



*Transportation Commission*  
**September 21, 2016**  
**7:00 PM**  
**City Hall, Council Work Room (2<sup>nd</sup> Floor)**

**AGENDA**

1. Minutes of the July 20, 2016 Meeting
2. Updates to Receive (Consent)
  - Funding Update
  - Potomac Yard Metrorail Station
  - King Street Metrorail Station
  - North Potomac Yard Small Area Plan Amendment
  - SafeTrack Update
  - City Strategic Plan
3. Commission Updates
4. 2016 Transportation Long Range Plan – **Public Hearing**
5. I-395 Express Lanes
6. Other business
  - Vice Chair
  - ATC Board Representative

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**Public hearing items are so noted on the agenda.** *The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to in advance of or after the meeting.*

*Next Meeting: Wednesday, October 19, at 7:00 PM in the Council Work Room (City Hall, 2<sup>nd</sup> 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

July 20, 2016  
7:00 p.m.  
Council Workroom

### MINUTES

**Commissioners Present:** Councilman John Chapman, Chair Jerry King, Commissioner David Brown, Commissioner Ryan Jones, Commissioner Jake Jakubek and Commissioner James Lewis

**Commissioners Absent:** Councilman Tim Lovain, Commissioner Stephen Klejst, Commissioner Michaelis

**Staff Present:** Steve Sindiong – T&ES, Allan Fye – T&ES, Yon Lambert – T&ES, Patrick Reed - T&ES, Karen Callahan – T&ES, Nancy Williams – P&Z

Chair Jerry King called the Transportation Commission meeting to order at 7:05 pm.

#### 1. **June 15, 2016 Meeting Minutes**

Chair Jerry King asked if there were any edits to the meeting. He added that former Vice Chair Nate Macek submitted comments on the June minutes that were already incorporated.

There being no additional edits a motion to approve the minutes was made by Commissioner Jakubek, seconded by Commissioner Brown, voted on and unanimously approved by the Commission.

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

The Commission received Funding Updates and Project Updates on the 2016 Transportation Long Range Plan; the WMATA SAFETRACK Plan; the Eisenhower West - Landmark Van Dorn Implementation Plan; the Motorcoach Task Force; and the Potomac Yard Metrorail Station.

Chair King inquired about a newspaper article regarding WMATA wanting to expedite funding requests from the jurisdictions. T&ES Director Yon Lambert answered that WMATA's funding cycle will remain the same and the City has not received any such requests. He added that WMATA is looking to provide funding requests to the jurisdictions earlier than the timeframe based on previous years to acquire agreements on funding for their operating and capital needs sooner.

Commissioner Jakubek stated that the Northern Virginia Transportation Authority (NVTA) approved \$66 million for the Potomac Yard Metrorail station, but did not provide any funding for the West End Transitway. He asked where the City will seek additional funding for the West End Transitway and how this will affect the project schedule. Acting Transit Services Division Chief Allan Fye responded that the City still has the \$2.4 million received in FY2016 from NVTA. He added the next phase of the project is the design phase and staff will be initiating a Request for Proposals (RFP) for that soon. The project scored well and staff will re-apply to NVTA in the next round. This round was a one year pot of money whereas the next round will be a six year program. Approving the project in the next round by NVTA would result in a six year commitment from NVTA. If the project can be justified to NVTA, it will be easier to justify it to the Federal Transportation Administration (FTA).

Chair King asked staff to expound on the two types of scoring of projects in the 2016 Transportation Long Range Plan (LRP). T&ES staff Patrick Reed stated the original scoring methodology was a composite score comprised of commissioner's individual scores. These were subsequently ranked. The requested revised methodology ranks each commissioner's individual score, add then adds those ranks together to create a composite score, which is then ranked again. The revised methodology resulted in similar project rankings, with an average difference (shift up or down in rank) of 1.79. The Commission recommended that to be consistent with previous years, and because of the clarity of the previous methodology the City should use the previous year's ranking system and input from June's meeting to establish priority of projects. The 2016 prioritized LRP will be placed on the September Commission agenda as a public hearing item.

Commissioner Jakubek inquired how WMATA Metrorail ridership in Alexandria was affected after the safetrack surges. T&ES Director Yon Lambert replied according to WMATA, surge 3 ridership was down 65-70%. DASH and WMATA supplied preliminary bus ridership numbers which reflected increases. He reported that City staff is compiling a report on the numbers which should be available before the September Commission meeting.

Commissioner Jones asked for a general update on the Potomac Yard Metrorail Station. T&ES staff Allan Fye reported that on June 16, 2016 City Council unanimously approved the Development Special Use Permits, Master Plan Amendment, and Map Amendment (rezoning) necessary for the station to move forward. He added that the review period for the Final Environmental Impact Statement (FEIS) ended on July 11, 2016 and the National Park Service (NPS) and the Federal Transit Administration (FTA) will each prepare and issue a Record of Decision (ROD). These documents are expected this fall. WMATA will advertise the design-build contract following issuance of the NPS ROD.

### **3. Commission Updates**

Chair King reported the Vision Zero Subcommittee met immediately prior to the July 20 Commission meeting, and revised the Vision Zero resolution, which will be forwarded to the Director of T&ES Yon Lambert for review. Once the draft resolution is finalized by the Department of T&ES, staff will present the document to various City Boards and Commissions for additional feedback and incorporation before bringing back to the Commission for endorsement, and forwarding to City Council for approval.

Commissioner Jones reported a vacancy on the North Potomac Yard Small Area Plan Advisory Group. He asked if the new seat would be filled by a replacement member of the Lynhaven Civic Association. T&ES staff Steve Sindiong volunteered to find out the answer and inform Commissioner Jones.

Commissioner Lewis reported that the Ad Hoc Advisory Group on Confederate Memorials and Street Names held their final meeting. The group made recommendations individually and on the basis of whether to reject, make a change, suggest a change, or take no action. The final report will be completed soon, pending votes from all Advisory Group members before being forwarded to City Council.

#### **4. SMART SCALE (House Bill 2) Grant Applications**

T&ES Acting Transit Services Division Chief Allan Fye gave a brief background on Smart Scale, formerly referred to as House Bill 2. Mr. Fye stated that in 2014, HB2 was signed into law. In June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation. SCALE stands for the six project scoring attributes: Safety, Congestion mitigation, Accessibility, Land use, Environmental and economic development. The City's SMART SCALE allocations for FY2017 – FY2021 was \$5,295,000 for Old Cameron Run Trail; \$7,000,000 for Citywide Traffic Adaptive Signal Control; and \$1,000,000 for Broadband Link for West Eisenhower Ave. The second round of SMART SCALE will be for projects seeking funding for FY2022 – FY2023. Staff proposed that the Commission endorse the prioritized list of projects and funding amounts, which will be submitted individually. The prioritized order was the West End Transitway - \$20,000,000; the DASH Bus and Facility Expansion – \$7,000,000; the Traffic Adaptive Signal Control Fiber-Optic - \$7,000,000; the Backlick Run Trail - \$3,882,000; and the Van Dorn Multi-Modal Bridge - \$10,000,000. The Commonwealth Transportation Board (CTB) is expected to make its final approval on FY2022 – FY2023 allocations in June 2017. Commissioner Brown made a motion to endorse staff recommendations. The motion was seconded by Commissioner Jakubek, voted on and unanimously approved by the Commission.

#### **5. Old Town North Small Area Plan Update**

T&ES Acting Division Chief Steve Sindiong introduced Planning & Zoning Old Town North Project Manager Nancy Williams. She gave a brief background stating the current plan was adopted in 1992. The planning effort to update this Small Area Plan (SAP) began in September 2015. The Old Town North Small Area Plan planning area extends from Oronoco Street on the South to Dangerfield Island on the North between the Potomac River and along North Washington Street. Ms. Williams reported that in 1974, the City's Master Plan included goals and objectives to guide this area from an industrial to a mixed use neighborhood. The 1992 SAP provided urban design and zoning tools to further facilitate the transformation of the neighborhood. The 2017 SAP Update is to guide the anticipated new development over the next 20 years maintaining the goals of the 1974 and 1992 plans. The composition of the Advisory Group was established on June 23, 2015 under a Council resolution. The Advisory Group is anticipated to conclude in early 2017 with the Plan's adoption. The Advisory Group decided to approach the update by breaking tasks into the following planning categories: Planning, Urban Design and Land Use; Transportation; Housing; Infrastructure and Environmental Sustainability; Open Space, Recreation, and Cultural Activities; Historic Preservation; Economic Development; and Implementation. The Advisory Group also used the different planning categories to establish subcommittees. The process consists of five phases. Phase 1 is the plan framework. Phase 2 studies concepts from Phase 1. Phase 3 tested the concepts from Phase 1. The update is currently in Phase 4 to develop plan recommendations and pursue a transportation and parking study followed by plan adoption and implementation.

