



Transportation Commission

November 19, 2014

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the October 15, 2014 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Potomac Yard Metrorail Station
 - Metroway
 - West End Transitway
 - Lower King Street Multimodal Feasibility Study
 - Pedestrian and Bicycle Master Plan Update
 - Eisenhower West Transportation Study
3. FY 2016-2025 CIP Guidance
4. Commission Updates
5. WMATA / Metro 2025 Discussion
6. RSTP / CMAQ Request
7. Oakville Triangle
8. Other business

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

Next Meeting: Wednesday, December 17, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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City of Alexandria

Transportation Commission

11-19-14

Regular Meeting

October 15, 2014
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Councilman Tim Lovain, Jake Jakubek, Jerry King, James Lewis, Nathan Macek, Monica Starnes, and Maria Wasowski

Staff Present: Carrie Beach – P&Z, Karen Callahan – T&ES, Carrie Sanders – T&ES, Allan Fye – T&ES, Steve Sindiong – T&ES

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

1. September 17, 2014 Meeting Minutes

Chair Nathan Macek called the meeting to order and if there were any edits to the September 17, 2014 minutes. Commissioner Jakubek stated Marti Reinfield had resigned and her name should be removed from the list as staff present. Chair Macek asked that the minutes be edited to include a brief summary the Commission's comments on the Memorial Circle Transportation Plan being conducted by the National Parks Service. He also stated that Transportation Commission outgoing correspondence should be memorialized, by including them with the minutes and being e-mailed to the Commission. There being no additional edits, a motion to approve the minutes was made by Commissioner Wasowski, seconded by Commissioner King, voted on and unanimously approved.

2. Updates To Receive (Consent Items)

The Commission received updates on the following: Funding Update; Potomac Yard Metrorail Station; Metroway (Route 1); Lower King Street Multimodal Feasibility Study; Pedestrian and Bicycle Master Plan Update; Eisenhower West Transportation Study; Oakville Triangle, the Parking Ratio Study and Capital Bikeshare. Chair Macek asked if there were any questions or discussions on any items on the consent calendar. He asked for information on the Northern Virginia Transportation Authority (NVTA) 70% funds the City requested, and what was actually funded. Staff Carrie Sanders responded that the staff person who is the expert on that answer was on funeral leave and he would have to follow up with the Commission. Commissioner Jakubek inquired about the Lower King Street Multimodal Feasibility Study. He asked if the Commission could examine the results of the refined alternatives that were presented to representatives of the Old Town Civic Association (OTCA) and representatives of the business

community for input. Staff Steve Sindiong stated he could email an overall summary of the meetings to the Commissioners. Commissioner King voiced concerns of the Bicycle Pedestrian Advisory Council (BPAC) regarding the Pedestrian and Bicycle Master Plan Update. He stated BPAC is concerned that the City did not track the goals of the 2008 Pedestrian and Bicycle Mobility Plan and if those milestones were not tracked, they will not be in the current update. As an example, he mentioned the number of children who walked to school was reflected in the 2008 plan and asked what kind of follow up we expect in the updated plan. Carrie Sanders stated that not all goals are measureable, but that the project's Ad Hoc Committee will be involved in reviewing a summary of what has been completed since the 2008 plan. She indicated in the new plan, there will be more goals that are measureable. Chair Macek added that he feels policies on design features are needed in the update to provide guidance on intersection and pedestrian crossing design. Commissioner Jakubek identified traffic signals with leading pedestrian flash should be a standard City-wide and stated those should be added as a standard design. Staff indicated they would share that idea with the project consultant. Commissioner Wasowski gave a report on the main issue of the Oakville Triangle plan which is limited connectivity other than to Route 1. She indicated discussions are ongoing as to what other streets could connect with the triangle. One option is to connect with Calvert Avenue but that would impact the small park located there. Another option is Stewart Avenue on the west to Swann which would also impact the park. Councilman Lovain offered that a pedestrian bicycle trail could be the connection instead of a road. P&Z staff Carrie Beach added that the Metroway adds another level of complexity for the Oakville Triangle Plan. She reported that there will be an Open House on October 27, 2014 which will include initial results of the traffic study, a review of the different connectivity options and an opportunity for comments and questions. There were no additional requests to discuss any other updates; therefore, the Commission accepted the updates.

