of Falls Church

I VDOT has recently budgeted a total of \$350,000 using pre-scoping funds towards a preliminary study for this project.

J Total project cost could be reduced from \$98,487,000 to potentially as low as \$60,000,000 based on refinements to the facility design.

The CRRC shown here is based on the higher original cost.

	% drawn down of expected drawdown	% drawn down of expected drawdown	See definition below				
	>66.67%	>66.67%	High	Top 3	FY18-20	FY18-20	Yes
	33.33-66.67%	33.33-66.67%	Medium	Next 3	FY21-23	FY21-23	
	<33.33%	<33.33%	Low	All others	>FY23	>FY23	
	N/A	N/A					None

External Funds

High Non-NVTA>50% or >10M
 Medium Non-NVTA<50% or <10M
 Low No external funds

Modal Components

New or improved pedestrian path/trail
 New or improved bicycle lane/path
 New or improved bus/BRT facility
 Improvement/Access to Metrorail/VRE Commuter Rail
 Access to Park-and-Ride facility
 Transportation technology
 New or improved intersection/interchange
 New roadway capacity and/or alignment

The first symbol reflects the primary modal component, other symbols denote additional modal components, as identified in the project application



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Phone: 703.746.4025

Mr. Martin E. Nohe
Chairman
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

May 16, 2018

Re: NVTA FY 2018-2023 Six-Year Program

Dear Chairman Nohe:

At its November 15, 2017 meeting, the City of Alexandria Transportation Commission recommended staff to move forward with its candidate projects for the Northern Virginia Transportation Authority's (NVTA) FY 2018-2023 Six-Year Program. We strongly support the six projects within the City of Alexandria as we firmly believe that such projects will play a critical role in reducing congestion not only within the City of Alexandria but also throughout Northern Virginia. By receiving funding in the FY 2018-2023 Six-Year Program, these recommended projects will be able to move forward towards full implementation and construction.

We appreciate NVTA's consideration for funding regionally significant projects throughout Northern Virginia in the FY 2018-2023 program. We would like to applaud members of the Authority, as well as NVTA staff, and City of Alexandria staff in helping to create a program which includes not only highway projects but also Intelligent Transportation System (ITS), non-motorized projects, and transit projects.

The Commission voted to offer its continued endorsement of the six regionally significant projects within the City of Alexandria. We strongly encourage NVTA to adopt a FY 2018-2023 Six-Year Program which includes funding for the West End Transitway, Alexandria ITS projects, Alexandria Bus Network ITS, DASH Transit Service Enhancements and Expansion, Alexandria Bike and Pedestrian Trails and Reconstruction, and the Alexandria Duke Street Transitway.

We appreciate your consideration of the City of Alexandria Transportation Commission input on NVTA's draft FY 2018-2023 Six-Year Program.

Sincerely,

Stephen Klejst
Chair, Alexandria Transportation Commission

cc: Honorable Mayor Allison Silberberg and Members of City Council
Alexandria Transportation Commission
Mark Jinks, City Manager
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM 6 – PROPOSED APPLICATIONS FOR FY18 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) TRANSPORTATION DISCRETIONARY GRANT PROGRAM

ISSUE: Consideration of the City of Alexandria’s proposed application for the USDOT FY 2018 BUILD Transportation Discretionary Grant Program

RECOMMENDATION: Transportation Commission endorses the proposed application for the USDOT FY 2018 BUILD Program

BACKGROUND: The Consolidated Appropriations Act of 2018 appropriated \$1.5 billion to be awarded by the Department of Transportation (DOT) for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recover and Reinvestment Act of 2009. This program was previously known as the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grants) program and is now known as the **Better Utilizing Investments to Leverage Development or (BUILD)** Transportation Discretionary Grants Transportation program.

Funds for FY 2018 BUILD Transportation program are awarded on a competitive basis for projects that will have a significant local or regional impact. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. Act allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD transportation funds. FY 2018 BUILD program will give special consideration to projects located in rural areas.

The following factors will be used to score submitted projects: merit criteria, project readiness, benefit cost-analysis, and submission dates and times. DOT reviews all applications received by the deadline and rates projects based on how well the projects align with the selection criteria.

After applications are submitted on July 19, 2018, staff from DOT will screen candidate projects to determine if they qualify to be scored. Selected projects will be scored in Fall 2018. The FY 2018 Appropriations Act mandates that BUILD Transportation grants be awarded by December 18, 2018.

