



Transportation Commission

December 18, 2019

7:00 PM

City Council Workroom (City Hall, 2nd Floor)

AGENDA

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the November 20, 2019 Meeting
3. Commission Updates
4. **ACTION ITEM: FY 2021 TDM Grant Applications**
5. **ACTION ITEM: FY 2021 DRPT State Aid Grant Applications**
6. **INFORMATIONAL ITEM: King Street Place Update**
7. Updates to Receive (Consent)
 - A. Potomac Yard Metro
 - B. WMATA
 - C. Seminary at I-395 Public Meeting
 - D. Dockless Phase II Pilot Program
 - E. Alexandria Transit Vision
8. Other business
 - A. Elections

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, January 15, 2019 at 7:00 PM in City Council Workroom (City Hall, 2nd Floor).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

November 20, 2019
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chairman Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Bruce Marsh, Commissioner Casey Kane, Commissioner Oscar Gonzalez, Commissioner John Goebel, Commissioner Carolyn Schroeder, Commissioner Alyia Gaskins, Commissioner Jake Jakubek.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief; Jennifer Slesinger - Transportation Planning Division; Steve Sindiong – Transportation Planning Division, Sharese Thomas - Transportation Planning Division, Jose Ayala – Department of Planning & Zoning.

Presentation is available online:

<https://www.alexandriava.gov/TransportationCommission>

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

1. Public Comment Period

Liz Kane, an Alexandria resident and representative of the Virginia Theological Seminary on Seminary Road, supports the DASH Board's recommendation not to eliminate the AT2 service until further options are explored. Ms. Kane requested that the City's goals of providing better and more frequent service to the higher density neighborhoods not come at the expense of eliminating public transportation to individuals off Seminary Road. There are many low-income riders on Seminary Hill, including students. Despite having implemented a new program for assistance, there are still many students who need assistance. A petition was put together by fifty students and submitted to the DASH Board requesting not to eliminate the AT2 service. In addition, there are other low-income riders coming into the corridor who rely on the AT2 service. In closing, Ms. Kane asked that the Commission delay passing the AT2 proposal until further options are explored.

Roy Byrd, an Alexandria resident and President of Clover College Park Civic Association, supports the DASH Board's recommendation to keep the AT2. The Association's concern is twofold: First, it is the only place where there is public transportation located in Central

Alexandria. Second, it would affect ridership from Yale Drive to West Taylor Run located near the Civic Association. More importantly for those individuals who use that location, the only other option would be Duke Street. Given the traffic safety concerns on Duke Street this not a good option.

Jim Durham, an Alexandria resident who resides on Fort Williams Parkway requested that the Commission concur with the ATC Board's direction that the proposed plan be updated with continued service in the Seminary-Janneys corridor for these reasons:

- The plan did not account for the numbers of low-income riders who use the AT2 bus in this corridor, such as cafeteria staffs at both the Virginia Theological Seminary (VTS) and St Stephens St Agnes School (SSSAS) and day care and pre-schools in this corridor. These are people who depend on the bus service but are not often able to attend public hearings.
- There are multiple reasons to expect increased ridership in this corridor, compared to when ridership was measured in Spring 2018 including improvements to biking, walking and Metrorail.

He asks that the Commission endorse the shift to more frequent service in high density areas without eliminating service in a corridor with proven ridership, that includes low-income riders with few other options.

2. October Meeting Minutes

Commissioner Kane asked for a correction to Action Item #4. Vice-Chair McMahon made a motion to approve the minutes as amended and Commissioner Marsh seconded the motion. Motion carries with Commissioner Jakubek abstaining due to his excused absence.

3. Commissioner Updates

Commissioner Schroeder: During the Environmental Policy Commission (EPC) meeting on November 18, there was discussion about SMART SCALE and providing a letter of support. Commissioner Schroeder will report back to the EPC on SMART SCALE discussion held by the Transportation Commission. A group of young school children has been working hard to propose policy changes for remediation in the schools.

Commissioner Marsh: On Tuesday, November 19, The Potomac Yard Metrorail Implementation Work Group met (PYMIG). The City is still working on the cost estimates for the various entrance scenarios. The U.S. Army Corps of Engineers has approved the final permit for the station. Some preliminary construction has begun on the AC switch gear building on the side of the Metro and in the Potomac Greens neighborhood in terms of allowing easy access for the construction trucks. In addition, a parking lot was prepared for workers. Bob Garbacz, Division Chief of Traffic Engineering spoke at the PYMIG about the improvements that will be made at the intersections of Slaters Lane and Potomac Greens Avenue. Because of the additional traffic they are working on trying to figure out exactly what improvements to make.

Commissioner Kane: The Traffic and Parking Board has been closely involved in the Potomac Yard Metrorail Implementation Project and have removed several parking spaces throughout the project area along the Potomac Greens area as well as Potomac Avenue to facilitate the new parking lot that has been constructed. On October 28, the Traffic and Parking Board approved the amendments to the Residential Parking Program that will go to City Council for approval. The Board reduced several

posted parking restrictions and did not change permit fees. Staff is also creating a more straightforward process to establish new Residential Parking Permit (RPP) Districts. Residents will now be allowed to request a new RPP area in anticipation of any parking issues. During the November 18 Traffic and Parking Board meeting, the Board approved a new hawk signal on Braddock Road by Minnie Howard Middle School. Additionally, the Board has requested the City to add a crosswalk to address the cut through of traffic on Princess Street off West Street, at the end of Princess as you get closer to the Metro Linear Park. Also, a stop sign was installed at Eisenhower Avenue off Dock and Port Streets to address cut through traffic.