3. Commission Updates

Commissioner Monica Starnes reported that it is time for the Environmental Policy Commission (EPC) to revisit the City's 2009 Environmental Action Plan which is done every 5 years. The EPC is beginning discussions on the process, and the benchmarks and goals they want the City to accomplish in the future. She shared that transportation is one of the guiding principles. Commissioner Jakubek reported that he had been attending the West End Transitway's Policy Advisory Group and public meetings, and that there are upcoming meetings that T&ES staff Allan Fye will provide information on in his presentation tonight. Councilman Lovain reported that the Transportation Planning Board (TPB) approved the 2014 Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP). The Board will also approve the final call for next year's projects at its November 19, 2014 meeting. A key consideration will be whether projects meet sustainability and transit oriented development goals. TPB also voted to adopt Resolution R5-2015 finding that the 2014 CLRP and FY 2015-2020 TIP conform to the requirements of the Clean Air Act Amendments of 1990.

4. West End Transitway

T&ES staff Allan Fye gave an update on the West End Transitway Alternatives Analysis and Environmental Assessment (AA/EA), including three alternatives (No Build, TSM, and Build), public outreach, stakeholder coordination, evaluation measures, and next steps. He reported the second public meeting will be held on October 22, 2014. The meeting will focus on the project status update, an overview of the three alternatives being studied, a presentation of the initial results of the evaluation, next steps and an opportunity for citizen comments and feedback. Mr.

Fye also reported that the West End Transitway Policy Advisory Group (PAG) met twice to discuss design options that refine the corridor alignment, evaluation measures used to evaluate each alternative, service patterns, and the definition of the three study alternatives. Their next meeting is scheduled October 23, 2014. The meeting will focus on the results of the evaluation measures and the feedback received from the October 22nd public meeting.

Mr. Fye stated that the definition of alternatives is a key step in the AA process since it defines the core physical and operational attributes of each alternative. As the evaluation measures are applied to each alternative, the differences between each alternative becomes clearer and the continuum of cost and benefits becomes more pronounced. The results of the analysis will provide the basis for the eventual selection of a locally preferred alternative (LPA). Also after a tour along the corridor, representatives from Federal Transportation Administration (FTA) and Virginia Department of Historic Resources (VDHR) informed City staff that they did not identify any issues, and that the Section 106 process could potentially be streamlined. Their final decision will be reflected in the EA.

5. Other Business

T&ES staff Carrie Sanders reminded Commissioners that staff was directed to return with revised language of the 2014 Transportation Long Range Plan (LRP) for the description of the intersection project at Mt. Vernon Avenue and Four Mile Road. The language has been changed from "Construct cul-de-sac from Bruce Street into park and construct new T intersection" to "Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Run." It was the consensus of the Commissioners that the revised language is agreeable for the draft. T&ES staff Steve Sindiong noted that at the September Commission meeting, it was agreed that the intersection project would be added to the 2015 LRP update, using the revised project description.

Chair Macek indicated he received a letter from Alexandria's Bicycle Pedestrian Advisory Committee (BPAC) asking how the City could take advantage of the Federal Department of Transportation's Safety Initiatives. Chair Macek handed over the letter to staff and asked them to follow up. Chair Macek also informed Commissioners about a City online survey seeking citizen input on their priorities for the City to help inform Council during the budget process. He encouraged everyone to participate in the survey. He also reported a letter he received from the City Manager addressed to Boards, Commissions, civic groups and other community leaders asking to meet in early November to discuss ways these groups can be engaged to provide input to the FY 2016 budget process. He suggested the Commission begin to think about budgetary impact items to forward to Council for input, and that staff begin to determine when the budget issues need to be brought to the Commission for input.

