



Transportation Commission

November 18, 2015

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the October 21, 2015 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - King Street Metrorail Station
 - Alexandria Transit Development Plan
 - Eisenhower Avenue Metrorail Station
 - Eisenhower Avenue widening
 - King Street / Beauregard Street Improvement
 - West End Transitway
 - Victory / TSA Transportation Management and Improvement
3. Commission Updates
4. RSTP/CMAQ Request - **Public Hearing**
5. WMATA Funding
6. Potomac Yard Metrorail Station EIS
7. 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 16, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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City of Alexandria

Transportation Commission

Regular Meeting

October 21, 2015
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Mayor William Euille, Scott Anderson, Christine Michaelis, Jake Jakubek, Jerry King, Stephen Klejst, James Lewis, Chair Nathan Macek and Maria Wasowski
Commissioners Excused: Councilman Lovain, Annika Moman

Staff Present: Karen Callaham-T&ES, Yon Lambert-T&ES, Patrick Reed-T&ES, Ramond Robinson-T&ES, Carrie Sanders-T&ES, Steve Sindiong -T&ES, Radhika Mohan-P&Z, Chris Bever-OMB

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

1. September 16, 2015 Meeting Minutes

Chair Nathan Macek asked if there were any changes to the September 16 minutes. It was noted that the minutes should reflect that Commissioners Wasowski and the Mayor were excused, instead of absent. Chair Macek proposed a wording change to the Old Town Parking Study recommendation endorsement made by the Commission per the motion of Commissioner Anderson, as follows:

- Proposed wording: *“There being no public speakers, Commissioner Anderson made a motion to endorse the recommendations of the work group with the exception of the OTAPS position on initiating the process for amending or changing residential permit parking, emphasizing the need for better wayfinding for garages, the need for better parking enforcement, implementation of the Old Town DASH circulator, the pay by phone residential parking pilot. The Transportation Commission disagrees with the OTAPS work group position not to change the process for amending or creating residential permit parking districts. The Commission believes that reforming the current process to change on-street parking regulations may expedite improvements in the study area and would allow for more consistent parking regulations block-to-block that would be less confusing to residents and visitors*

alike. The motion was seconded by Commissioner Michaelis and unanimously approved.

Commissioner Anderson agreed that the proposed wording better aligned with the intent of his motion. Commissioner Jakubek commented the explanation to his question about the Route 7 at I-395 VDOT project was not entirely clear. Commissioner Jakubek had asked about the project's classification as a bridge rehabilitation project. Staff noted that the project was a reconstruction project, which limited the possibility of adding a sidewalk. Chair Macek noted that Transportation and Environmental Service staff member Lisa Jaatinen's last name was omitted from the minutes.

Commissioner Anderson made a motion to approve the September 16, 2015 Meeting Minutes. Commissioner King seconded the motion. The motion was unanimously approved by the Commission.

2. Updates to Receive (Consent Items)

The Commission received funding updates for the following ongoing projects: Potomac Yard Metrorail Station; Arlington Transit Development Plan; King Street Metrorail Station; Eisenhower Avenue Metrorail Station; Eisenhower Avenue Street Widening; King Street / Beauregard Street Improvement; West End Transitway; VRE Pedestrian Tunnel; and, Envision Route 7.

Chair Macek asked why the Farrington Connector Feasibility Study was missing from the prioritized list of transportation projects that the Commission and City Council approved for funding through the HB2 grant. Transportation and Environmental Services (T&ES) Acting Deputy Director Carrie Sanders noted that the Department of Rail and Public Transportation (DRPT) contacted staff after City approval but before submittal regarding the project. DRPT informed the City that the City's proposal is a study. Only physical improvements qualify for HB2 funding. Commissioner Jakubek volunteered to attend the Envision Route 7 meeting on November 4 as a representative of the Transportation Commission. Transportation and Environmental Services Transit Services Division Chief Ramond Robinson reported that staff has invited the Northern Virginia Transportation Commission (NVTC) to attend a Transportation Commission meeting to provide an overview of the Envision Route 7 project.

3. Commission Updates

Chair Macek solicited volunteers for a City Ad Hoc Advisory Group on Confederate Street Names and Memorials. Commissioner James Lewis volunteered to serve as the Transportation Commission delegate to the group. Chair Macek announced two upcoming meetings, which are part of the City's series of community meetings on budget priorities for FY2017 (October 24, 2015 at Minnie Howard at 10:00AM and November 4, 2015 at Cora Kelly Recreation Center at 7:00PM).

Commissioner Wasowski noted that she has asked the Planning Commissioner Chair to appoint another Planning Commissioner representative to the Transportation Commission in her place. As President of the Old Town North Advisory Group, Commissioner Wasowski proposed periodically bringing updates to the Transportation Commission from the Advisory

Group. Chair Macek agreed as there currently is no Old Town North Advisory Group delegate to the Transportation Commission.