Commissioner Gaskins: The Alexandria Mobility Plan Subcommittee met on October 23. A robust discussion was focused on debriefing the Innovation Summit, and proposed changes and recommendations for community outreach and surveys that are being used at the pop-up events and other engagements. The most intriguing part of the last discussion started with what the subcommittee needed the plan to be. The Advisory Committee reached consensus around using the plan as a tool to prioritize some of the current policies that have been established through Complete Streets and Vision Zero. During the next meeting on December 4, the Advisory Committee will hear some of the updates from the upcoming outreach. In addition, staff will provide an update on how the Advisory Committee's recommendations are being applied throughout the process.

Chairman Klejst: The DASH Board held a public meeting on November 13, the focus was to receive input on the Alexandria Transit Vision (ATV) Proposal. A significant number of individuals spoke about their concern for potentially eliminating the service along the current AT2 line. Essentially the proposal has left a gap in the middle of the City that would eliminate residents from having access to public transportation. There are also transit dependent populations who will be adversely impacted, such as hospital workers that utilize the DASH system along with the medical office buildings located at Kenmore and Seminary.

4. Action Item: Alexandrian Transit Vision Study

Steve Sindiong, Principal Planner, Transportation Planning, presented an update on the Alexandria Transit Vision Plan (ATV). The ATV Plan is a joint effort by the City of Alexandria and DASH to redesign the Alexandria bus network based on current and future transit demand and community transit priorities. The draft recommended network was developed based on public input during Spring 2019 of two draft network concepts that represented different points on the transit network design spectrum between "Ridership" and "Coverage" goals. In addition to policy guidance from both the Transportation Commission and ATC Board on appropriate balance between "ridership-oriented" service and "coverage-oriented" service, and the appropriate levels of service for 2022 and 2030.

Staff is requesting that the Transportation Commission consider and support the draft recommended ATV networks for both 2022 and 2030.

Commissioner Gonzalez asked if staff looked at bus speeds and asked how slow service is incorporated in the study. Staff did make a few assumptions in terms of improving speed on the bus rapid transit corridors: Duke Street, West End Transit, and the Route 1 Metro Railway. In addition, the new adaptive traffic control program would be implemented throughout the City. Commissioner Gonzalez also asked if physical accessibility to bus stops was part of the study. Staff confirmed that physical accessibility was not a part of the study because it is a separate item that staff is continually

working on through the Complete Streets Program, the City's Bus Shelter Program and other efforts.

Commissioner Kane reaffirmed that the Commission did ask staff to investigate the physical accessibility of bus shelters if they were located within 1/8 of mile from a bus stop. Staff confirmed that the consultants did a network analysis.

Commissioner Gaskins asked what staff's timing is in analyzing the information regarding accessibility and other improvements that are occurring parallel to transit stops and bike facilities. In addition, there was a representative from the Alexandria Redevelopment and Housing Authority (ARHA) at the Innovation Summit who discussed safety and accessibility issues of walking to some of the bus stops. Staff stated that accessibility to bus stops in general is a pedestrian accessibility issue that the City addresses through the Complete Streets Program. When staff is reviewing an area, they do give careful consideration when a bus stop is present. Commissioner Gonzalez asked if it is going to be a Transportation Commission issue or a DASH issue in terms of looking at bus stop accessibility location improvements. Commissioner Klejst confirmed that the Commission would develop the policy direction for the City and the City would direct DASH.

Commissioner Marsh asked how the 2022 plan coordinates the fiscal impact with the bus fleet. Staff responded that DASH has confirmed the acquisition of new buses that will be able to serve the 2022 network during the peak period.

Commissioner Gaskins stated that she understands why the N1 is being considered for reduction in service, given the ridership along the N10 and N11 in addition to the goals for prioritizing low income populations. But how were these two routes selected as potential contenders for reduction in service. Staff looked at other routes that better met the goals of the project and the City.

Commissioner Kane asked what the cost would be to implement the AT2 service. Staff stated that DASH investigated the options of weekday thirty-minute peak and sixty-minute midday weekdays that would cost \$600 thousand annually. Also, Commissioner Kane wanted to know the additional cost if you added the weekend. Staff stated the cost would be 1.2 million. Commissioner Kane asked about the ridership and current frequency for the AT2X. Staff stated that ridership is low. Commissioner Kane wanted to know along Eisenhower where service might be impacted by N1, if the new residential complexes were currently running shuttles. Staff cannot say if shuttles are running in the new residential complexes because there are no longer Transportation Management Plan (TMP) requirements in place.

Commissioner Gaskins requested that staff hold a future Alexandria Mobility Plan Advisory Committee meeting to discuss potential solutions to the issue raised by Commissioner Gonzalez of shifting more buses onto King Street and looking at ways to make buses move more efficiently.

Chairman Klejst asked for a motion to move the letter forward with the modifications to add language regarding a sensitivity analysis for Title IV and the ability to come up with AT2 service that is currently being offered to the residents in the Seminary corridor. Commissioner Gaskins made a motion to approve the letter with the modifications discussed and to provide the Commission with a copy of the final letter to the ATC Board. Vice-Chair McMahan seconded the motion. Motion passed unanimously. Chairman Klejst requested staff to make the modifications and send it to him for signature by Friday, November 22. Staff confirmed.

5. Action Item: SMART SCALE Proposed Changes

SMART SCALE is a statewide grant program proven essential in ensuring that transportation investments made both statewide and within the region are demonstrated to efficiently move people and goods and improve safety. It has been recognized nationally as a successful grant program for providing sorely needed funds for transit, bicycle, and pedestrian projects that lead to real congestion mitigation, safety improvements and promote the region's environmental sustainability. Alexandria has been the recipient of over \$100 million this last round from the SMART SCALE grant. These funds were for the West End Transitway, Potomac Yard Metro Southwest Access, and other improvements of Duke Street and West Taylor Run Parkway, along with other safety and capacity improvements.