Commissioner King asked staff Carrie Sanders about a Virginia Department of Transportation (VDOT) bicycle and pedestrian advisory group that holds meeting regarding what is happening on the State level. Ms. Sanders indicated she will contact the State-wide Coordinator and ask to be added to the distribution list. He also stated that he found out that local hotels have loner bicycles for their guests.

Chair Macek made a motion to adjourn the meeting. There being no objection, the meeting was adjourned at 8:45 p.m.

City of Alexandria, Virginia

MEMORANDUM

2
11-19-14

DATE: NOVEMBER 19, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Area Metropolitan Transit Authority (WMATA) and Northern Virginia Transportation Commission (NVTC) continue to hold meetings with regional partners in October and November to review substantive issues regarding the WMATA Capital Funding Agreement to fund WMATA capital activities from FY 2016 through FY 2020. Meetings among the jurisdictional partners will be scheduled weekly to develop this agreement. The fifth agenda item for this Transportation Commission meeting describes the Metro 2025 program, which is the subject of these deliberations.

On October 14, 2014, City Council approved a resolution to accept some of the Northern Virginia Transportation Authority (NVTA) regional transportation 70 percent funds awarded in FY 2014, in preparation for a formal application later in the year. Current plans are to file this application and have it considered by the NVTA Board on December 11, 2014. NVTA is evaluating all projects proposed with the evaluation methodology approved on October 9, 2014. The initial results are forecasted to be released at the December 11, 2014 NTVA meeting.

The Commonwealth has been collecting less funding for transportation than originally projected. As a consequence, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) have developed a modified six-year improvement plan. The Commonwealth Transportation Board (CTB) held a set of hearings on these proposed modifications to the Six-Year Plan, as well as to determine transportation needs for the Commonwealth. Based upon the results of the hearing, VDOT passed an amended Six Year Improvement Plan on November 12, 2014. While this plan retained funding for all of the key programs affecting Alexandria in FY 2015, cuts in funding are forecasted in future years.

B. POTOMAC YARD METORAIL STATION EIS

The Draft Environmental Impact Statement is nearing completion. The City, WMATA,

the Federal Transit Administration (FTA), and the National Park Service are currently reviewing the document and it will be released to the public early next year.

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.

C. METROWAY (ROUTE 1)

Metroway service continues between the Braddock Road and Crystal City Metrorail stations and ridership remains strong with daily ridership at 30 percent above the average daily ridership on the 9S route, which Metroway replaced. Staff is continuing to work on implementing additional elements including real-time bus arrival information and off-board fare collection. Phase 2 of the Crystal City Potomac Yard Transitway is scheduled to open next spring when the dedicated lanes from the Arlington County line to the Crystal City Metrorail Station are complete.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately \$20 million.

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

D. WEST END TRANSITWAY (WET)

At the October 15, 2014 Transportation Commission meeting, Chairman Macek asked about whether 50 percent of transit lanes in the West End Transitway would need to be dedicated lanes in order for the project to receive FTA funding. In response, staff researched this requirement and found that it applies only to FTA New Starts applications. The proposed funding source for the West End Transitway is Small Starts funding, not New Starts funding, and for Small Starts funding there is not a minimum percentage requirement for dedicated transit lanes.

A public meeting was held on October 22, 2014, attended by approximately 35 people, and included an introductory presentation, followed by two breakout sessions, and concluded with a report out from each group. The consultant team is preparing a memo that will include the feedback gathered at the public meeting. The primary areas of concern included: congestion and parking near the intersection of Sanger and Van Dorn, incorporating land use and transportation considerations, person throughput as an important evaluation measure, and frequent service connecting the major transit centers along the corridor.