DISCUSSION: Staff has developed the following list of projects based on the guidelines and criteria outlined in the BUILD funding announcement.

West End Transitway Corridor Investments – Up to \$25,000,000

This project will design and construct essential elements of the West End Transitway, a BRT (Bus Rapid Transit) service providing high capacity, frequent transit service between the Van Dorn Metrorail station 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 pending NVTA (Northern Virginia Transportation Authority) funds.

Note: The scope and funding amount for the West End Transitway project is subject to change, dependent on the amount of funding awarded by the NVTA (Northern Virginia Transportation Authority). The NVTA is scheduled to adopt its FY18-23 Six Year Program in June 2018.

Duke Street Transitway – Alternatives Analysis & Environmental Documentation – \$2,000,000

This project will fund an Alternatives Analysis (AA) study and develop the appropriate level of Environmental Documentation, likely a Documented Categorical Exclusion (CE). These two documents are required pre-requisites for future Federal funding.

FISCAL IMPACT: The funding provided through BUILD requires a 20 percent local match. Per the FY 2018 Appropriation Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area. Non-federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds.

To meet match requirements, the Projects proposed for submission will require \$6 million (West End Transitway) and \$500,000 (Duke Street Transitway) respectively. It is anticipated that the local match for the West End Transitway will be NVTA 70% funds.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM 7 – PROPOSED APPLICATIONS FOR COMMONWEALTH SMART SCALE PROGRAM (FY24-25)

ISSUE: Review of draft projects proposed to be submitted to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) for FY24-25 SMART SCALE Funding (formerly House Bill Two [HB2] Funding).

RECOMMENDATION: That the Transportation Commission endorse the following projects and funding amounts:

City of Alexandria

West End Transitway Phase II (Southern Segment)	\$24,000,000
Access Improvement to Landmark Transit Hub	\$10,000,000
Safety & Capacity Enhancements at Duke/Taylor Run/Telegraph	\$4,500,000
Eisenhower Avenue Metro Station North Entrance	\$35,000,000
TOTAL	\$73,500,000

DASH

DASH Zero Emission Fleet Program	\$12,000,000
Citywide TSP on Major Corridors	\$2,160,000
TOTAL	\$14,160,000

Total Application Amount

City of Alexandria	\$73,500,000
DASH	\$14,160,000
TOTAL	\$87,660,000

BACKGROUND: In 2014, HB2 was signed into law, and in June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation and SCALE stands for the six-road project scoring attributes: Safety, Congestion mitigation, Accessibility, Land use, Environmental and economic development. SMART SCALE requires the Commonwealth Transportation Board (CTB) to develop and implement a quantifiable and transparent prioritization process for making funding decisions for capacity

enhancing projects within the six-year improvement program. The goal of SMART SCALE is to ensure the state invests limited tax dollars into projects that meet critical transportation needs.

The third round of SMART SCALE will be for projects seeking funding for FY24-25. Pre-applications are due by June 1, 2018. After pre-applications are submitted, staff from VDOT and DRPT will screen candidate projects to determine if they qualify to be scored. Final eligible projects will be due August 1, 2018. Selected projects will be scored in the fall and winter 2018. In January 2019, a list of all submitted projects and their scores will be submitted to the Commonwealth Transportation Board (CTB) and will be posted on-line. In April or May 2019, the draft Six Year Plan, which will include SMART SCALE projects, will be released by the CTB, followed by public hearings and a public comment period to gather input. The CTB is expected to make its final decision on which projects to fund through SMART SCALE in June 2019.

The following factors will be used to score submitted projects: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. Different weights will be assigned to such factors based on a project's location within a region of the state. Within Northern Virginia, congestion mitigation is the highest weighted factor at 45%; land use at 20%; accessibility at 15%; environmental quality at 10%; economic development at 5%; and safety at 5%.

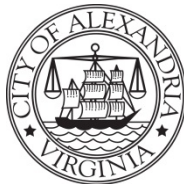
DISCUSSION: Staff has developed the following list of projects based on the guidelines and criteria outlined in the SMART SCALE process. Staff would like the Transportation Commission's endorsement of the following project list:

- **West End Transitway Phase II (Southern Segment): \$24,000,000** – This project will design and construct the West End Transitway between the Van Dorn Metrorail station and Landmark Mall. The Phase 2 segment may include dedicated transit lanes along Van Dorn Street, Transit Signal Priority (TSP), innovative stations, improved pedestrian and bicycle facilities, enhanced streetscape, and new transit vehicles. Buses will operate at high frequencies, with limited stops to improve travel time and reliability.