T&ES Transportation Planning's Acting Division Chief Steve Sindiong spoke about transportation goals of the plan as they relate to the 2008 Transportation Master Plan goals. A number of transportation principles and themes were developed for the SAP Update as a result of community

outreach and a charrette held early in the planning process. The transportation analysis is broken into three phases. Phase 1 included a preliminary examination of the potential two-way conversion of Madison and Montgomery Streets, an investigation of potential railbanking needs and the Norfolk Southern rail spur, an inventory of streetscape improvement needs, street connectivity options, and considerations for transit in the area. Phase 2 included a parking study to determine the existing parking utilization (on-street and certain off-street locations) in the Old Town North area, and preliminary recommendations. Phase 1 and Phase 2 of the transportation analysis has been presented to the Advisory Group. The third and current phase of analysis is a more detailed transportation study that identifies the traffic impacts associated with the proposed land use changes. The third phase will also include recommendations related to streets, non-motorized improvements, transit improvements and parking.

## **6. Other Business**

Chair Jerry King suggested that staff should consider having a transportation industry representative present information to the Commission and community on trends in transportation, such as autonomous vehicles and the impact they will have to the transportation system. Acting Division Chief Steve Sindiong noted that a major focus of the Transportation Master Plan update, which will begin in FY2018, will be related to emerging transportation trends and technologies. Staff will also look at other opportunities for a forum on transportation trends.

Commissioner Jakubek made a motion to adjourn the meeting at 9:00 p.m. This motion was seconded by Commissioner Lewis, voted on and unanimously approved by the Commission.

# *City of Alexandria, Virginia*

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## MEMORANDUM

DATE: SEPTEMBER 21, 2016  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

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

**RECOMMENDATION:** That the Commission receive the items for consent.

### **A. FUNDING UPDATE**

**Washington Metropolitan Area Transit Authority (WMATA):** WMATA reported on the results of the year end financial analysis at the Board meeting of September 8, 2016. While revenues were down considerably, expenses were also brought down by WMATA actions. WMATA estimates that FY 2016 will result in a positive cash flow of \$0.7 million. All indications are that the coming year's budget will be a challenging one for WMATA.

**Northern Virginia Transportation Authority (NVTA):** NVTA passed a program for FY 2017 on July 14, 2016 which included \$66 million to construct the Potomac Yard Metrorail station.

**Smart Scale (Previously referred as HB2):** At their September 13 meeting, City Council provided authorization to apply for the list of prioritized projects approved by the Transportation Commission at their July 2016 meeting. Staff will submit applications by the September 30, 2016 deadline.

**I-395 HOT (High Occupancy Toll) Lanes Project:** On August 31, 2016 the Virginia Secretary of Transportation notified elected officials (see Attachment 1) from Alexandria and Arlington and Fairfax Counties that the Commonwealth has committed to providing a minimum Annual Transit Payment (Payment) of \$15 million per year. The Payment is contingent on the Commonwealth implementing the HOT lanes project. Payment funds would be used to expand transit and Transportation Demand Management (TDM) options along the I-95 and I-395 corridor. Further details will become available as the project advances.

**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. POTOMAC YARD METRORAIL STATION**

**City staff is currently working with WMATA, the Federal Transit Authority (FTA), and National Parks Service (NPS) to finalize the Records of Decision (ROD). FTA and NPS have provided their first round of comments, which staff and consultants are working to address. Once the RODs have been signed, WMATA will advertise the design-build contract for the station.**

**Background:** The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development. For more information on the project, please visit [www.alexandriava.gov/potomacyard](http://www.alexandriava.gov/potomacyard)

**C. KING STREET METRORAIL STATION**

**WMATA will be holding a public hearing on October 5, 2016 to solicit feedback on the permanent removal of short-term metered parking at the King Street Metrorail Station. . The WMATA Compact requires a public hearing prior to any significant changes to WMATA-owned capital facilities. The removal of this parking is required in order to accommodate the additional bus bays and dedicated Kiss & Ride and shuttle bus spaces that are part of this project. The purpose of the hearing is to provide feedback to the WMATA Board of Directors. The public hearing will be held from 6:30 – 8:30 p.m. on October 5, at the Durant Arts Center. Although the purpose of the hearing is to solicit feedback on the removal of short-term metered parking, WMATA and City staff will also provide information and accept comments about station and bus access during construction, construction phasing, impacts to nearby streets, and the planned improvements. The feedback is scheduled to go to the WMATA Board of Directors this winter.**

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

**D. NORTH POTOMAC YARD SMALL AREA PLAN AMENDMENT**

Two development concepts have been prepared for Landbay F as part of the Plan Amendment, including Option 1 which aligns Potomac Avenue along the eastern side of the development adjacent Landbay K and the Potomac Yard Park, and Option 2 which aligns Potomac Avenue through the center of the development on its current alignment. Throughout the summer, the Advisory Group held public meetings and worksessions to provide input on two different street framework options. Staff recommended Option 2 at the August 29, 2016 Advisory Group meeting because it provides an additional 1.5 acres of open space, creates a more active and pedestrian friendly space at the future Potomac Yard Metro station (north entrance), allows for a phased development of the Potomac Avenue and Transitway, maximizes ridership for the Metroway, and provides flexibility of for continued study of the design and character of Potomac Avenue. At their August 29, 2016 meeting, the North Potomac Yard Advisory Group recommended moving forward with Option 2. The Planning Commission held a worksession on September 8 to provide input on the options. The transportation analysis will be conducted over the fall / winter to identify the impacts of the build scenario. To view the two options and learn more about the process, schedule, and input to date please see: <https://www.alexandriava.gov/PotomacYardPlan>

**Background:** The North Potomac Yard Small Area Plan was approved in 2010. The North Potomac Yard developer recently indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was established by Council in February 2016. The Advisory Group will serve as the community engagement forum to review the Plan and proposed amendments.

**E. WMATA SAFETRACK PLAN**

SafeTrack surges #1 through #8 have been completed and #9 is underway. Following the derailment at East Falls Church and additional Federal Transit Administration (FTA) guidance, WMATA has developed an updated SafeTrack program for the remaining surges in 2016 and the first quarter of 2017. The next surges to directly impact the City are listed below and will take place in 2017. *Note: Specific dates will be announced in December.*

Early January	Continuous single tracking with weekend shutdowns	Braddock Road to Huntington
Late January to Early February	Complete segment shutdown	Rosslyn to Pentagon
March	Continuous single tracking with weekend shutdowns	Braddock Road to Huntington

As expected, SafeTrack has had a significant impact on both bus and rail ridership. Attachment 2 is a memo to City Council describing the City’s mitigation efforts during Surges #3 and #4 and an overview of ridership impacts. Following each surge, WMATA posts a progress report at the following website: <http://wmata.com/rail/safetrack.cfm>.

**Background:** SafeTrack is an initiative of the Washington Metropolitan Area Transit Authority (WMATA), which operates the Metrorail, Metrobus, and MetroAccess system in the District of Columbia, Maryland, and Virginia. The focus of SafeTrack is a work plan to address safety recommendations and rehabilitate the Metrorail system to improve safety and reliability. SafeTrack accelerates three years' worth of track work into less than a year, mostly from June 2016 through March 2017. As a result, the plan significantly expands maintenance time on weeknights, weekends and midday hours. A key element of SafeTrack is that the entire Metrorail system will close at midnight, seven days a week. For more information, please visit: <https://www.alexandriava.gov/SafeTrack>

**F. CITY STRATEGIC PLAN**

**The strategic planning process continued over the summer with a number of in-person and online opportunities for residents to prioritize goals by selecting indicators that they thought the City should focus on in the next 6 years. Staff is currently working to incorporate this work into the draft plan, which will be released this fall. Following the public comment period, the plan will be brought to City Council for adoption.**

**Background:** In the fall of 2015, City Council approved the general outline for a proposed spring 2016 process to draft an updated City Strategic Plan. The current Alexandria City Strategic Plan was intended to be in effect until 2015. The new Plan will use community input as the foundation to define the results of community values; communicate a clear direction to the public and City Government; include measures and targets to more easily track progress, share success, and identify and solve problems; set a six-year plan from FY 2017-2022 with a mid-point check-in/refinement in FY 2019; and align with the City's performance management system, Results Alexandria. The draft City Strategic Plan will be considered for adoption by City Council in the fall of 2016.