4. Eisenhower West Small Area Plan – Public Hearing

T&ES Acting Division Chief of Transportation Planning Steve Sindiong introduced Planning and Zoning staff member Radhika Mohan to present an overview of the planning efforts of the Eisenhower West Small Area Plan. Staff member Mohan shared the Plan's general concept and land use elements, as well as the planning process. City Council directed staff to begin a planning effort in 2013. In early 2014, staff began the public process, which included six community meetings and also solicited public feedback via online engagement.

Mr. Sindiong discussed the transportation elements of the plan. Acting Division Chief Sindiong noted that the Plan's street network is tied to the Land Use network. The Norfolk Southern Railroad tracks and Backlick Run hinder north-south connectivity. Staff explored multimodal bridge alignment options to improve connectivity. The bridge would ultimately serve as an additional future connection for the West End Transitway. Discussions continue between the City and Norfolk Southern. If the multi-modal bridge is not constructed, then Van Dorn Street would need to be widened to accommodate the West End Transitway and improved pedestrian and bicycle facilities. Mr. Sindiong provided an overview of the proposed roadway, transit and non-motorized improvements. The non-motorized improvements are consistent with those being recommended in the Pedestrian and Bicycle Master Plan update.

Mr. Sindiong discussed the results of the traffic analysis. The 2040 Baseline scenario assumes a number of planned transportation improvements due to increases in traffic attributed to regional growth including approved development in the plan area by 2040. A 2040 Build scenario was conducted with, and without the Multimodal Bridge, to assess traffic impacts if the bridge cannot ultimately be constructed. The 2040 Build scenarios were also analyzed based on additional mitigation improvements, such as additional intersection improvements and enhanced transit service. A public hearing was opened. No comments were issued from the public, and the hearing was closed.

Commissioner Anderson made a motion to endorse the Eisenhower West Small Area Plan as being consistent with the City's Transportation Master Plan, with additional guidance. Appropriate phasing of transportation planning investments should be implemented in anticipation of occupancy of future development, including sufficient transit to support car-free and car-light lifestyles for households within the Plan area, and especially areas beyond reach of the planned West End Transitway. Near-term transportation improvements should be implemented to support incoming Transportation Security Administration employees at the Victory Center. The motion was seconded by Commissioner Jakubek and unanimously approved by the Commission.

5. FY2017-2026 Budget Guidance

Acting Deputy Director of T&ES Services Carrie Sanders introduced Chris Bever, Assistant Director of the City's Office of Management and Budget. Ms. Sanders gave an update on the budget process. FY2017 budget is a ten year budget. The ten year Capital Improvement

Program (CIP) funds major capital projects in the City. The CIP has numerous funding streams, including the Transportation Improvement Program (TIP). Ms. Sanders detailed TIP expenditures, and asked the Commissioners to consider tradeoffs associated with the budget. A significant portion of the TIP funds the Washington Metropolitan Transportation Authority (WMATA), including current and expanded operating activities. Following discussion, the Commission moved to offer guidance on the 2017 budget, maintaining the same recommendation from the previous year with the following amendments from the previous fiscal year: 1) the Commission recommended continuing to consider capitalizing staff positions; and, 2) the Commission recommended amending the HOV language of last year's recommendations with a recommendation to invest in enforcement to help manage parking and on-street infrastructure resources that promote safety through such measures as HOV, speeding, red light and parking enforcement. The motion was made by Commissioner Jakubek, seconded by Commissioner Wasowski and unanimously approved by the Commission.

6. FY2017-2026 Transportation Improvement Program (TIP) Balance Project Funding

Acting Deputy Director of T&ES Carrie Sanders stated that conservative funding for WMATA during the FY2016 budget process left a fund balance of \$930,000. Last month, staff brought proposals to the Commission regarding where to allocate the balance. After discussions during last month's Commission and coordination with DASH, DASH Technologies will replace the King/Beauregard Intersection Project. Staff applied for DASH Technologies funding through House Bill 2; however, that is not a guaranteed funding source. Commissioner Anderson made a motion to endorse the revised allocation of the \$930,000 balance. Commissioner Wasowski seconded the motion, and it was unanimously approved by the Commission.