Note: The scope and funding amount for the West End Transitway project is subject to change, dependent on the amount of funding awarded by the NVTA (Northern Virginia Transportation Authority). The NVTA is scheduled to adopt its FY18-23 Six Year Program in June 2018.

- **Access Improvements to the Landmark Transit Hub: \$10,000,000** - This project will improve access and connectivity to mass transit service provided by the West End Transitway and other local Metrobus and DASH services. Improvements would enhance access to the soon-to-be redeveloped Landmark Mall site and would construct new or improve existing street right-of-way, including new traffic lanes, new sidewalks, bicycle lanes or cycle tracks and other infrastructure to support increased access and accessibility to all transit services.

- **Safety & Capacity Enhancements at Duke / Taylor Run / Telegraph: \$4,500,000** – This project will encompass design and general safety improvements to Duke Street, Taylor Run Parkway, and Telegraph Road. Major intersection safety improvements for walking, biking and driving as well as accessibility and bus stop improvements. The request will also install a new bus stop compatible with future transitway operations, and new signalized intersections for access and safety. The project will also upgrade sidewalks and crosswalks throughout the project area, including a sidewalk along the west side of West Taylor Run approaching the Duke Street service lane that requires full reconstruction and utility relocation for ADA compliance.
- **Eisenhower Avenue Metro Station North Entrance - \$35,000,000** – This project will complete NEPA, design and construct an extension of the existing Eisenhower Avenue Metrorail station platform to the north, and a new entrance on the north side of Eisenhower Avenue to connect to the extended platform. This project will provide additional station capacity and support ongoing and planned development in the Eisenhower East area. In addition, it will improve pedestrian safety by allowing access to the station from both sides of Eisenhower Avenue, reducing the need for pedestrians to cross the street at-grade. The project was recommended in the Eisenhower East Small Area Plan (2003) and WMATA completed the Eisenhower Avenue Station Access Improvement Study (2008) that developed conceptual design for the north entrance and platform extension.
- **DASH Zero Emission Fleet Program: \$12,000,000** – This project will allow DASH to upgrade its soon-to-be-expanded garage facility to accommodate a new zero-emission bus fleet, and purchase eight (8) zero-emission expansion buses. The capital improvements will include upgrades to the existing utility infrastructure, new energy infrastructure, bus bay redesign, and additional specialized maintenance equipment. The implementation would also include eight new buses, which would be used to provide new or expanded service in high-development areas including but not limited to Eisenhower Avenue, Van Dorn Street, and Potomac Yard.
- **Citywide TSP on Major Corridors: \$2,160,000** – This project includes the design, configuration, and construction of transit signal prioritization (TSP) system at 50 intersections across five major transit corridors in the City of Alexandria (King St, Seminary Rd, Beauregard St, Van Dorn St, Duke St). The scope also includes the installation/retrofitting of onboard TSP equipment for 80 buses in the DASH fleet so that the buses could communicate with the TSP sensors at each intersection and trigger the signal prioritization sequence. With the implementation of the Citywide TSP project, buses would be able to move through these congested areas more quickly, which would result in operational cost savings, improved service reliability and potential ridership increases.



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Honorable Mayor Silberberg and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

May 16, 2018

Re: **Endorsement of Consideration of State SMART SCALE Funding Requests (formerly HB2): for FY24-25**

Dear Mayor Silberberg and Members of City Council:

At its May 16, 2018 meeting, the Transportation Commission voted to endorse the staff-recommended list of projects to seek grant funding for \$87,660,000 for the FY24-25 SMART SCALE program. This includes the following funding requests:

City of Alexandria

- a) West End Transitway – Southern Segment - \$24,000,000
- b) Access Improvement to Landmark Transit Hub - \$10,000,000
- c) Safety & Capacity Enhancements at Duke/ Taylor Run/Telegraph - \$4,500,000
- d) Eisenhower Avenue Metro Station North Entrance - \$35,000,000

DASH

- a) DASH Zero Emission Fleet Program - \$12,000,000
- b) Citywide TSP on Major Corridors- \$2,160,000

The scope and funding amount for the West End Transitway project is subject to change, dependent on the amount of funding awarded by the NVTA (Northern Virginia Transportation Authority). The NVTA is scheduled to adopt its FY18-23 Six Year Program in June 2018.