The third Policy Advisory Group (PAG) meeting was held on October 23, 2014 and focused on the technical information presented at the public meeting and the feedback

from the public. In addition, the PAG supported the proposal to remove the stop at Edsall / Van Dorn and add two other stations: Pickett / Van Dorn and Stevenson / Van Dorn. The benefits of the two stations include: less property acquisition, improved pedestrian access to existing and proposed development, and better station spacing along the corridor. The next PAG meeting will be held on Thursday, December 18, 2014 from 6:30 to 8:30 P.M.

A pop-up information session was held on Sunday morning November 9, 2014 at the Queen of the Apostles academy and was attended by approximately 40 people. The primary audience was Spanish-speaking residents from along the corridor. The flyer advertising the pop-up session, project handout, and presentation was presented in Spanish. Attendees were very engaged and provided feedback about the project and the elements most important to them.

A briefing on the West End Transitway was provided at the Eisenhower West Small Area Plan Steering Committee meeting on Monday, November 10, 2014. The theme of the Steering Committee was transportation and included updates about other transportation planning initiatives in the Study Area.

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

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

E. LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

Since the May 29 public meeting, where four functional alternatives were presented, staff has refined alternatives to incorporate public input, and prepared an additional alternative that would open the street to traffic, and include widening of the sidewalks while still preserving some on-street parking. Staff has presented the refined alternatives to representatives of the Old Town Civic Association on August 11, 2014, to representatives of the business community on October 1, 2014, to the Old Town Business and Professional Association on October 21, 2014, and to the Old Town Civic Association on November 12, 2014. The report will be finalized in 2014 and provided to the Transportation Commission when completed. Funding for a specific alternative will not be requested until the Old Town Area Parking Study Work Group has reconvened and reviewed results from a recently completed study of an 85-block area of Old Town to document existing, on-and off-street public parking, to assess utilization.

Background: In response to the Waterfront Commission recommendation on the Union Street Corridor Study, the City began the Lower King Street Multimodal Feasibility Study in January 2014. The purpose of the study is to analyze and identify impacts associated with various shared street concepts for the 100 block (Union to Lee Streets) of King Street,

including limited vehicular access, and improved pedestrian access. The study will identify traffic and circulation improvements, operational and maintenance needs, an implementation timetable and process, and budgetary requirements to convert the 100 block of King Street into a shared street to allow the public to enjoy as a meeting and gathering place, and for dining, shopping, and a range of programmed activities. The study will be coordinated with the other projects in the vicinity including the unit block of King Street. The study will include an analysis of circulation (vehicular, pedestrian, bicycle), trolley access, bus (including tour bus) circulation and pick up/drop off, loading access, parking (on-street, garage access, valet, passenger drop off/pick-up areas), and emergency vehicle access.

F. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The project consultant, Toole Design Group, has completed an analysis of existing conditions, and has received initial feedback on issues and needs through an online survey and wikimap, through a public meeting held on September 30, 2014, and through a meeting with the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Ad Hoc Committee) on October 9, 2014. The consultant is in the process of developing draft pedestrian and bicycle goals and objectives, and developing a progress report to show what projects, goals and benchmarks have been completed since the 2008 Pedestrian and Bicycle Mobility Plan was completed. The next Ad Hoc Committee meeting will occur on December 3, 2014.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator, and initiated a Capital Bikeshare Program (Bikeshare Program), both of which continue to expand citywide. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City will undertake an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines.

The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages transportation options, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing and projected development and Metrorail and fixed transit stations); and
- Develop a framework for implementing non-motorized policies and projects citywide

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

G. EISENHOWER WEST TRANSPORTATION STUDY

The transportation study consultant is continuing to analyze multimodal bridge options, which have been narrowed to five alignment options. Staff has met with a number of property owners that may be affected by the bridge alignment options. Over the winter, the consultant will be analyzing the 2040 baseline alternative. A steering committee meeting was held on November 10, 2014 where staff presented an update on the West End Transitway, an update on existing transportation conditions, and analysis of the multimodal bridge. The next community meeting will occur on December 8, 2014 at 7:00 P.M. at Beatley Central Library.