**ATTACHMENTS**

Attachment 1 – Letter from Virginia Secretary of Transportation

Attachment 2 – SafeTrack Memo to City Council



# COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.  
Secretary of Transportation

August 31, 2016

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

The Honorable Allison Silberberg  
Alexandria City Hall  
301 King Street  
Alexandria, VA 22314

The Honorable Libby Garvey  
Arlington County Board  
2100 Clarendon Blvd. Suite 300  
Arlington, VA 22201

Dear Chairman Bulova, Mayor Silberberg, and Chair Garvey:

I am writing to continue discussions related to the 395 Express Lanes extension project and follow up on my letter dated November 20, 2015.

The Commonwealth has taken many steps to help improve travel along this corridor. Earlier this year, the United States Department of Transportation notified the Commonwealth that it intends to award a FASTLANE grant of \$165 million to help improve travel along this corridor through the Atlantic Gateway proposal. The components of the Atlantic Gateway project include:

- 395 Express Lanes extension, including upgrades for transit and HOV access to the Pentagon;
- Reinvestment of toll revenues throughout the corridor to support capital and operating needs of new transit service and transportation demand management strategies;
- Long Bridge, phase I – construction of a fourth track from Alexandria to Potomac River;
- Construction of 8 miles of third track to the 95 rail corridor from Springfield south;
- New capacity for additional Virginia Railway Express trains upon completion of the rail capacity;
- 95 Express Lanes extension from Garrisonville to Fredericksburg;

*The Honorable Sharon Bulova  
The Honorable Allison Silberberg  
The Honorable Libby Garvey  
August 31, 2016  
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- Construction of a southbound collector-distributor bridge on I-95 from Route 17 to Route 3; and
- New commuter park-n-ride lots, truck parking, technology upgrades, and pavement markings to help support autonomous vehicles.

I am writing today to provide more details on the reinvestment of toll revenues to support new and expanded transit and transportation demand management (TDM) throughout the I-95/I-395 corridor. The Commonwealth will commit to provide at least \$15 million annually for these purposes starting with the commencement of tolling on this facility. In addition, the Commonwealth will ensure that some portion of any revenue sharing of excess revenues received by the Department of Transportation will be provided for transit and TDM purposes on this corridor. This annual transit payment will be sufficient to expand transit and other travel options in this corridor and fund outcomes from the on-going Department of Rail and Public Transportation's Transit Transportation Demand Management study. This study is being conducted in a cooperative manner with jurisdictions along the corridor and will be complete by this December.

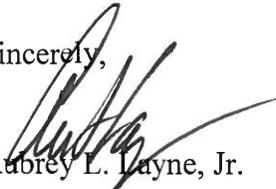
At this time, the Commonwealth is in the process of evaluating its options for the delivery of the 395 Express Lanes extension. The project will be delivered either through the current public-private partnership agreement for the 95 Express Lanes, a new public-private partnership procurement or as a publicly funded facility. A decision on the path forward will be made in the coming months, and we will ensure that the selected option will provide for the annual transit and TDM funding outlined above.

We will not be able to solely build our way out of congestion in large urban areas like Northern Virginia. With the completion of the Transform66 project, our major interstate corridors will have essentially reached their ultimate footprints where future widening will be cost prohibitive, impacts to communities too great, or both. This situation means the Commonwealth must find ways to move more people in the current Interstate capacity and right-of-way. Key to our success is dedicated and on-going funding for transit and TDM.

If you have any questions related to this matter please contact Nick Donohue, Deputy Secretary of Transportation, at (804) 786-8032 or [Nick.Donohue@governor.virginia.gov](mailto:Nick.Donohue@governor.virginia.gov).

Thank you for your leadership on transportation in Northern Virginia.

Sincerely,

  
Aubrey L. Layne, Jr.

Copy:

Timothy Lovain, Chair of TPB

Jay Fiset, Chair of NVTC

Frank Principi, Chair of PRTC

Mary H. Hynes, CTB NoVA District

F. Gary Garczynski, CTB Vice-Chairman and At-large urban

E. Scott Kasproicz, CTB at-large urban

Charlie Kilpatrick, VDOT Commissioner

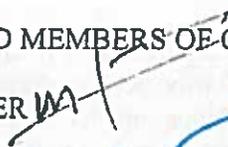
Jennifer Mitchell, DRPT Director

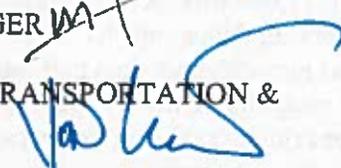
# City of Alexandria, Virginia

## MEMORANDUM

DATE: AUGUST 8, 2016

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: MARK B. JINKS, CITY MANAGER 

FROM: YON LAMBERT, DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES 

SUBJECT: AFTER ACTION REPORT: WMATA SAFETRACK SURGES 3 AND 4

The purpose of this memorandum is to provide City Council with a summary of activities from SafeTrack Surges 3 and 4. SafeTrack is a maintenance initiative of the Washington Metropolitan Area Transit Authority (WMATA) that accelerates three years' worth of maintenance work into approximately one year. Surge 3, from 8pm on July 5 to July 11, was a shutdown of the Blue and Yellow Metrorail lines between Braddock Road and the National Airport stations. Surge 4, from July 12 to July 18, was a shutdown of the Blue and Yellow Metrorail lines between National Airport and Pentagon City stations.

Both surges operated smoothly and minor incidents were addressed in the field in real time. DASH and Metrobus supervisors worked closely to ensure smooth operation of existing and supplemental services at Braddock Road Metrorail station. The section below outlines the mitigation efforts provided:

Mitigation Measure	Provided By
Free express shuttles to National Airport and Pentagon City	WMATA
Free, all-day service on AT3 and AT4 and expanded hours and frequency	DASH
Free, all-day supplemental service on Metroway	WMATA
Additional peak hour trips on 10A and 11Y	WMATA
Free Metrobus and Fairfax Connector special weekday rush hour express shuttle bus service between Franconia-Springfield and Pentagon	Fairfax County/WMATA
Additional traffic control at key intersections near Braddock Road Metrorail Station	Alexandria Police Department
City's Traffic Management Center fully staffed to adjust traffic signal timing based on traffic needs	City
Capital Bikeshare station expansion at Braddock Road Metrorail Station	City
Flat taxi fare (\$15) between King St-Old Town / Braddock Rd / Eisenhower Ave stations and National Airport	City / Taxi Companies
Bike trains from Braddock Rd to Pentagon City	City / Volunteers

The remaining SafeTrack surges that will directly impact Alexandria are Surge 8 and 14. Surge 8 is continuous single track Blue line service between Franconia-Springfield and Van Dorn Street from August 20 through September 5, 2016. Surge 14 is continuous single track Yellow and Blue line service between Braddock Road and Huntington Avenue, and Braddock Road and Van Dorn Street occurring January 2 – January 13, 2017 and again on January 23 – February 3, 2017. Detailed plans and mitigation strategies will be released and widely distributed in advance of each surge.