Applications are due on August 1, 2018 and will be submitted to the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) for review. The Commonwealth Transportation Board (CTB) is expected to make funding determinations for FY 2024-2025 program in June 2019.

The Transportation Commission appreciates the opportunity to review staff recommendations for SMART SCALE funding, as well as providing the consideration of its endorsement by Council.

May you have any questions; do not hesitate to contact me.

Sincerely,

S.J. Klejst
Acting Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Allan Fye, Division Chief, Transit Services
Tarrence Moorer, Transportation Funding Manager

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, AND T&ES STAFF

SUBJECT: AGENDA ITEM 8 – COMMENTS TO THE COMMONWEALTH
TRANSPORTATION BOARD (CTB) ON THE FY19-24 SIX YEAR
IMPROVEMENT PROGRAM (SYIP)

ISSUE: To provide City comments to the CTB on the FY19-24 SYIP

RECOMMENDATION: That the Commission provide comments to the draft letter to the CTB from the City Mayor

BACKGROUND: The Commonwealth Transportation Board's (CTB) Six-Year Improvement Program (SYIP) outlines planned funding for the study, development, and construction of transportation projects across the Commonwealth. The CTB updates the SYIP each year as revenue estimates are updated, priorities are revised, and as updated project schedules and costs become available.

The SYIP includes a variety of funding sources vital to the implementation of the Capital Improvement Program (CIP) and to support the operating budget, including: SMART SCALE, CMAQ/RSTP, Transit Capital Assistance, Transit Operating Assistance, VDOT Employer Outreach, TDM Operations, Revenue Sharing, Primary Extension Funding, Transportation Alternatives projects and Highway Safety projects.

The public comment period for the FY19-24 SYP closes on May 30, 2018.

The attached letter states the City's appreciation for past investment in multimodal transportation projects and encourages the CTB to address the transit fiscal examine funding sources that will help to this type of investment in the Commonwealth.

Attachment: Draft Letter to CTB – FY19-24 SYP Comments

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES & PLANNING AND ZONING STAFF

SUBJECT: AGENDA ITEM 9 – ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY

ISSUE: Overview of the Route 1 South Housing Affordability Strategy and highlights of the draft mobility recommendations.

RECOMMENDATION: That the Transportation Commission receive an update on the proposed recommendations regarding mobility, safety, and neighborhood connectivity for the Route 1 South Housing Affordability Strategy.

BACKGROUND: This planning effort, which started in January 2018, is focused on a portion of the Southwest Quadrant area around Route 1 south of Duke Street. The timing of this effort is closely tied to the expiration of affordable housing contracts on two large rental properties in the area – the Heritage at Old Town and Olde Towne West III. This initiative is exploring opportunities to maintain housing affordability in the area through future preservation, renovation, and redevelopment of these properties. The project is also exploring strategies to strengthen the character of the neighborhood by prioritizing safety and accessibility along Route 1 and neighborhood streets, creating a more welcoming gateway to the city, and improving the quality of the public realm. Community engagement for this process has included pop-up events, a walking tour, multiple community meetings and a week-long charrette.

DISCUSSION: Throughout the process, despite the emphasis on preserving affordable housing, the community has expressed concerns about pedestrian and bicycle safety, traffic volume and speed, and development-related impacts that may occur in the neighborhood as a result of new development. During the charrette week, the community and staff drafted guiding principles and strategies to create a roadmap for the focus area and Southwest Quadrant neighborhood. Of particular interest to the Transportation Commission is the Draft Guiding Principle related to mobility, safety, and neighborhood connectivity that states *safe streets for all, prioritizing people walking and biking, consistent with the City's Complete Streets Design Guidelines and Vision Zero Action Plan.*

The following draft strategies have been proposed to address these community concerns and achieve safe streets for all through a multi-phase implementation approach.

- Increased pedestrian safety and accessibility at crossings on Route 1 South / South Patrick and neighborhood streets
- Improved bicycle connectivity
- Improved bus stop accessibility
- Improved access to and within Wilkes Street Park
- Improved mobility for all ages and abilities
- Phased implementation

Staff and the community prioritized improvements to enhance pedestrian and bicycle safety at seven intersections where the community expressed most concern. These improvements, reflected Attachment 1, can be implemented in the short term with existing City funds through the Complete Streets and Vision Zero programs.