Background: The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study began in spring 2014 and is anticipated to be complete by spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a “No Build” alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is still needed, based on current planned land uses and transportation improvements.

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

City of Alexandria, Virginia

MEMORANDUM

3
11-19-14

DATE: NOVEMBER 19, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM # 3 - FY 2016-2025 CIP UPDATE

ISSUE: Update on FY 2016 - FY 2025 City Capital Improvement Program (CIP)

RECOMMENDATION: That the Transportation Commission (Commission) receive the update and provide guidance to staff for preparation of the FY 2016 budget for inclusion in the City Manager's FY 2016 budget.

DISCUSSION: Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed programming funding for major capital projects in the City. Funding for CIP comes from the City's general fund, grants and other non-City sources of funding including developer contributions.

As part of the Council's Strategic Plan, one of the objectives is to *develop local, reliable funding mechanisms to support a fiscally constrained transportation plan*. In 2011, the Council approved a 2.2 cent reservation of the property tax to fund transportation projects. This funding has provided the opportunity to fund many of the projects on the Long Range Transportation Plan (LRP) over the next ten years. In 2013, House Bill 2313 was signed into law which levies additional taxes and fees to generate additional revenue for transportation projects. Taking into account this new funding source, the Commission recommended in October 2013 the following policy guidance to staff for the FY2015-24 CIP:

- Maintain funding for highest priorities set by Transportation Commission.
- Allocate Northern Virginia Transportation Authority (NVTA) 70 percent funds for high priority major capital investments with regional impacts, with an emphasis on leveraging non-city funds and/or accelerating project delivery.
- Utilize funding sources with least restrictions on project eligibility (i.e. CMAQ, RSTP, and NVTA 30 percent funds) for non-motorized projects, project development, ADA improvements, maintenance and operations.
- Commit adequate operating funds to provide the project management, procurement, management and of staff resources necessary to implement new capital projects and programs. Consider capitalizing staff positions that are directly related to capital project

implementation, as allowable, in order to utilize capital funds and reduce impacts on the operating budget.

- Ensure that city transportation funding levels are maintained or increased above the maintenance-of-effort requirements of HB2313, to provide new transportation capacity and enhanced transportation services and programs while also maintaining existing assets in a state of good repair.
- Preserve the 2.2 cent transportation reservation in order to comply with maintenance-of-effort requirements, maintain flexibility, and to offset previous loss of state urban funds.

This guidance reflects the additional responsibilities that come along with the new regional and state funding available for transportation projects in FY 2016 and beyond. In 2013, the Transportation Commission encouraged Council to allocate the resources necessary to ensure that these projects can be implemented on schedule and within budget, and to ensure that the City does not risk losing these funds.

An analysis was completed to determine the percentage of the total CIP funding that was budgeted for each mode of transportation, over a historical period, FY 2009 through FY 2015 (Attachment 1). Over the past five years, the percentage of total CIP funding that has been allocated toward both non-motorized, and transit projects has had a general increase. Meanwhile, the percentage of total CIP funding allocated toward Street and Bridge projects has decreased, with the exception of the FY 2014 budget where there was a modest increase over the previous two years. These changes are consistent with the priorities set forth in the 2008 Transportation Master Plan and Transportation Commission guidance.

Staff anticipates taking Transportation Commission guidance, and bringing back CIP priorities in January 2015 for consideration by the Transportation Commission, followed by a public hearing at the February 2015 Transportation Commission meeting.