Because road widening projects in rural areas have not generally scored well and were not funded, VDOT has been tasked with re-examining the scoring criteria. Many of the changes put transit and bicycle and pedestrian projects at a disadvantage, and projects in denser areas in general. Specifically, the changes to the scoring criteria include land use; congestion; safety; project readiness; and transit maintenance facilities. Under the proposed changes, most potentially eligible improvements are focused on rural safety, ignoring the needs of state and county highways that are more urban in nature, require different treatments, and could improve safety for more people.

Commissioner Kane asked if Fairfax and Arlington are supportive of the proposed changes. Staff explained that the proposed changes were made by VDOT to address the concerns of those jurisdictions that are not Arlington and Alexandria.

The Highway Safety Improvement Program (HSIP) has funded many important projects at high crash locations. However, under the proposed changes, most potentially eligible improvements are focused on rural safety, ignoring the needs of state and county highways that are more urban in nature, require different treatments, and could save just as many lives.

Staff is requesting that the Transportation Commission send a letter to the Commonwealth Transportation Board (CTB) rejecting the SMART SCALE changes. Many of the proposed changes undermine the goals of SMART SCALE and VTrans, the state's long-range plan, and could lead to more traffic congestion. Some of the changes will negatively impact jurisdictions that are already dense and want to invest in environmentally sustainable projects that move people, relieve congestion and improve safety. The SMART SCALE scenario test shows transit and bicycle/pedestrian projects as the most negatively impacted by the proposed changes. In fact, these are exactly the types of projects that have shown the most benefit and should continue to be funded. The proposed changes will also make it more difficult to achieve Vision Zero and hurt communities that are burdened by regional traffic.

Commissioner Marsh asked if City Council was meeting with the State Legislative Delegation the week of November 25, and if it is a legislative issue that could potentially be included on the agenda. Given how fortunate the City has been with the grant program to date, it seems relevant to address the State Legislative Delegation with the Commission's concerns. Staff explained that the City's legislative program was put together in August 2019 and this proposed change came in October for final approval in December.

Vice-Chair McMahon asked why the level of detail is not highlighted in staff's draft memo to the CTB, in terms of mentioning key issues under the SMART SCALE/HSIP evaluation and the proposal shortcomings.

In order to keep the memo high level, staff felt it was necessary to focus on the impact of the proposal to the City, instead of the specific changes. The Vice-Chair feels that staff's letter does not specifically address the proposal's shortcomings. Commission Kane suggested including the information from the presentation slide showing the impact of the proposal and what the recommendation should be. Commissioner Jakubek suggested putting a little more detail in the draft letter would be useful. Commissioner Gaskins would like staff to include language that tells the CTB that these proposed changes hurt the entire region.

The Commission did not act on this item because staff will revise the draft letter to include the level of detail on the proposal's shortcomings, then email it to Commission for review and approval by Friday, November 22.

6. Discussion Item: WMATA Proposed Budget

The City of Alexandria allocates upwards of \$40 million per year towards WMATA's operating budget and upwards of \$12 million towards its capital budget. In coordination with the Northern Virginia Transportation Commission, and through the two Virginia WMATA board members, Alexandria participates in the budget process to ensure that the City's investment reflects its priorities.

The proposed capital budget includes a continuation of WMATA's Strategic Plan: Keeping Metro Safe, Reliable, and Affordable. The proposed FY 2021 new budget initiatives include restoring late night Metrorail service; better weekend Metrorail and metrobus service; improving customer service; reducing less productive bus routes; and increasing non-fare revenue. In addition to service initiatives, there is also a proposal to make a range of changes to fares and passes. The fare proposals include increasing the base fare by 0.10; the peak max fare is increasing to 7 dollars, changes to bus passes to make them more beneficial and eliminating the bus to rail transfer discount from Metrobus.

Staff is requesting input from the Transportation Commission to inform how staff should respond to the proposed budget.

Commissioner Jakubek sympathizes with the City because of the major problems Metro has had. Commissioner Kane supports the proposal in simplifying the bus pass system and would like to see bus passes become transposable region wide.

Commissioner Gaskin mentioned several newspaper articles that discussed the negative impact the increased fares without SmartTrip would have on disadvantaged individuals. Vice-Chair McMahon mentioned that from a practical point it makes sense to shift individuals from on-board fare loading because it slows down bus service. However, the City needs to find ways to encourage individuals to have SmartTrip cards. Commissioner Kane suggested giving out SmartTrip cards at community outreach events. Chairman Klejst discussed when DASH eliminated the ability to add value on the bus that there was a very aggressive marketing plan and no ridership was lost as a result of it.

7. Updates to Receive (Consent Items)

The Commission discussed the following topics from the Consent Agenda:

A. Pegram Street Bike Facilities

Commissioner Kane asked staff when the flex post will be installed. Staff currently does not have a date of when the flex post will be installed but will follow-up with the Commission. Commissioner Jakubek feels that people parking in the bike lane is not as important as someone parking in the restricted area located in front the school.

B. Pedestrian Safety Awareness Week

Commissioner Kane feels the most effective part of the program was the signs put up by the staff at the various locations where improvements were made. Commissioner Kane would like to recommend that staff continue to put up signs when future improvements are made. Commissioner Jakubek agreed with Commissioner Kane.

8. Other business

The High School Project is a project that Alexandria City Public Schools (ACPS) has been conducting to decide on how to grow high school capacity over the next 5 to 10 years. ACPS has been looking at two different models and have chosen the one High School Solution to expand capacity at the Minnie Howard Site Campus. The High School Project Advisory Group is going to guide ACPS on current site planning and access issues regarding the new high school site. Along with any needed improvements at the TC Williams Campus.