Attachment 1 – SafeTrack Surges 3 & 4 Ridership Analysis  
Attachment 2 – Transportation Planning Board Traffic Report  
Attachment 3 – Surge #3 Progress Report  
Attachment 4 – Surge #4 Progress Report

cc: Emily A. Baker, Deputy City Manager  
Yon Lambert, Director, Transportation & Environmental Services  
Carrie Sanders, Deputy Director, Transportation & Environmental Services  
Allan Fye, Acting Division Chief for Transit Services

# SafeTrack Surges 3 & 4 Ridership Analysis

July 21, 2016 -- WMATA Planning Office

	Change in Weekday Ridership due to	
	Surge 3	Surge 4
All rail stations Pentagon and south	-13%	-22%
Other downtown stations on Silver/Orange/Blue Lines (Rosslyn to Smithsonian)	-5%	-3%
Bus Shuttle boardings	17,000/day	25,000/day
Alternative bus routes (Metroway, 11Y, 10A)	+98%	+103%
Parking at stations south of Braddock Road	-60% to -70%	-63% to -73%

\*Year-over-year comparisons, controlling for background ridership loss, and virtual tunnel transactions

## Summary

- 70% of rail customers diverted at peak times/directions, while overall losses were moderate (15 to 20% range) because off-peak rail ridership and bus ridership were relatively strong
- Strong diversion to bus:
  - Ridership on substitute bus lines doubled
  - Metroway ridership nearly tripled
- Shuttle buses moved significant passenger volumes, temporarily creating Metro's busiest bus line, particularly during Surge 4
- 11,000 "virtual tunnel" transactions per weekday from customers riding rail-to-shuttle-to-rail through the closed segments during both surges
- Parking at stations south of King Street was down 60-73%
- Rail stations unaffected by the Surge were down approximately 11-13% on weekdays. This report treats this as background losses that would have occurred without Surges 3 & 4.

## Rail Ridership Changes

Surges 3 and 4 cut Metrorail service on the Blue and Yellow lines around the National Airport station – to the south during Surge 3, and to the north during Surge 4. South of the closure, Blue and Yellow Line trains ran at reduced frequencies between the termini (Franconia and Huntington) and the work zone. North of the closure, trains ran every 6 minutes to and from DC at peak times.

During morning rush hours, we saw 60-80% reductions in customers entering stations south of Braddock Road (traditional inbound commuters), ranging from 80% losses at Franconia-Springfield to 62% losses at Eisenhower Avenue. This diversion of peak-hour, peak-direction passenger loads helped our mitigations to function properly, and ensured we did not overwhelm the capacity of the escalators at Braddock Road and Pentagon City. During Surge 3, ridership at Crystal City was down around 30% in the morning, even as the station remained open and northbound rail service was good.

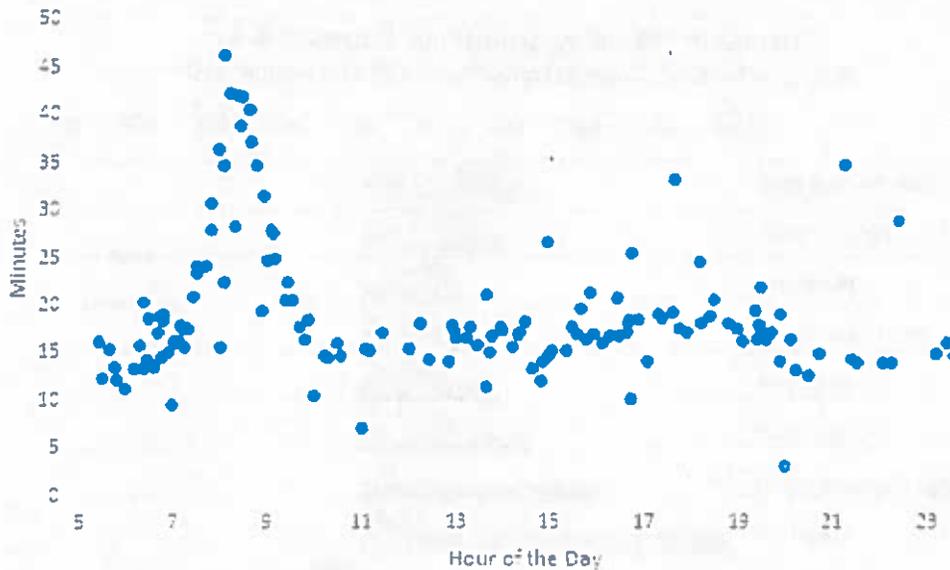
Changes in all-day ridership were more moderate, as midday and reverse-commute ridership remained steady, despite the reductions in service. All-day ridership at the more traditional commuter and park-

## Bus Ridership Changes

More customers diverted to bus during Surges 3 and 4 than we saw in prior Surges. Overall, the bus shuttles moved around 17,000 trips/day during Surge 3, and around 25,000 trips/day during Surge 4. Of this, 500-600 trips/day were on the Franconia-Pentagon shuttle during both surges; the remainder on shuttles between Pentagon City, Braddock Road, Crystal City, and National Airport.

The sheer volume of ridership on the shuttle buses made the shuttle operation Metro's busiest bus line, albeit temporarily. At 25,000 trips per day, the shuttles moved more riders than we typically move on any other major bus route, including some of the busiest like 16<sup>th</sup> Street NW, or the various 30's buses. A bus was serving Pentagon City every 2.5 minutes on average, and the shuttle operation as whole was moving more than half the number of cars on Route 1. Traffic congestion on Route 1 impacted the shuttles between Pentagon City and Braddock Road, as the figure below shows.

Travel Time from Braddock Road to Pentagon City  
Surge 4 Shuttles 7/13/2016



Metroway saw a huge increase in ridership – up over 165-177%, or nearly tripling its usual load, even as we only increased off-peak (not peak) service levels. Metroway was the best choice for most customers traveling to/from Crystal City, as well as through-commuters, and the service was free during both surges. We will be monitoring future ridership to see if any customers decide to remain with Metroway after the surges end.

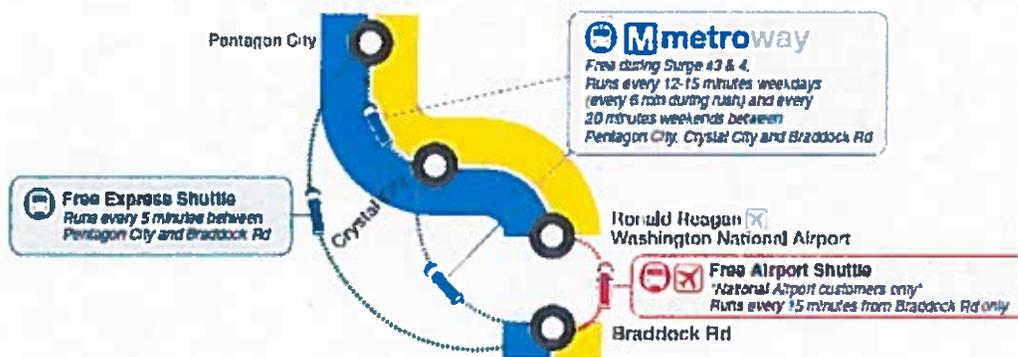
Ridership on the 10A was up 29-64%, and on the 11Y was up 128-133% or more than double. Metrobus added service on both of these alternative lines.

Overall bus ridership on other lines in the Surge area was up 1%.