The long-term vision for Route 1 is for the street to be transformed from a car-centric to a human-centric street. This includes reducing lane width, adding a landscaped median, and other more permanent improvements. New development will be expected to construct improvements adjacent to their sites that improve the quality of the public realm, pedestrian and bicyclist safety, and connectivity. Major roadway improvements will compete for grant and/or City Capital Improvement program (CIP) funding.

City of Alexandria, Virginia

MEMORANDUM

DATE: May 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM 10 – 2018 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2018 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission review the draft evaluation scores of the 2018 LRP project list and provide feedback.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City's long-range transportation needs. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP).

Every two years, the Commission updates the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added, and projects and studies no longer relevant may be removed if they have been completed or funded in the City's CIP.

The draft 2018 LRP update includes changes based on the guidance provided by the Commission at its April 18, 2018 work session. This includes a number of projects and studies that have been removed, consolidated, or moved to a new developer contingent list. Several plans have been recently approved since the 2016 LRP, including the Old Town North and North Potomac Yards Small Area Plans. These plans include a number of recommended transportation projects and studies that are currently unfunded or have not been added to the CIP, and have been added to the 2018 LRP. They have been organized in a manner consistent with the guidance provided by the Commission.

DISCUSSION: At the April 18, 2018 Commission work session, staff provided an overview of the draft 2018 LRP project list, developer contingent list, and studies list. Such lists are attached to this memo.

The Commission was asked to individually review the draft 2018 LRP, and prioritize the projects using the prioritization criteria discussed during the April 18, 2018 meeting. On May 16, 2018 the Commission will go over the results of the individual prioritization exercise, and provide comments and adjust the prioritization as needed.

- ATTACHMENTS:**
1. Final Draft 2018 LRP – Projects List
 2. Final Draft 2018 LRP – Studies List
 3. Final Draft 2018 LRP – Developer-contingent List
 4. LRP Project Prioritization Criteria
 5. LRP Individual Prioritization Project Sheets
 6. Staff Prioritization List

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-1	Pedestrian safety improvements at Braddock/Wythe/West intersections	Study would evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Less than \$1 million		On Hold		This study was carried over from 2016 LRP
S-2	Eisenhower Valley Metro Station Feaibility Study	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study	Transit	\$ 200,000		Not Started		Since the last major TMP update, the City has adopted the Eisenhower West Small Area Plan and has made several amandments to the Eisenhower East Small Area Plan. Each plan features a Metrorail station as a central transportation hub and additional non-motorized transprotation options to support SAP implementation. The purpose of this feasibility study is to determine whether an infill Metrorail station is feasible (planning, cost, technical, policy, etc.) given the existing SAPs and land use along the Eisenhower Avenue corridor that is not included in the SAPs.
S-3	HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.		Study	Streets	Less than \$1 million		Not Started	Yes	This study was carried over from 2016 LRP
S-4	Glebe Road Bridge and Four Mile Run pedestrian bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where exsting W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	<u>More than \$5 million</u>	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category. This study has not changed since 2016 and staff proposes to reprioritize in 2018 LRP
S-5	<u>Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail</u>	<u>Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the</u>	<u>Braddock SAP</u>	<u>Study</u>	<u>Pedestrian</u>			<u>Not Started</u>		<u>This new project combined 2015 projects 15-3 and 15-4 because they are both within the same vicinity and aim to</u>