Attachment 1: CIP Budget by mode

CIP Historical Budget by Mode

| CIP Year | Transit | Non-Motorized | Streets & Bridges | Fixed Transp. Equipment | TOTAL |
|-----------------|----------------|----------------------|------------------------------|--------------------------------|--------------|
| 2009 Percentage | 41% | 1% | 48% | 10% | 100% |
| 2010 Percentage | 51% | 3% | 39% | 7% | 100% |
| 2011 Percentage | 43% | 9% | 37% | 11% | 100% |
| 2012 Percentage | 60% | 11% | 22% | 7% | 100% |
| 2013 Percentage | 54% | 15% | 22% | 9% | 100% |
| 2014 Percentage | 47% | 12% | 34% | 7% | 100% |
| 2015 Percentage | 54% | 9% | 32% | 5% | 100% |

NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA Capital funds
 Real Estate Tax for Transportation Improvements was introduced in FY 12

City of Alexandria, Virginia

MEMORANDUM

5
11-19-14

DATE: NOVEMBER 19, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM # 5 – WMATA/METRO 2025 DISCUSSION

ISSUE: Need to apprise the Transportation Commission of the ongoing discussions involving funding WMATA's 2025 Plan

RECOMMENDATION: That the Commission receive the following for information

DISCUSSION: WMATA developed a plan called Momentum, to guide its efforts over the next 10 years. This is the basic planning framework for the Metro 2025 program, which is trying to fund Momentum. The initial program of Metro 2025 was forecasted to cost \$6.4 billion, is above and beyond existing capital funding plans, and included these components:

- eight-car trains: \$2 billion
- Core station improvements: \$1 billion
- Metrobus Priority Corridor Network and Bus Fleet Expansion: \$806 million
- New Blue Line Connections: \$1 billion
- Next Generation Communications: \$419 million
- Pocket Tracks and Crossovers: \$983 million

Currently WMATA is proposing that the region fund \$1.3 billion of this plan between FY 2016 and FY 2020. WMATA generally operates with six-year capital funding agreements. The current one expires at the end of FY 2016. WMATA would like to exercise an option to buy additional rail cars in June 2015. Since the \$6.4 billion program is too expensive for the partners, they have decided to phase in their program, and are proposing a program which will be from FY 2016 to FY 2020.

The current WMATA funding program, which is funded by the federal governments, the states, and local jurisdictions, allocates \$5.6 billion over the next six years focusing mostly on safety and state of good repair. In addition to this WMATA's Metro 2025 program is proposed to provide \$1.3 billion over the next six years. The new WMATA program focusses primarily on implementing an eight-car train program, which includes such items as providing increasing power, rail and maintenance yard expansion, and beginning to buy new rail cars.

The cost to the City is \$66.8 million over the six-year period. The added cost to the City is 8.4 million which rises to \$14.2 million in FY 2017. New federal funds are very unlikely. State transit capital funds might be available to provide some funding.

Some key questions which still need to be answered:

- Are 100 percent eight-car trains in four-car set the right solution?
- Does projected passenger demand justify expanding to 100 percent eight-car trains at this time?
- How should the core system (largely in DC) be funded?
- How will the cost of transit improvements planned to be paid by jurisdictions be treated?
- What is the right funding formula?
 - Current rail capital formula
 - Assign each locality 1/3 share (VA/DC/MD)
 - Adopt a new rail capital formula
- Will Virginia increase its funding?

City of Alexandria, Virginia

MEMORANDUM

6
11-19-14

DATE: NOVEMBER 19, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 6 - PROPOSED FUNDING REQUEST FOR FY2016 – FY 2021 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND REGIONAL SURFACE TRANSPORTATION PROGRAM

ISSUE: Consideration of the FY2016 – FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding requests.

RECOMMENDATION: That the Transportation Commission review the proposed list of CMAQ/RSTP projects for FY 2016 – FY 2021 and develop a recommendation for City Council consideration and approval at their December 9, 2014 meeting.

DISCUSSION: Since 1993-1994, the Commonwealth has allocated CMAQ and RSTP funding to the northern Virginia region. CMAQ funds are allocated to metropolitan regions that do not meet Clean Air Act regulations. These funds must be used for activities that improve air quality and cannot be used to increase the capacity of roadways. RSTP funds are very flexible funds that can be used for a wide range of regional transportation activities.