The Commission has been asked to provide a representative to the High School Project Advisory Group. Commissioner Gaskins volunteered to be the representative for the High School Project Advisory Group.

Chairman Klejst initiated discussion among the Commission to have staff remove the listing off the Transportation Commission website that listed each Transportation Commissioners personal information. Chairman Klejst asked if the Commission would be okay with just having each Commissioner's name and affiliation listed on the website. Also, Vice-Chair McMahon requested that staff list the Transportation Commission's general email address on the Transportation Commission website. The Commission agreed unanimously to have the personal listing removed from the Transportation Commission website. Instead, a listing of each Commissioner's name and affiliation along with the general email address for the Commission will be listed.

Adjournment

At 9:22 pm, The Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 18, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM # 4 – TRANSPORTATION DEMAND MANAGEMENT GRANTS

ISSUE: Consideration of FY 2021 Transportation Demand Management (TDM) Operations Grants and required local funding match

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for the approval of two TDM Operations grants (TDM) Operating Assistance and Mobility Programs

BACKGROUND: The City has operated a TDM program since 1981 and each year has applied for and received funds from the Commonwealth of Virginia. The annual TDM Operations Grant funds two City positions to manage the City's TDM program (GO Alex), to oversee multiple Federal and Commonwealth grants, and to support other multi-modal programs and projects across the City.

In April 2019, the City hired a part-time employee to work specifically on employer outreach efforts. This part-time position is funded by a separate grant (Virginia Department of Transportation Employer Outreach) since employer outreach is not an eligible activity covered by the TDM Operating Assistance Grant. This year, a new grant is available by DRPT called Mobility Programs. This grant specifically supports employer outreach activities that are not covered by the TDM Operating Assistance Grant. Similar to that grant, it provides funding for up to 80% of eligible expenses (such as personnel) with a 20% match from the City.

DISCUSSION: TDM is the application of policies and strategies to reduce trips made using single occupant vehicles (as outlined in the "Multimodal Transportation" goal of the City's FY 2017-2022 strategic plan) while still ensuring residents, workers, and visitors can reach destinations within Alexandria. Through the use of incentives, education, and marketing, TDM promotes more efficient use of the existing transportation system by influencing the time, route, or mode selected for a given trip. TDM also increases travel choices, offering the opportunity to choose how, when, and by what mode people travel. Recent concerns about climate change have also highlighted the environmental benefits of TDM programs in reducing greenhouse gas emissions, which is consistent with many of the goals from the Environmental Action Plan.

GO Alex provides value for the City by supporting several programs and projects, including:

- Platform Improvement Project Mitigation – Through planning for WMATA’s bus replacement operations, helping to build other modes, and a broad communication and outreach effort, the City kept increases in traffic delay to a minimum during this period, and accommodated many of the 18,000 daily Metrorail riders displaced during the closure.
- Mobile Store – An outlet selling SmarTrip cards and offering trip planning assistance, the Mobile Store interacted with nearly 29,000 commuters in the past fiscal year
- Transportation Management Plans (TMPs)– Managed and provided TDM support for 75 different TMPs for development across the City.
- Enhanced community outreach at events including Bike to Work Day and Park(ing) Day.

Attachment 1 provides an overview of the TDM efforts during FY 2019 and a brief description of programs and activities underway in FY 2020 and planned for FY 2021.

Additionally, with the increased need to support employers in the City, the employer outreach position could be upgraded to a full-time position by applying for the new Mobility Programs grant. These grants were endorsed by the Transportation Commission at their December 18, 2019 meeting (Attachment 2).

Although, this request includes a second grant and local match, the City contribution represents only an increase of \$8,740 from FY 2020 levels. The amount proposed for the TDM Operating Assistance grant is less than previous years now that the City has brought some of the program support in house and will not need as large of a budget for contractor support. If local match funds are not included in the FY 2021 Operating Budget, the City may withdraw, or otherwise amend, the grant application.

ATTACHMENTS:

Attachment 1: FY 2019 TDM Operations Report



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

December 18, 2019

Re: Endorsement of Fiscal Year 2021 Transportation Demand Management Operations Grant Applications and Approval of Required Matching Funds.

Dear Mayor Wilson and Members of City Council:

At its December 18, 2019 meeting, the Transportation Commission voted to endorse the FY 2021 Transportation Demand Management (TDM) Operations Grant applications and approved the required matching funds for the FY20 TDM operations grant application.

The City has operated a TDM program since 1981 and each year has applied for and received funds from the Commonwealth of Virginia. The City's program, GO Alex, administers TDM based strategies to reduce single occupant vehicle trips while still ensuring residents, workers and visitors can reach destinations within the City.

In order to secure the FY 2021 TDM operations grant, the City must provide a 20 percent local contribution of \$75,000 to match the requested DRPT amount of \$300,000 in State funds, for a total program budget of \$375,000. This represents a \$8,740 increase from the City's contribution in FY2020. The TDM program is aligned with and support the Alexandria Transportation Master Plan and the City's policy of promoting multi-modal transportation. Please note that, due to changes in Commonwealth rules to funding the TDM program, the City will apply for two separate grants that total \$375,000. We appreciate your consideration of the Commission's input toward the funding requests.

Sincerely,

S.J. Klejst
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager Mark Jinks

Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES

PLACEHOLDER



Transportation Demand Management (TDM) Performance Report -- FY 2019

Executive Summary

This report to City Council summarizes the activities for GO Alex, the City's dedicated Transportation Demand Management (TDM) program. TDM is a set of practices designed to lower congestion, measured here as Vehicle Miles Traveled (VMT). These tools have contributed both to a lowering of congestion, and also increased resiliency in the transportation network. GO Alex was the City's lead agency during the summer's Platform Improvement Project, which saw all four stations in Alexandria close over the summer. Tools used include robust outreach to commuters and employers, a mobile store that sells fare media to consumers, and enforcement of the City's Transportation Management Plan (TMP) program.