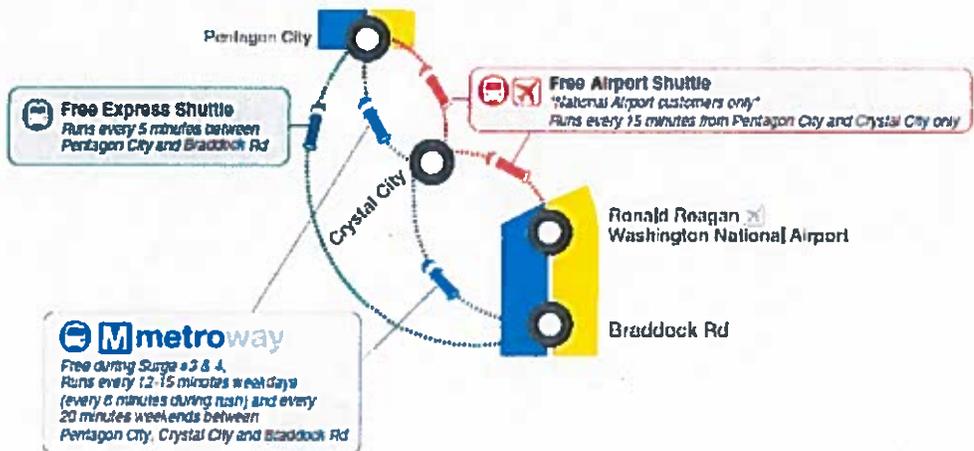
Shuttle Bus Service Plan

# Shuttle Bus Information

**Surge #3: 8:00 p.m. July 5 - closing, July 11**



**Surge #4: 5:00 a.m. July 12 - closing, July 18**



## How SafeTrack has impacted traffic on area roadways so far

Jul 19, 2016

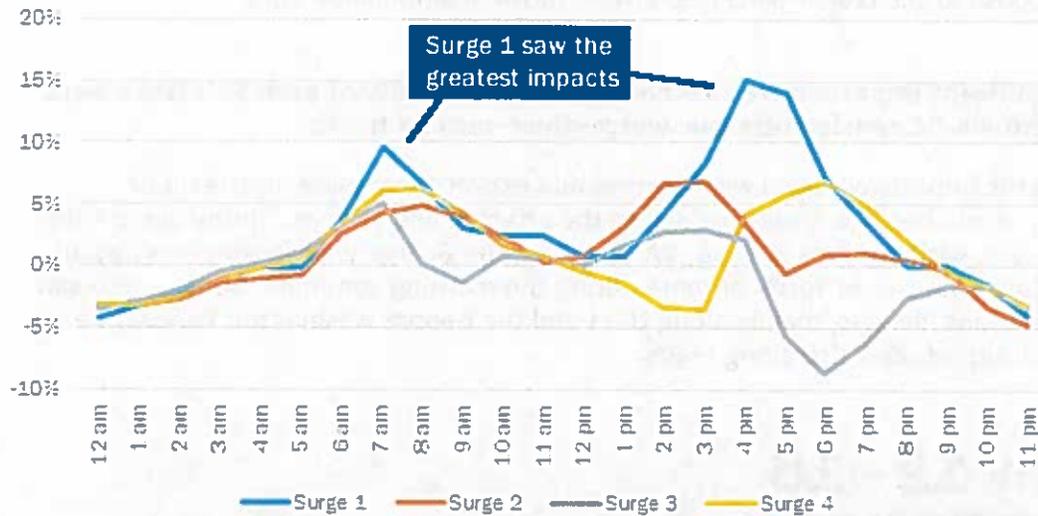


Photo by wikipedia user Jumpy.

**Analysts at the TPB have examined hour-by-hour traffic patterns on area roadways during the first four “safety surges” of Metro’s aggressive, yearlong SafeTrack maintenance program. The analysis reveals some noteworthy impacts that could help traffic management agencies, transit providers, employers, and daily commuters plan for future disruptions.**

The TPB’s recent analysis looked at traffic patterns during each of the first four SafeTrack safety surges (see below). Metro estimates that 30-40% of daily trips were impacted by the service disruptions during each of the surges. Bus bridges and increased local and express bus service helped carry some of the displaced trips. Commuters were also encouraged to find carpool partners, bicycle, or walk, or to telework and avoid traveling altogether.

### SURGES 1-4: % Change in Congestion Compared to Typical Conditions

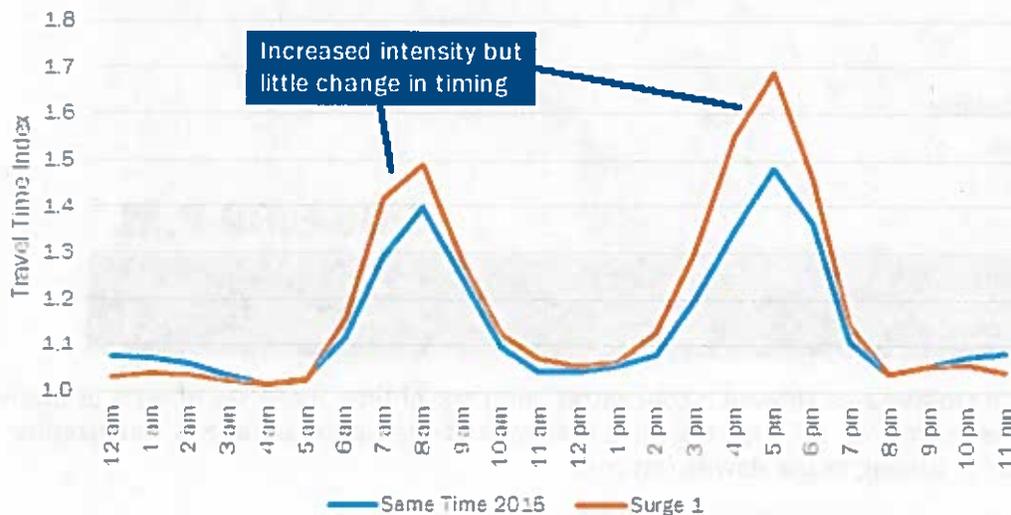


Traffic during each of the first four surges tended to be worse than the same days in 2015, but Surge 1 saw the greatest impacts. (TPB)

> The timing and intensity of traffic during peak commuting times shifted in response to all four surges

Surge 1 saw an increase in the intensity of traffic during the morning and afternoon commuting times and a slightly earlier start to traffic during both periods. Surge 2 saw little change in the intensity of traffic but saw the afternoon commute pick up 1-2 hours earlier than usual. Surge 3 saw little change in morning commute patterns but saw lower-than-normal afternoon traffic and an earlier end to the afternoon rush. Surge 4, like Surge 1, mostly saw an increase in the intensity rather than timing of peak traffic.

### SURGE 1: Freeway Congestion During Surge Compared to Typical Conditions



Surge 1 saw an increase in the intensity of traffic during the morning and afternoon commuting times and a slightly earlier start to traffic during both periods. (TPB)

Surge 1 by far brought the greatest traffic impacts to area roadways, with Surges 2, 3, and 4 showing much less significant effects. Several potential factors could be responsible. One is that the details of each surge are different, with different impacts to different travelers in different parts of the region with different alternatives available to them. Another is that as more people in the region became aware of SafeTrack and its potential traffic impacts, they adjusted their travel times to avoid peak commuting times or chose alternatives other than driving.

A third potential contributing factor is routine summertime changes in travel patterns. In the past, the TPB has consistently found that travel delay drops about 15-20% during summer months when schools and Congress are out and more people have greater flexibility in their travel schedules. Traffic agencies and travelers should be aware of this heading into SafeTrack surges that will coincide with the end-of-summer jump in traffic that usually takes place in September.

\* \* \*

The TPB's analysis can help area traffic management agencies improve their strategies for managing back-ups caused by major disruptions. Travelers, too, can use the information to better plan their trips and avoid the worst impacts. The analysis also sheds light on the region's resilience to disruptions, Metro's role in the region's transportation system, and how transit agencies and others might plan for future shutdowns or service disruptions.

\* \* \*

**MORE:** [Find more charts, graphs, and key takeaways in the full technical analysis](#)

**MORE:** [Metro's full SafeTrack work schedule](#)

**Tags:** [Metro](#), [Traffic Monitoring](#)

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July 26, 2016

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June 22, 2016

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### NEWS

## ATTACHMENT 3



# SafeTrack: Surge 3

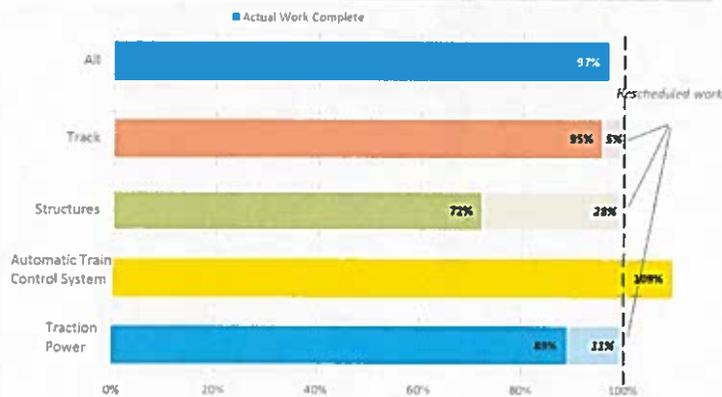
**DATES:**  
July 5 - 11

**WORK ZONE:**  
Reagan National Airport to Braddock Road, Line Segment Shutdown

Final Report  
Data as of 07/15/16

**SCOPE OF WORK:** Renewal of rail and power infrastructure on this portion of the Blue and Yellow lines, including crossties, rail, fasteners, grout pads, and power cables.