The historical funding allocations for Alexandria are shown below.

City of Alexandria Annual CMAQ/RSTP Funding

| Year | Alexandria Funding |
|---------|--------------------|
| FY 2010 | \$2,490,000 |
| FY 2011 | \$2,500,000 |
| FY2012 | \$3,000,000 |
| FY2013 | \$3,100,000 |
| FY2014 | \$4,664,000 |
| FY2015 | \$4,057,211 |

The City of Alexandria must submit its FY 2021 CMAQ/RSTP funding request to NVTA by December 17, 2014. Staff will forward Transportation Commission recommendations to City Council for consideration on December 9, 2014. Upon approval by City Council, the recommendations will be forwarded to the NVTA for their review and approval. The approved

NVTA plan will be forwarded to the Commonwealth Transportation Board, which should incorporate approved projects in their Six Year Plan which will be approved in June, 2015.

Below is the recommended funding request for FY 2021, which is consistent with priorities previously defined by the Transportation Commission. Note that FY 2016-FY 2020 is consistent with last year's approval.

FY2016 - FY2021 CMAQ-RSTP Proposed Program

| | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 |
|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| DASH Bus Replacement | \$0 | \$0 | \$940,000* | \$0 | \$450,000* | \$0 |
| Bike Sharing | \$0 | \$500,000 | \$693,063 | \$264,250 | \$320,000 | \$350,000 |
| Bike Parking | \$50,000 | \$500,000 | \$0 | \$100,000 | \$100,000 | \$0 |
| Commuter Outreach | \$600,000 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 |
| Transit Analysis Study | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$0 |
| Transportation Demand Management | \$500,000 | \$700,000 | \$560,000 | \$600,000 | \$600,000 | \$600,000 |
| Transitway Enhancements | \$0 | \$0 | \$0 | \$500,000 | \$500,000 | \$500,000 |
| Braddock Road Multimodal Connections | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$0 |
| Parking Technologies | \$0 | \$0 | \$110,000 | \$200,000 | \$0 | \$500,000 |
| Bicycle and Pedestrian Improvements | \$0 | \$0 | \$0 | \$340,000 | \$0 | \$0 |
| Van Dorn-Beauregard Bicycle Facility | \$0 | \$0 | \$0 | \$250,000 | \$1,269,372 | \$0 |
| ITS Integration | \$1,918,063 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Backlick Run | \$0 | \$0 | \$200,000 | \$1,910,000 | \$0 | \$0 |
| Old Cameron Run | \$0 | \$2,095,000 | \$0 | \$0 | \$0 | \$0 |
| Bus Shelters | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Transportation Master Plan | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| New Electronic Payment Program (NEPP) | \$0 | \$0 | \$0 | \$0 | \$0 | \$750,000 |
| CMAQ/RSTP Subtotal | \$3,068,063 | \$3,795,000 | \$3,603,063 | \$4,164,250 | \$3,739,372 | \$4,400,000 |

*CMAQ funds sponsored by the FHWA cannot be used to buy buses. Funds will be reallocated through the NVTA reprogramming process. Funds may potentially be used for Old Cameron Run and NEPP to offset other funding sources.

Below is a brief description of FY 2021 projects.

Bicycle Sharing Initiative

The Capital Bikeshare launched with eight stations in Alexandria in September 2012 and expanded to 16 stations in August 2014. Funding for the Bicycle Sharing Initiative would allow for the bikeshare system to expand as well as provide replacement of bicycles that have been operational for more than five years, and stations that have been operational for over ten years. Staff continues to identify additional funding sources to expand the program through development contributions and grants.

Commuter Outreach

Funding programs to minimize reliance on single occupancy vehicles is a continuing priority for the City and the region. The Alexandria Transit Store has relied on RSTP funds since 2002. The federal grants keep the store in operation providing multi-modal transportation assistance and transit media. This is a project which is very consistent with CMAQ funding. Staff is exploring an alternative model for the transit store to remain nimble and responsive to needs as more resources are available online.