In Fiscal Year 2021, GO Alex will continue to deliver value to the City. With a dedicated staff of two full time employees and one part-time employee providing TDM assistance throughout the City by delivering employer outreach and supporting an established retail outlet in the GO Alex Mobile Store, GO Alex will build on its success seen during the Metrorail shutdown. GO Alex is also collecting data on mode split this fiscal year – these data will be ready by the next fiscal year.

What is GO Alex?

GO Alex is the City's Transportation Demand Management (TDM) program. TDM is an attempt to remove single occupant vehicles (SOV) from City streets. SOVs not only take up space, but also disproportionately add emissions. City Council, through the Transportation Master Plan and the Strategic Plan, directs the City to enhance and promote multimodal transportation options for residents, visitors and workers. GO Alex promotes alternative transportation options such as transit, biking, walking, and teleworking through a robust outreach program, and with strong partnerships with DASH, WMATA (Metrorail and Metrobus), VRE, and many others. GO Alex is also working with other parts of Transportation and Environmental Services on redefining its role in the ongoing Alexandria Mobility Plan.

Services Offered

GO Alex relies on outreach to help city residents and workers use other modes of transportation than the SOV. Outreach is central to how GO Alex spreads its message. Outreach is spread through three services by GO Alex: employer outreach, a mobile store, and transportation demand management planning, as described below.

Employer Outreach

Employers have an outsized influence on their employees' commute behavior. Most employers have tools that can reduce their employees' commute trips. GO Alex helps employers use these tools in a cost-effective manner.

GO Alex has a dedicated employer outreach coordinator that meets with employers and helps them develop a Transportation Demand Management (TDM) strategy. The City currently works with 522 employers in this effort, up from 313 at the end of FY 2018. This includes small employers, such as an indoor playground on Eisenhower Avenue, to federal agencies with thousands of employees, including the Department of Defense (Mark Center), National Science Foundation, and the Patent and Trademark Office (PTO)



Figure 1 -- GO Alex Employer Outreach Coordinator at a Commuter Fair

Mobile Store

The Mobile Store is GO Alex's commuter services arm, helping commuters and those who wish to use alternative transportation options. The Store uses a GO Alex branded van to sell fare media at a number of locations, including each of the City's Metrorail stations, and popular tourist destinations.



Figure 2 -- GO Alex Mobile Store team (center) and a GO Alex staffer

The below table shows Mobile Store performance measures for FY 2019. These figures are much higher than the previous year which can be attributed to the additional visibility during the Platform Improvement Project. GO Alex also deployed a second mobile store during the Platform Improvement Project, which provided a needed way to reload SmarTrip cards when Metro vending machines were offline.

	Events	Customer Interactions	Point of Sale Transactions	Total Sales
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Fiscal Year 2018 Totals	299	12,983	904	\$21,841.50
Fiscal Year 2019 Totals	254	28,955	1,525	\$30,791.50

Transportation Demand Management Planning

GO Alex also engages in TDM planning for the City. Currently, GO Alex staff are part of the Project Management Team for the update to the City’s Alexandria Mobility Plan, the successor to the 2008 Transportation Master Plan. GO Alex will assist in writing the AMP’s Mobility Access chapter.

Transportation Management Plan Oversight

GO Alex oversees Transportation Management Plans (TMPs) for the City. TMPs are conditions set on certain business and residential developments that limit their single occupant vehicle (SOV) trips. Currently there are 75 developments with TMPs in the City. Each TMP is required to submit an annual report to GO Alex on their occupants’ transportation choices, as well as set aside a fund for promoting alternative transportation options. For FY 2019, drive alone rates in residential TMPs were 58.9 percent (out of 702 surveys), compared with 46.6 percent in FY 2018. However, these numbers are not to be interpreted as statistically valid. Because of the way GO Alex is mandated to administer the survey, responses generally weight towards only ten TMPs.

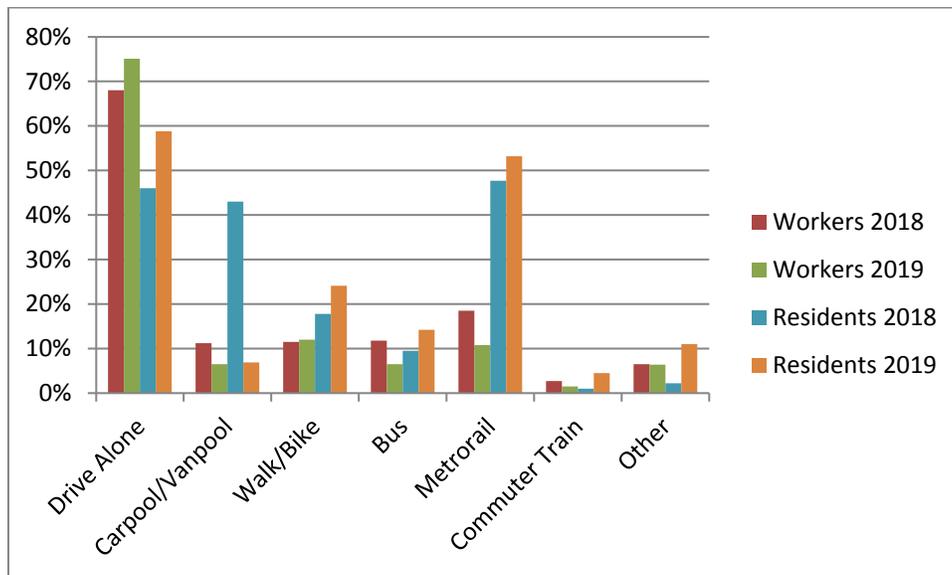


Figure 3 -- Mode Split among TMP Occupants

Staff is working to address several issues with TMPs, including low compliance, a penalty structure that is less expensive than compliance, and poor incentives to comply. Staff will recommend updates to the TMP program in FY 2021.