### Overall Progress (% Planned Work Complete)



#### Notes:

\*Surge #3 results are preliminary and subject to quality control processes which will remain continuous throughout the duration of SafeTrack. Any remediation work that is identified will be accomplished during normal maintenance times.

Actual work complete represents the % complete across all tasks.

Surge 3 concluded on July 11, 2016. Extreme heat slowed productivity, as work crews took more frequent breaks to stay hydrated and safe. In particular, crosstie renewal, a main priority for this surge, took longer to complete than originally planned. This meant that some open joint welding (track), grout pad replacement (structures), and expansion cable replacements (traction power) had to be rescheduled.

During the surge, priority was given to addressing potential defects and repairing or replacing critical rail infrastructure that affects train speeds and ride quality. Additional regular and preventive maintenance activities were fit in as time permitted. These maintenance activities are and will continue to be conducted on a regular basis to keep the infrastructure in a state of good repair.

#### The critical tasks completed during the surge include:

- + Repaired third rail to improve reliability of the 7000 series trains in this area
- + Verizon adjusted cellular amplifiers to improve coverage for customers
- + Replaced a cross-bond, improving ride quality
- + Replaced over 1,300 crossties
- + Renewed over 200 insulators
- + Renewed 800 linear feet of grout pad
- + Replaced over 1,000 fasteners and 1,200 studs

Shutting down this segment of the Blue and Yellow line allowed the necessary repairs to be completed much more quickly than would otherwise be possible. Replacing over 1,300 crossties would take about 260 nights if performed only after the system closed. Replacing 800 ft of grout pads would take two full weekends, and require single-tracking around the work zone.

In addition, crews completed preventive maintenance activities, including inspecting and repairing tunnel lighting, intrusion detection warning systems, electronic trip stations, and cables at traction power substations and breakers.





# SafeTrack: Surge 4

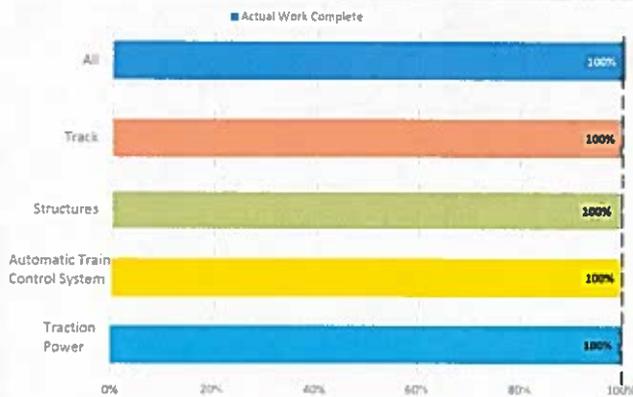
**DATES:**  
July 12 - 18

**WORK ZONE:**  
Pentagon City to Reagan National Airport, Line Segment Shutdown (Crystal City Station Closed)

*Final Report  
Data as of 07/21/16*

**SCOPE OF WORK:** Renewal of rail and power infrastructure on this portion of the Blue and Yellow lines, including rail, fasteners, grout pads, and power cables.

**Overall Progress (% Planned Work Complete)**



**Notes:**

\*Surge #4 results are preliminary and subject to quality control processes which will remain continuous throughout the duration of SafeTrack. Any remediation work that is identified will be accomplished during normal maintenance times.

Actual work complete represents the % complete across all tasks.

Surge 4 concluded on July 18, 2016 with all critical tasks completed. During the surge, priority was given to addressing potential defects and repairing or replacing critical rail infrastructure that affects train speeds and ride quality. Additional regular and preventive maintenance activities were fit in as time permitted. These maintenance activities are and will continue to be conducted on a regular basis to keep the infrastructure in a state of good repair.

Most of the work zone was in tunnels, where rail is affixed to grout pads with fasteners and studs. As a result, there was much less crosstie and insulator renewal scheduled, and work crews were more shielded from hot temperatures.

The critical tasks completed during the surge include:

- + Welded 26 joints on the rail, improving ride quality and safety
- + Replaced over 2700 linear feet of rail
- + Renewed over 950 linear feet of grout pad
- + Replaced over 2400 fasteners and 1500 studs, some of which were original components
- + Cleaned and repaired tunnel drainage system to help prevent water damage to new components

Shutting down this segment of the Blue and Yellow line allowed the necessary repairs to be completed much more quickly than would otherwise be possible. Replacing over 2400 fasteners would take about 80 nights if performed only after the system closed, or 7 weekends of single-tracking. Replacing 950 feet of grout pads would take two full weekends of single-tracking.

In addition, crews completed preventive maintenance activities, including inspecting and repairing lighting in tunnels and cables at traction power substations and breakers.



# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: SEPTEMBER 21, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #4 – 2016 TRANSPORTATION LONG RANGE PLAN

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**ISSUE:** 2016 update to the Transportation Long Range Plan (LRP)

**RECOMMENDATION:** That the Transportation Commission (Commission) hold a public hearing and approve the 2016 LRP.

**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 Commission first adopted an LRP in April 2010. 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).

Each year 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.

**DISCUSSION:** The most recent draft 2016 LRP includes changes based on the guidance provided by the Commission at its April 20, 2016 work session. This includes a number of projects and studies that have been removed, consolidated, or moved to a new developer contingent list. A number of recent plans have been recently approved since the 2015 LRP, including the Eisenhower West Small Area Plan, Oakville Triangle-Route 1 Corridor Plan, and Pedestrian and Bicycle Master Plan Update. All of these plans include a significant number of recommended transportation projects and studies that are currently unfunded or have not been added to the CIP. These projects have been added to the 2016 LRP. They have been organized in a manner consistent with the guidance provided by the Commission.

At the June 15, 2016 Commission meeting, staff provided an overview of the draft 2016 LRP project priorities based on the individual Commission ranking of priorities using prioritization

criteria approved by the Commission during the 2015 LRP process. The Commission recommended that two projects—Route 1 intersection improvements and the Commonwealth Avenue non-motorized bridge—swap rankings. In addition, one of the Commission members asked if staff could prepare a revised scoring methodology. The original scoring methodology—which has been used in previous years—summed the commissioners’ scores to create a composite score for each project and then ranked these composite scores. The requested revised methodology ranks each commissioner’s individual score, creating a set of project rankings for each commissioner. The rank of each project is then determined by summing the ranks (not the scores) of each commissioner. The revised methodology resulted in similar project rankings, with an average difference (shift up or down in rank) of 1.79.

At the July 20, 2016 Transportation Commission meeting, the Commission reviewed the revised project ranking with the swapped projects, and the optional scoring methodology. The revised methodology resulted in most of the project rankings being similar to the original scoring methodology with the exception of a few projects. The Commission agreed that because most of the project rankings were similar, and because the original methodology is consistent with the methodology used in previous years, it made sense to use a consistent methodology for comparison reasons.

It is recommended that Transportation Commission (Commission) hold a public hearing and approve the 2016 LRP at their September 2016 meeting.

- ATTACHMENTS:**
1. Draft 2016 LRP – Projects List
  2. Draft 2016 LRP – Developer Contingent Project List
  3. Draft 2016 LRP – Studies List