Transportation Demand Management Advancement

The City's Transportation Demand Management (TDM) program is tasked with the goal of reducing the number of single person occupied vehicles (SOVs) during peak travel times. To do this, the program has developed an extensive set of techniques to encourage City residents and employees to use a variety of modes, such as transit, carsharing, ridesharing, and teleworking.

In 2011, the City completed a Long Range TDM Plan, outlining goals and strategies to enhance its TDM program. The plan is currently being updated to include a six-year horizon and performance measures to provide more specific strategies and recommendations. These TDM funds will help implement the recommendations of the Long Range TDM Plan, reduce congestion, and improve air quality in the City and the region.

Transitway Enhancements

The City of Alexandria is engaged in a program of implementing transitways in three travel corridors in the City: the Crystal City-Potomac Yard Transitway (Corridor A), the Duke Street corridor (Corridor B), and the Van Dorn-Beauregard corridor (Corridor C). This project will fund additional planning work, preliminary engineering, and construction of facilities which may be necessary for high capacity transit in these corridors.

The City placed the first segment of the Crystal City-Potomac Yard Transitway in operation on August 24, 2014. In addition, the City has begun an Alternatives Analysis (AA) and Environmental Assessment (EA) for the Van Dorn-Beauregard corridor. Completion of the AA/EA will position the City to compete for federal funds to construct the transitway in the future. Preliminary planning for Corridor B is anticipated to begin in FY2019.

Parking Technologies

This study will fund the assessment and implementation of improved parking management techniques, such as multispace meters, real-time parking management, performance parking, and pay-by-phone parking. Improving parking management in the City will reduce congestion and vehicle miles traveled by increasing drivers' ability to find and access parking.

Bus Shelters

Staff expects that some of the bus shelters erected in the 1990's and previously by the City will require replacement by 2021. The City will also use these funds to erect bus shelters and benches at new locations where current or expected ridership warrants the installation of a bus shelter.

Transportation Master Plan

The City of Alexandria adopted a Transportation Master Plan in April 2008 which has guided Alexandria to become a community with a wide variety of transportation choices. This document will need to be updated by 2021, to accommodate all of the changes which have been incorporated in the transportation system and to provide guidance for transportation development in the future. The update will incorporate significant development in Potomac Yard, Carlyle, Mark Center and other parts of the City. In addition, portions of three transit corridors are under design or operational which will have significant impact on the travel patterns throughout the City.

New Electronic Payments Program (NEPP)

The region will be transitioning to a new payment system designed to provide a state-of-the-art system for Metro customers that enables them to continue to use SmarTrip cards, while expanding fare payment to chip-enabled credit cards, federal government ID cards, and mobile phones using near field communications (NFC). This program will be utilized on DASH and Metroway as well as on Metrorail and Metrobus.

City of Alexandria, Virginia

MEMORANDUM

7
11-19-14

DATE: November 13, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES
SUBJECT: AGENDA ITEM #7 – OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN

ISSUE: Update on the Oakville Triangle/Route 1 Corridor Plan

RECOMMENDATION: That the Transportation Commission receive an update on the Oakville Triangle/Route 1 Corridor Plan.

BACKGROUND: City Council directed staff to begin a planning effort that includes Oakville Triangle and adjacent properties as well as the Route 1 corridor north and south of the site. A community Advisory Group was established to assist in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics. The corridor study will review features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion of Route 1. The corridor study will help to establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

In conjunction with the planning process, a draft transportation study has been completed looking at the impacts of the proposed plan on the transportation network. Initial findings show that there are impacts on some existing intersections and staff is looking at additional connectivity and intersection improvements to mitigate impacts from the proposed development.

Staff will continue to work with the community over the coming months and will be holding a work session with the City Council on December 9, 2014.