Cooperation with other City Initiatives

GO Alex assists other City programs with their mission. In addition to the previously mentioned Alexandria Mobility Plan, GO Alex also assists DASH with marketing, promote City-sponsored events such as Earth Day, and plans for innovative mobility options, such as water taxi and commuter benefits.

How GO Alex is Funded

GO Alex is funded through a combination of state and federal grant funding, with a relatively small local contribution.

TDM Operating Assistance Grant

For state funding, GO Alex uses a Department of Rail and Public Transportation (DRPT) TDM Operating Assistance grant. This TDM Operating Assistance grant funds baseline activities, including two full time equivalent employees to manage the GO Alex program, and related support functions. In FY 2019, the City provided a local match of \$52,235 toward this grant, and received \$206,942.

Rideshare Enhancements (CMAQ/RSTP Grant)

The Rideshare Enhancements grant is a grant designed to fund the bulk of the City's TDM programming. In years past, this grant has been used to fund a "street team" (marketing team at City events) and paid advertising. Staff is exploring other TDM programs that may be able to use these federal funds, and are close to finalizing a work plan with the Department of Rail and Public Transportation. The City is currently working on FY2019 funds, valued at \$526,000.

Mobile Store (CMAQ/RSTP Grant)

The Mobile Store grant funds the Mobile Store (sells fare media and provides transportation information at various locations within the City) and DASH's Call Center that aids with all transportation modes. This grant is awarded once every three years. In FY 2018, this grant was \$600,000. Staff will spend the grant until the City receives the next installment, which is no earlier than July 1, 2020 (FY 2021).

VDOT Employer Outreach Grant

The City receives an annual grant from the Virginia Department of Transportation (VDOT) that is used toward employer outreach. In FY 2019, the City received \$53,948 from VDOT. This grant is used to fund the employer outreach coordinator as a part-time position, as previously described.

Mobility Programs Grant

For FY 2021, the City is considering applying for the Mobility Programs grant, which is a DRPT grant that could fund employer outreach activities. This grant is meant to supplement money for employer outreach supplied through VDOT's CMAQ grant for employer outreach, estimated at \$55,556 in FY 2021. The Mobility Programs grant would allow the current part-time employer outreach coordinator position to be increased to a full-time position, which would essentially double employer outreach efforts through GO Alex. Staff anticipates applying for \$105,000 in grant funding, of which the City would be required to contribute a 20% match of \$21,000.

SOURCE	FY 18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
Rideshare Enhancements (CMAQ/RSTP)	\$493,000	\$1,019,000	\$600,000	\$600,000	\$650,000	\$400,000	\$400,000	\$3,669,000
VDOT Empl Outreach	\$50,824	\$102,948	\$53,948	\$55,566	\$57,233	\$58,950	\$60,719	\$387,983
DRPT (TDM Ops)	\$301,177	\$562,354	\$330,331	\$339,044				\$1,231,729
Mobile Store (CMAQ/RSTP)	\$600,000	\$600,000	\$0	\$600,000	\$0	\$0	\$600,000	\$1,800,000
Total								

FY 2020 Current Activities and FY 2021 Plans

In FY 2020, GO Alex has transitioned from a contractor-based service delivery program to one where staff support the primary functions. Staff are expanding GO Alex in the following ways:

- **Implementing Performance Measures** – GO Alex has developed a series of internal performance measures, including surveys to see how transportation behavior has changed. GO Alex will also revamp performance measures for the Mobile Store, making it more demand responsive
- **Developing and Introducing new service offerings** – GO Alex, in partnership with DRPT, is launching new programs that will be active before the end of this fiscal year. This includes incentives to sign people up for Commuter Benefits, possible partnership with the Potomac Riverboat Company, and piloting an employee parking cashout program
- **Partnership with DASH** – GO Alex is committed to partnering with DASH on marketing. The City and DASH have teamed up with several marketing events, such as Operation Illumination last fall (an effort to keep bicyclists, pedestrians and bus riders safe). In FY 2020, GO Alex is continuing that partnership, including with outreach for the Transit Vision Study project

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 18, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM # 5 - FY 2021 DRPT STATE AID GRANT APPLICATIONS

ISSUE: Consideration of endorsement for grant applications to the Virginia Department of Rail and Public Transportation (DRPT) for the FY 2021 State Aid Grant Programs.

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for the approval of DRPT FY 2021 State Aid Grant applications.

BACKGROUND: In 2018, there were numerous changes related to mass transit in the Commonwealth as well as administrative changes for revenues associated with mass transit.

- The 2018 General Assembly passed HB 1539, which requires the Commonwealth Transportation Board (CTB) to allocate state aid for operating assistance solely based on performance metrics beginning in FY 2020.
- DRPT, in conjunction with the Transit Capital Project Revenue Advisory Board, developed a prioritization framework for capital assistance based on three categories: State of Good Repair, Minor Enhancement and Major Expansion.

DRPT's intent was to implement a statewide prioritization process, similar to SMART SCALE, for the use of funds pursuant to § 33.2-365, or allocated to the Commonwealth Mass Transit Fund established pursuant to subdivision A 4 of § 58.1- 638. The new proposal was adopted for FY 2020 Capital and Operating Assistance Grant Programs, for the development of a Six-Year Improvement Program, and for transit capital expenditures adopted annually by the CTB.