PROJECTS

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-1	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
P-2	DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet, <u>and expansion of the DASH Maintenance facility to accommodate the additional buses.</u> In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
P-3	Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
P-4	<u>King St (Quaker Lane to N. Hampton) Sidewalk</u>	<u>Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>Could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project.</u>
P-5	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
P-6	<u>Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements</u>	<u>Construct new sidewalk along the north side of Seminary Road, where missing, and other pedestrian safety improvements. Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. It could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project. Consider combining with Seminary (Van Dorn to Quaker) bicycle project, below.</u>
P-7	Corridor A Circulator Transit Service	Provide <b>scale appropriate</b> Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.	<u>Transitway Corridor Feasibility Study / DASH COA</u>	Project	Transit	\$1-5 million	1-5 years	Not Started	No	
P-8	<u>Seminary Road from N Van Dorn St to Quaker Lane bicycle facility</u>	<u>Construct an enhanced bicycle corridor (Specific facility type to be determined through further study) to provide improved east-west connectivity and linkage with the existing bike lane on Janneys Lane.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Bicycle</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. It includes the previous project #15-28 (Seminary at Quaker intersection improvement). It could be coordinated with the sidewalk project on the north side of Seminary Road. Consider combining with Seminary (Quaker to Ft. Williams Pkwy) pedestrian project, above.</u>
P-9	<u>N. Jordan St from Howard St to Seminary Road Sidewalk</u>	<u>Construct new sidewalk along the east side of N. Jordan Street where missing. Provides connectivity between multifamily residential uses and Seminary Road and Hammond Middle School.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	-
P-10	<u>Route 1 Intersection Improvements</u>	<u>Intersections improvements along Route 1, including Route 1 at E. Reed (Modify WB lanes from an exclusive left turn lane and shared thru-right lane to exclusive left, thru and right lanes), Custis (Modify EB/WB from shared left, thru, right lanes to exclusive left turn lanes and shared thru/right lanes). Add an actuated pedestrian signal and crosswalk at Route 1 and Fannon Street. Add a new signal at Route 1 and Montrose, and make safety improvements at Montrose/Ashby / E. Glebe Road.</u>	<u>Route 1 / Oakville Triangle Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>These projects would likely be funded through developer contributions or incremental tax.</u>
P-11	Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan. <u>The project is being further analyzed as part of the Old Town North Small Area Plan in 2016, and should be implemented as part of the road resurfacing scheduled for 2018.</u>
P-12	<u>Mt. Vernon Avenue Intersection Improvements (Consolidated 15-5, 15-6, 15-Z)</u>	<u>Intersection improvements along Mt. Vernon Avenue at Russell Road, Four Mile Road, and E./W. Glebe Road. Improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.</u>	<u>Arlandria SAP</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This new project consolidates previous 2015 projects 15-5, 15-6 and 15-7, since these are all intersection safety improvements along Mt. Vernon Avenue within the same general vicinity.</u>
P-13*	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	

PROJECTS

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
<a href="#">P-13*</a>	<a href="#">Van Dorn St (Kenmore to Braddock Rd) Sidewalk</a>	<a href="#">Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	
<a href="#">P-15</a>	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
<a href="#">P-16</a>	<a href="#">Madison Street Bike facility</a>	<a href="#">This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	<a href="#">Project</a>	<a href="#">Bicycle</a>	<a href="#">Less than \$1 million</a>	<a href="#">1-5 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan. The Madison Street enhanced bicycle facility is also being analyzed as part of the Old Town North Small Area Plan.</a>
<a href="#">P-17</a>	<a href="#">Eisenhower Avenue Enhanced Transit Service</a>	<a href="#">Provide enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Ave. Metrorail station, including 15 min peak headway and 30 min offpeak headway. Would require two new buses, new shelters, Transit Signal Priority, real time information.</a>	<a href="#">Eisenhower West Small Area Plan; Transitway Corridor Feasibility Study</a>	<a href="#">Project</a>	<a href="#">Transit</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">This project would fund the capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters.</a>
<a href="#">P-18*</a>	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
<a href="#">P-18*</a>	<a href="#">Non-motorized bridge over Cameron Run</a>	<a href="#">Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.</a>	<a href="#">Eisenhower West Small Area Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">More than \$5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	
<a href="#">P-20</a>	<a href="#">Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.</a>	<a href="#">Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">Less than \$1 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan.</a>
<a href="#">P-21</a>	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
<a href="#">P-22</a>	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters ( <a href="#">Coordinate with the Fitzgerald Square improvements</a> ).	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
<a href="#">P-23</a>	<a href="#">Commonwealth Ave. Green Street</a>	<a href="#">Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.</a>	<a href="#">Four Mile Run Restoration Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">Less than \$1 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	
<a href="#">P-24</a>	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. <del>To be further evaluated in Eisenhower West Plan. The Eisenhower West Small Area Plan further examined this project which would require both public and developer funding, and more detailed roadway design and analysis will be conducted as part of the Eisenhower West/Landmark Van Dorn Implementation Plan.</del>
<a href="#">P-25</a>	<a href="#">Braddock Road Intersection Improvements (Consolidated 15-24, 15-25)</a>	<a href="#">Intersection improvement at Braddock Road and Van Dorn Street (Replace the shared thru/left turn lanes along NB and SB Van Dorn St with separate left, thru, thru/right lanes, and protected permissilve left turn phasing along NB and SB Van Dorn), and intersection improvement at Braddock Road and Beauregard Street (Change WB Braddock dual left to a single left, and thru lanes)</a>	<a href="#">Beauregard SAP</a>	<a href="#">Project</a>	<a href="#">Streets</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">This new project consolidates previous 2015 projects 15-24 and 15-25 since these are all intersection safety improvements along Braddock Road that were recommended in the Beauregard Small Area Plan. Interim intersection improvements at Van Dorn / Braddock are being made as part of the N. Van Dorn Complete Streets project.</a>
<a href="#">P-26</a>	<a href="#">S. Van Dorn Intersection Improvements</a>	<a href="#">Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.</a>	<a href="#">Eisenhower West Small Area Plan</a>	<a href="#">Project</a>	<a href="#">Streets</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	
<a href="#">P-27</a>	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
<a href="#">P-28</a>	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed. <b>CAN BE REMOVED AFTER THE EA IS COMPLETED, ANTICIPATED IN SPRING 2016</b>

**PROJECTS**

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
<b>P-29</b>	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.	<u>BRAC Development</u>	Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	<p>This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized.</p> <p>The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. The project will remain on the list until after the I-395 HOV ramp is completed and operational, and a review of traffic and safety impacts has been completed.</p>

*Projects in red/underlined are new projects added for 2016*

\* *Project priorities for these projects resulted in a tied score*

**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 <u>superstop</u> 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 terminal</u> 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 CCPY-Transitway</u> buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. <u>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.</u>
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 moved 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 <u>from Route 1</u> to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration Plan	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>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</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.</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>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</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.</u>

*Projects in red / underlined are new projects added for 2016, or changes from 2015*

## DRAFT FINAL

## City of Alexandria Long-Range Plan

September 20, 2016

## Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-1	Pedestrian safety improvements at Route 1/Fayette Street, at Route 1/First Street, and at Braddock/Wythe/West intersections	Study should 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	Cost		Not Started		
S-2	Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study	Parking			On Hold		This will be evaluated as part of a BMN Parking study
S-3	Evaluate Madison, Montgomery, and Queen Streets to determine feasibility of conversion from one- to two-way streets	Evaluate Madison, Montgomery and Queen streets to determine if two-way conversion is feasible. Two-way streets would improve the environment for pedestrians and bikes, and improve residential development along Madison and Montgomery and retail space along Queen Street.	Braddock SAP	Study	Streets			Not Started		Timing dependent on availability of funds. <a href="#">This is being analysed as part of the Old Town North Small Area Plan in 2016.</a>
S-4	Explore possibility of Montgomery Street as a transit route between the Metro station and other north-south routes	Explore the possibility of Montgomery Street as a transit route between the Braddock Metro station and other north-south routes. Although this oneway street is currently used as a DASH route, the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian- and transit friendly.	Braddock SAP	Study	Transit			Not Started		Timing dependent on availability of funds. The DASH COA recommends Montgomery Street as a portion of an Old Town Circulator, operating in the westbound direction. <a href="#">This is being analyzed as part of the Old Town North Small Area Plan in 2016.</a>
S-5	Traffic Impacts Analysis in Potomac Yard	Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods.	Potomac Yard SAP	Study	Streets			Not Started	Yes	<a href="#">The North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.</a>
S-6	East-West connectivity in Potomac Yard	New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.	Potomac Yard SAP	Study	Streets			Not Started	Yes	<a href="#">The Route 1 / Oakville Triangle Corridor Plan analyzed east-west improvements. In addition, the North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.</a>
S-7	Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail	Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail.	Potomac Yard SAP	Study	Pedestrian			Not Started	Yes	<a href="#">This will be evaluated as part of the Dangerfield Island Master Plan in 2016 / 2017.</a>
S-8	Eisenhower Valley Metro Station	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study	Transit			Not Started		Per the TMP, any small area plan that includes land in the Eisenhower Valley and proposes an increase in density beyond what is currently approved shall provide for a City-directed study of the desirability and feasibility of the development and funding of an additional Metrorail Station. If a City-directed feasibility study concludes and City Council agrees that a new Metrorail station is viable and desirable, then any proposals to add additional density to the Eisenhower Valley sections of the above mentioned plans must include a specific plan to support the development of an additional Metrorail station on Eisenhower Avenue to serve the Valley.
S-9	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	
S-10	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 existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	More than \$5 million	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.