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	<u>Less than \$1 million</u>	5-10 years	Not Started	Yes	This project will construct an intermodal <u>superstop</u> terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This <u>station superstop</u> will serve as the location where <u>Route 1 Metroway</u> <u>CCPY Transitway</u> buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016. This project was moved from the 2015 Projects list.
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	<u>This project was kept from the 2015. Projects list.</u>
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area. <u>This project was moved from the 2015 Projects list.</u>
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment. <u>This project was moved from the 2015 Projects list.</u>
D-5	New Road from <u>Route 1</u> to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	<u>This project was moved from the 2015 Projects list.</u>
D-6	<u>Realigned Eisenhower Avenue from Covanta to Metro Road</u>	<u>Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road</u>	<u>EW/Landmark/Van Dorn SAP</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Ongoing</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide for better opportunities for the redevelopment of the WMATA site. It would be implemented as part of the redevelopment of the WMATA property, and would be contingent on timing of that project. This Project is undergoing design up to 10%. No funding has been identified.</u>
D-7	<u>Realignment of Metro Loop Road and new grid west of Van Dorn Street</u>	<u>Connect Metro Road to a new North-South road: Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.</u>	<u>EW/Landmark/Van Dorn SAP</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Ongoing</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide better opportunities for redevelopment west of Van Dorn Street, and improve overall connectivity. The removal of the southbound loop ramps would be contingent on development of the parcels on the west side of Van Dorn Street. The northbound ramp realignment could be done at a separate time and is not necessarily contingent on redevelopment of property. This Project is undergoing design up to 10%. No funding has been identified.</u>
<u>D-8</u>	<u>Construct new shared-use path along the waterfront of the former power plant site</u>	<u>Construct a new trail within the expanded waterfront open space on the former power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.</u>	<u>Old Town North Small Area Plan</u>	<u>Project</u>	<u>Bicycle</u>	<u>\$1-5 million</u>	<u>10+ years</u>	<u>Not Started</u>	<u>Yes</u>	<u>2018 NEW PROJECT</u>
<u>D-9</u>	<u>Develop grid of streets in former power plant site</u>	<u>Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.</u>	<u>Old Town North Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>10+ years</u>	<u>Not Started</u>	<u>Yes</u>	<u>2018 NEW PROJECT</u>
<u>D-10</u>	<u>Mount Vernon Trail along East Abingdon Drive</u>	<u>Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.</u>	<u>Old Town North Small Area Plan</u>	<u>Project</u>	<u>Ped/Bike</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>2018 NEW PROJECT</u>
<u>D-11</u>	<u>Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane</u>	<u>Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plant site is developed</u>	<u>Old Town North Small Area Plan</u>	<u>Project</u>	<u>Ped/Bike</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>2018 NEW PROJECT</u>
<u>D-12</u>	<u>Segments of Backlick Run on developer property along Backlick Run stream</u>	<u>Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.</u>	<u>EW/Landmark/Van Dorn SAP</u>	<u>Project</u>	<u>Ped/Bike</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>2018 NEW PROJECT</u>

ALEXANDRIA TRANSPORTATION COMMISSION

**CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE
UNCONSTRAINED LONG RANGE PLAN (UPDATED MAY, 2015)**

PRIORITIZATION METHODOLOGY

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Transportation Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

Long Range Plan (LRP)

Proposed long-range Transportation Projects with no funding identified

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

1. LIVABILITY

The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming
- ❖ improves accessibility for persons with disabilities
- ❖ helps to improve the health and well-being of residents and visitors
- ❖ increase physical activity
- ❖ reduce greenhouse gases
- ❖ conserve open space

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

1A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

1B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

2. CONNECTIVITY

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

3. LAND USE AND ECONOMIC DEVELOPMENT

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

3B. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

4. MODE CHOICE

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Minor deterioration*
- 1 Major deterioration*

4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

- 5 Greatly encourages*
- 4 Moderately encourages*
- 3 No impact*
- 2 Moderately discourages*
- 1 Greatly discourages*

5. INFRASTRUCTURE

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility standards.

5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Minor deterioration*
- 1 Major deterioration*

6. OPERATIONS AND TECHNOLOGY

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

7. SAFETY

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network, and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists. Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user.

7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

8. EQUITY

Projects serve traditionally underserved populations such as, the disabled, low-income, elderly, children, and car-free and/or public transportation-dependent households, and support the fair and just distribution of both benefits and burdens of the transportation system across Alexandria neighborhoods.

Positive impacts on transportation equity may include improved infrastructure and public transportation service provision, multimodal transportation options, affordable transportation options, and pedestrian and bicycle-supportive infrastructure in areas with high concentrations of low-income households, minorities, elderly, children, disabled, and car-free households.

Burdens or negative impacts on transportation equity may include the deficiencies in transportation-related infrastructure and service provision; decreases in the perceived number of available transit services for public transportation-dependent; increased negative environmental impacts (i.e. air pollution, noise, traffic congestion); or increased cost of travel for these vulnerable populations.

8A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON EQUITY (I.E. TRADITIONALLY UNDERSERVED POPULATIONS)?

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

8B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON GEOGRAPHIC EQUITY (I.E. DISTRIBUTION OF PROJECTS ACROSS THE CITY)?

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*