DISCUSSION: As a result of HB 1539, the City has been using a new the process to request State Aid Grants administered by DRPT and which have historically been managed administratively by NVTC. These funds provide support for transit (WMATA, DASH and DOT/Paratransit) and Transportation Demand Management (TDM) programs, projects and services. The City is proposing three applications (one operating, one capital, and one technical assistance) based on the guidelines and criteria outlined in the DRPT Grant Program Application Guidance:

FY 2021 Operating Assistance State Aid

City of Alexandria Operating Assistance (Total eligible expenses - \$26,000,000): Operating assistance to jurisdictions is allocated based on system size and system performance. The amount the Commonwealth can provide in operating assistance varies based on the amount and number of requests made to the Commonwealth. In FY 2020, the City received \$4,168,337 or 21.1% of the eligible expenses for operating assistance.

FY 2021 Technical Assistance Grant

Transit Agency Strategic Plan (\$150,000): All public transit systems in the Commonwealth of Virginia are required to do a Transit Agency Strategic Plan on a rolling timeline. For DASH, the deadline for completion of this work is June 30, 2022. While much of the work required by this plan has been assembled by the Alexandria Transit Vision and will be assembled by the City's Mobility Plan, there is still a significant amount of work to do additional analyses and to assemble all components into one plan. This grant will fund the efforts of a consultant to undertake these tasks and provide a final document. The total project cost is estimated at \$150,000, of which this grant from DRPT would provide \$75,000 and the City of Alexandria would need to provide a \$75,000 match.

FISCAL IMPACT: Funds provided by DRPT do not have definite match rates per year but vary with the number of applications received that year. Based on the rates of funding from FY 2020, the City could expect to be awarded approximately \$4,218,337, however the certainty of this is low. The Technical Assistance Grant, if awarded, will require a local match of \$75,000.

ATTACHMENTS:

Attachment 1: DRAFT Transportation Commission Letter of Support



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

December 18, 2019

Re: Endorsement of The FY2021 DRPT Operating and Technical Assistance State Aid Applications

Dear Mayor Wilson and Members of City Council:

At its December 18, 2019 meeting, the Transportation Commission voted to endorse the staff-recommended requests for operating and capital assistance:

Operating Assistance

- Operating Assistance- The amount of operating assistance being produced by **up to \$26,000,000** of operating expenses for FY2021.

Technical Assistance

- Transit Agency Strategic Plan – **up to \$150,000**

The Transportation Commission appreciates the opportunity to review staff recommendations for the FY2021 DRPT Grant request formulated to procure DRPT operating and capital funds.

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

Sincerely,

S.J. Klejst
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Jim Maslanka, Grant Manager

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 18, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 7 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. Potomac Yard Metrorail Station

The City of Alexandria will hold a public groundbreaking ceremony for the new Potomac Yard Metrorail Station on December 19, from 2 to 3 p.m. The event will take place at the future location of the station's northwest entrance (3601 Potomac Ave.) adjacent to the Regal Potomac Yard movie theater.

B. WMATA

WMATA Proposed Budget – Bus Changes

In November, staff presented an overview of the proposed changes in fares and services in the WMATA proposed budget, including an increase in Metrorail late night and weekend hours, fare changes, and the announcement that there will be significant bus changes, but without details on which bus routes would be affected. On December 12, WMATA presented the docket item of all proposed changes that will require a public hearing for the FY 2021 budget, including details on the proposed bus changes.

The draft FY 2021 budget includes approximately \$33 million in cuts to bus service and approximately \$4 million in improvements to weekend bus services.

Alexandria was not impacted as much as others from the proposed cuts. The bus changes that impact Alexandria include:

- 7A,7F Lincolnia-North Fairlington
Sunday: Increase frequency to match Saturday (every 30 minutes)

- 28A Leesburg Pike
Sunday: Increase frequency to match Saturday (every 20 minutes)
- 7Y Lincolnia-North Fairlington
Eliminate route segment from Pentagon to Farragut Square
- 22A, 22C, 22F Barcroft-South Fairlington
Eliminate all 22A trips, convert all 22C trips to 22F trips. This will eliminate the route segment from Wakefield and 24th Streets to Ballston and the segment through Parkfairfax. Also, all off-peak service will be eliminated.
- NH2 National Harbor- Alexandria
Eliminate route segment from King St.-Old Town to Huntington. Reduce frequency
- 10A, Alexandria-Pentagon
Fri / Sat / Sun: Eliminate the last 10A trip each direction.

Public hearings will be held in January/February before the budget is finalized.

Blue/Orange/Silver Study

Metro launched a two-year BOS Study in early 2019 to identify the best and most cost-effective solutions to address future ridership, service, and reliability needs on these Metrorail lines. The goals of the study are to:

- Serve Ridership Needs
- Maintain and Improve On-Time Performance
- Increase Flexibility
- Meet Sustainability Targets

While Alexandria is not in the study area, it may be impacted by some of the alternatives (especially proposed Blue Line changes) that are assessed and proposed as part of this effort. Alexandria and other jurisdictions on these lines have been participating on technical teams to provide initial feedback at each stage of the planning process. Metro is now beginning its public outreach to request similar feedback from the public through an online survey and four public open house meetings.

The intent of these outreach efforts is to gather preliminary reactions to the project concepts, and to encourage participants to submit their own ideas. Options range from turnbacks along the Orange/Silver line to new Metro Routes through Fairfax, Arlington and Alexandria. The online survey is available at <https://BOSstudy.questionpro.com>. The public open houses will be held at four locations across the Blue/Orange/Silver corridor. See the study webpage (www.wmata.com/BOSstudy) for more information.

Bus Transformation Project

On December 9, WMATA released the Bus Transformation Project Action Plan on its [website](#) to supplement the Strategy document that was released in September. The Action Plan details the steps involved to implement the 26 strategies laid out in the Bus Transformation Project Strategy. In January, the Bus Transformation Project Team will be presenting the highlights from the strategy and will be seeking Commission endorsement of the principles in the plan.