**DRAFT FINAL**

**City of Alexandria Long-Range Plan**  
**September 20, 2016**

**Studies**

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-11	Eisenhower Avenue Metrorail Improved access	Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.
S-12	<a href="#">Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area. (Consolidated 15-3, 15-4)</a>	<a href="#">Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.</a>	<a href="#">Braddock SAP</a>	<a href="#">Study</a>	<a href="#">Pedestrian</a>			<a href="#">Not Started</a>		<a href="#">This new project combined 2015 projects 15-3 and 15-4 because they are both within the same vicinity and aim to achieve the same goal of improving pedestrian and bicycle connectivity from Braddock Metro to the Northern Gateway.</a>
S-13	<a href="#">Braddock Road Multimodal Connections</a>	<a href="#">Study the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station itself. Such a tunnel would provide a new station entry from the west, minimizing the distance pedestrians must walk to access the station from the west.</a>	<a href="#">Braddock Metro Neighborhood Plan</a>	<a href="#">Study</a>	<a href="#">Pedestrian</a>	<a href="#">More than \$5 million</a>	<a href="#">10+ years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	<a href="#">This project was previously included in the City's CIP, but was removed in 2016 and therefore should be added back as a study in the Transportation Long Range Plan.</a>

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: SEPTEMBER 21, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #5 – I-395 HOT LANES PROJECT UPDATE

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**ISSUE:** Update on the I-395 HOT Lanes Project

**RECOMMENDATION:** That the Transportation Commission (Commission) receive an update on the I-395 HOT Lanes project from Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT).

**BACKGROUND:** There are two ongoing parallel efforts related to the project: 1) VDOT is preparing an Environmental Assessment (EA) that will be submitted to the Federal Highway Administration (FHWA) for approval, and 2) DRPT is preparing a Transit / Transportation Demand Management (TDM) Study that will identify projects eligible for funding through the Annual Transit Payment.

**DISCUSSION:** On August 31, 2016 the Virginia Secretary of Transportation sent a letter to Alexandria, Arlington County, and Fairfax County indicating the Commonwealth has committed to providing a minimum Annual Transit Payment of \$15 million per year to fund eligible TDM and transit improvements along the I-95/395 corridor (Attachment 1). The Commonwealth Transportation Board (CTB) will determine the process of awarding, tracking, and evaluating how funds are used.

Identifying the Annual Transit Payment amount is an important milestone for the project since the Transportation Planning Board (TPB) requested that the amount be determined prior to including the HOT lane project into the Constrained Long Range Plan (CLRP) Amendment.

On September 13 VDOT notified the City that the Draft EA has been posted on the VDOT website ([http://www.virginiadot.org/projects/northernvirginia/395\\_express.asp](http://www.virginiadot.org/projects/northernvirginia/395_express.asp)). In addition, hardcopies of the documents will be available from September 24 to November 7 at Beatley Library (5005 Duke St. Alexandria, VA 22304). Comments on the EA must be received by November 7 to be considered in the Final EA. Comments may be submitted by email

([395expresslanes@vdot.virginia.gov](mailto:395expresslanes@vdot.virginia.gov)) or by mail (Amanda Baxter, VDOT Northern Virginia District, 4975 Alliance Dr. Fairfax, VA 22030).

There are several upcoming milestones for each effort in order to complete both the EA and Transit/TDM Study by the end of the calendar year, including:

- DRPT Open House for Transit/TDM Study – September 21, 2016
  - Alexandria City Hall (301 King St. Alexandria, VA 22314) – Sister Cities Room 1101
  - 6PM to 7PM
- VDOT Public Hearing for the EA in Alexandria – October 26, 2016
  - Francis Hammond Middle School (4646 Seminary Rd. Alexandria, VA 22304)
  - 6:30PM to 8:30PM
- TPB Adoption of I-395 HOT Lanes into CLRP Amendment – November 2016
- Completion of EA and Transit/TDM Study – December 2016
- Project Delivery Decision – January 2017
- Begin HOT Lane Construction – January 2017
- Complete Construction – Summer 2019

**ATTACHMENTS:**

Attachment 1 - Letter from Commonwealth of Virginia



# COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.  
Secretary of Transportation

August 31, 2016

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

The Honorable Allison Silberberg  
Alexandria City Hall  
301 King Street  
Alexandria, VA 22314

The Honorable Libby Garvey  
Arlington County Board  
2100 Clarendon Blvd. Suite 300  
Arlington, VA 22201

Dear Chairman Bulova, Mayor Silberberg, and Chair Garvey:

I am writing to continue discussions related to the 395 Express Lanes extension project and follow up on my letter dated November 20, 2015.

The Commonwealth has taken many steps to help improve travel along this corridor. Earlier this year, the United States Department of Transportation notified the Commonwealth that it intends to award a FASTLANE grant of \$165 million to help improve travel along this corridor through the Atlantic Gateway proposal. The components of the Atlantic Gateway project include:

- 395 Express Lanes extension, including upgrades for transit and HOV access to the Pentagon;
- Reinvestment of toll revenues throughout the corridor to support capital and operating needs of new transit service and transportation demand management strategies;
- Long Bridge, phase I – construction of a fourth track from Alexandria to Potomac River;
- Construction of 8 miles of third track to the 95 rail corridor from Springfield south;
- New capacity for additional Virginia Railway Express trains upon completion of the rail capacity;
- 95 Express Lanes extension from Garrisonville to Fredericksburg;

*The Honorable Sharon Bulova  
The Honorable Allison Silberberg  
The Honorable Libby Garvey  
August 31, 2016  
Page Two*

- Construction of a southbound collector-distributor bridge on I-95 from Route 17 to Route 3; and
- New commuter park-n-ride lots, truck parking, technology upgrades, and pavement markings to help support autonomous vehicles.

I am writing today to provide more details on the reinvestment of toll revenues to support new and expanded transit and transportation demand management (TDM) throughout the I-95/I-395 corridor. The Commonwealth will commit to provide at least \$15 million annually for these purposes starting with the commencement of tolling on this facility. In addition, the Commonwealth will ensure that some portion of any revenue sharing of excess revenues received by the Department of Transportation will be provided for transit and TDM purposes on this corridor. This annual transit payment will be sufficient to expand transit and other travel options in this corridor and fund outcomes from the on-going Department of Rail and Public Transportation's Transit Transportation Demand Management study. This study is being conducted in a cooperative manner with jurisdictions along the corridor and will be complete by this December.

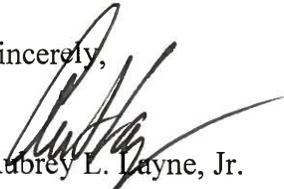
At this time, the Commonwealth is in the process of evaluating its options for the delivery of the 395 Express Lanes extension. The project will be delivered either through the current public-private partnership agreement for the 95 Express Lanes, a new public-private partnership procurement or as a publicly funded facility. A decision on the path forward will be made in the coming months, and we will ensure that the selected option will provide for the annual transit and TDM funding outlined above.

We will not be able to solely build our way out of congestion in large urban areas like Northern Virginia. With the completion of the Transform66 project, our major interstate corridors will have essentially reached their ultimate footprints where future widening will be cost prohibitive, impacts to communities too great, or both. This situation means the Commonwealth must find ways to move more people in the current Interstate capacity and right-of-way. Key to our success is dedicated and on-going funding for transit and TDM.

If you have any questions related to this matter please contact Nick Donohue, Deputy Secretary of Transportation, at (804) 786-8032 or [Nick.Donohue@governor.virginia.gov](mailto:Nick.Donohue@governor.virginia.gov).

Thank you for your leadership on transportation in Northern Virginia.

Sincerely,

  
Aubrey L. Layne, Jr.

Copy:

Timothy Lovain, Chair of TPB

Jay Fiset, Chair of NVTC

Frank Principi, Chair of PRTC

Mary H. Hynes, CTB NoVA District

F. Gary Garczynski, CTB Vice-Chairman and At-large urban

E. Scott Kasproicz, CTB at-large urban

Charlie Kilpatrick, VDOT Commissioner

Jennifer Mitchell, DRPT Director