C. I-395 / Seminary Road HOV Ramp

The Virginia Department of Transportation (VDOT) is considering removing the High Occupancy Vehicle (HOV) only restriction from the southern Seminary Road ramp to the I-395 High Occupancy Tol (HOT) lanes. This ramp was constructed to mitigate Base Realignment and Closure (BRAC) generated traffic. In 2012, VDOT made a commitment to the City that the ramp was to remain HOV/Transit only, in response to concerns that the ramp would increase traffic on Seminary Road east of I-395. Despite this commitment, the “Amended and Restated Comprehensive Agreement” relating to the I95/I395 HOV/HOT Lanes project, executed June 2017, 95 Express Lanes, LLC (Transurban) retains the right to pursue the conversion of the ramp for HOV Only to HOV/HOT after the I-395 Express Lanes are operational.

The conversion process requires VDOT to submit an Interchange Modification Report (IMR) to the Federal Highway Administration (FHWA) for approval. City staff reviewed the IMR and found the analysis methodology is consistent with good industry practice and there were no fatal flaws in the assumptions, projections or results. The analysis found converting the ramp to High Occupancy Toll (HOT) operation slightly improves travel times for the northbound I-395 AM peak both in 2020 and 2040. No improvements were noted for other times. However, no increase in the number of people or vehicles moved through the corridor was identified. Furthermore, the analysis did not identify any travel time improvements or other benefits to the local roadway network by allowing the conversion of the ramp. Based on the results of the IMR, the City staff found no compelling reason to convert the Seminary ramp for High Occupancy Vehicle (HOV) to HOT. There are still many unknowns and staff does not believe the risk is worth the minimal benefit. Additionally, the Alexandria City Council adopted a resolution in 2012 stating the City position with respect to the operation of the Northbound I-395/Seminary Road HOV/Transit Ramp.

VDOT/Transurban held a community meeting on December 9, 2019 to share the findings of the IMR and solicit input from the public. The Mayor, Vice Mayor and several other members of Council were in attendance, as well as City staff. The community was concerned the proposed ramp modification would do nothing to encourage public transit or carpooling and there needed to be protection against increased traffic on the local streets. Although VDOT will ultimately make the conversion decision, they stated they wanted to work with the City. There will be further coordinating between VDOT and the City on this matter.

D. Dockless Mobility Pilot Update

The Dockless Mobility Pilot Evaluation has been completed and is available on the City’s Dockless Mobility [website](#). Staff presented draft recommendations to the community through a feedback form in October 2019, at the October Transportation Commission meeting as well as to

City Council at the Legislative Session on November 26. Since then, staff modified certain draft recommendations based on Council and community input. Staff presented final recommendations to City Council at the Legislative Session on December 10, and at the Public Hearing on December 14. Staff can provide an oral update of the outcome of the December 14 meeting at the Transportation Commission Meeting.

E. Alexandria Transit Vision Plan

Alexandria Transit Vision Plan Update

Staff presented an overview of the draft recommended 2022 and 2030 Alexandria Transit Vision (ATV) networks to the Transportation Commission at its November 20, 2019 meeting. The networks presented included a Final 2030 Transit Vision Plan, and three potential 2022 ATV Networks based on different growth assumptions ranging from 0% to 8% growth in service hours by FY 2022. The draft networks emphasize frequent, all day bus service along key corridors where more people will be able to enjoy the benefits of the more useful transit service.

One major area of concern identified through the outreach was a draft recommendation to discontinue AT2 service on Seminary/Janneys Lane between King Street Metrorail Station and Howard Street. At its November 13, 2019 meeting and public hearing, the ATC Board asked staff to maintain weekday AT2 service along this segment.

Based on public feedback and input from DASH and City leadership, staff developed the Final ATV Networks for 2022 and 2030, which were presented to the Board at its December 11, 2019 meeting. Based on uncertainties with the City budget and the impact of the proposed changes on the WMATA regional subsidy, the Board was encouraged to take a more policy-oriented approach and evaluate the final 2022 and 2030 recommendations which is less specific on cost projections and more specific on how successful the plans would be in achieving the basic goals of the ATV Plan. Ultimately, the Board adopted the final 2030 ATV Network Plan (20% added service hours), and the 2022 major growth (8% added service hours) ATV Network Plan.

In regard to the AT2 segment on Seminary Road and Janneys Lane, the Board supported the inclusion of the proposed route N12 in the final ATV networks, but recommended that the additional cost should be funded through other service reductions, such as reducing peak headways on the “N1” route along Eisenhower Avenue from every 15 minutes to every 30 minutes in the Final 2022 scenario. Further, the Board recommended that a ridership benchmark should be used to monitor future performance of Route N12. The average weekday boardings between Howard Street and King St-Old Town Metro should increase by a goal of 20% by the year 2025. DASH staff would be required to report to the Board annually on its performance with a final recommendation for continuation / discontinuation no later than the December meeting in 2025.

The final implementation of the 2022 ATV Network plan will be summarized in the FY 2022 DASH Transit Development Plan (TDP) process, which informs the annual DASH budget request to City Council. If adopted by City Council and pending coordination with WMATA and neighboring jurisdictions, the new ATV network could be launched by July 2021.

The long term 2030 ATV network implementation is anticipated to take place incrementally throughout the next decade through the DASH Transit Development Plan (TDP) process, which will inform the DASH subsidy request to the City and the allocation of funding by City Council through the City's Annual Budget processes.

The ATV project website can be found at www.dashbus.com/transitvision/. In addition, the ATC Board memo can be found at: <https://www.dashbus.com/events/atc-board-directors-meetings>