7. Pedestrian and Bicycle Master Plan Update

Acting Division Chief of Transportation Planning Steve Sindiong noted that the Commission was previously given an overview of the pedestrian and bicycle goals and objectives. He provided an overview of the preliminary plan recommendations developed in coordination with and endorsed by the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee. One of the key outcomes of the plan is to update the pedestrian and bicycle chapters of the Transportation Master Plan. Another element is the development of the Complete Street Design Guidelines that can be used by staff, developers and the community on the design of different typologies of streets to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Mr. Sindiong gave an overview of the project schedule and civic engagements held. He provided an overview of preliminary recommendations related to the bicycle network, case study areas, pedestrian and bicycle strategies, priority projects, and proposed bikeshare locations. Staff is seeking input from Commissions and groups over the Fall, and a draft plan based on input should be ready for release in the winter. Staff anticipates completion in spring 2016 after Transportation Commission and Planning Commission endorsement, and Council approval of the plan and amendment to the Transportation Master Plan. The Commission discussed the following: the Vision Zero program, which aims to eliminate fatalities on the City's transportation network must also address injuries; more education

needs to be given to motorists; the Plan needs to include priority Complete Streets projects; the Plan needs more specificity of protected bicycle facilities such as cycle tracks; the Plan needs more specificity of how to have developers be required to provide connectivity between each other; there needs to be transparency for how the priority projects were determined; consider Seminary Road as a priority bicycle project; there should be standards for how intersections and pedestrian signals are designed

8. Other Business

Chair Macek reminded Commissioners to hold the City Council Retreat date of Saturday, November 21. A discussion of transportation priorities may be on the agenda at the retreat. An alternative joint meeting between the Transportation Commission and City Council may be possible in the future.

Commissioner King made a motion to adjourn the meeting at 10:00 pm. This motion was seconded by Commissioner Jakubek and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 18, 2015
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) – At the November 5, 2015 WMATA Finance and Administrative Committee meeting, the Committee gave the first approval of the FY 2017 State of Good Repair recommendations. If approved by the entire WMATA Board later in the month, the following State of Good Operations changes will impact Alexandria, starting in 2016:

- Route 9A will be eliminated.
- Route 10A will be restructured to pick up most of the productive mileage served by Route 9A.
- Change Route 10E so that it will start at Hunting Towers, and will travel to Rosslyn, after servicing the Pentagon.
- Route 21 A and Route 21D will be restructured to make it possible for WMATA to eliminate Route 18E and 18F.
- Route 10B will have improved service on Sunday.
- Route 29N will have improved service on Saturday and Sunday.

Virginia House Bill Two (HB2) – The City submitted the following projects for funding under HB2 before the deadline of September 30, 2015:

- Broadband Link for West Eisenhower - \$1,000,000
- DASH (Alexandria Transit Company) Transit Technology - \$1,829,000
- Old Cameron Run - \$6,000,000
- Traffic Adaptive Signal Control - \$7,000,000

These projects, along with all others submitted in the Commonwealth are currently being reviewed. Scores for all projects will be released at the January 2016 Commonwealth

Transportation Board meeting.

Commonwealth Transportation Board (CTB) – In order to determine the transportation needs of the Commonwealth, the CTB—through the Virginia Office of Intermodal Planning and Investment—is developing VTrans 2040, the Commonwealth’s long-range multimodal transportation plan. The plan will be developed in two phases and will result in the production of two companion documents: the VTrans2040 Vision and the VTrans2040 Multimodal Transportation Plan. The first phase was released as a draft in April 2015 and is expected to be completed by the end of this calendar year and the second phase is expected to be completed in calendar year 2016. Work is continuing on VTrans 2040.

B. KING STREET METRORAIL STATION

The City, WMATA and the design consultant have come to an agreement upon how the rest of the work can proceed. Design work should resume in November, 2015.

Background: The King Street Metrorail station is Alexandria’s largest transit facility, and requires significant updates, expansions, and safety improvements. The City began addressing these needs by requesting WMATA conduct a feasibility study for rebuilding the access facilities at the lot in 2006. The result of this study was released in March, 2008. Through an extensive vetting process with the general public and stakeholders, the City developed a design for the station that improves non-motorized access, bus access, shuttle and taxi access, short term rental car access, and aesthetics. In 2012, the design was endorsed by the Transportation Commission, the City Council, and the Planning Commission. After approval, the design was refined, and the City determined that some of the features of the facility needed to meet City standards rather than WMATA standards. A long discussion between WMATA and the City resulted in a decision that allowed the facility to be designed using City standards. WMATA gave the City a permanent easement to construct a transit facility, if the City maintained the facility in perpetuity. After this agreement, a more detailed design was produced for the facility, and the cost was higher than budgeted. The improvement was placed in the FY2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

C. EISENHOWER AVENUE METRORAIL STATION

The three party memorandum of understanding, which governs this project, has been signed by all parties City of Alexandria, WMATA and the private developer.. The signed MOU will be used to guide the development of a scope for design work, and development of a Request for Proposal for design work.

Background: The Eisenhower Avenue Metrorail Station project will use Federal Transit Authority (FTA) and Commonwealth funds to reconstruct the Eisenhower Metrorail station entrance to include improved amenities for transit patrons such as better weather protection and a prominent plaza. This improvement is necessary to accommodate all of the high-intensity growth adjacent and/or in close proximity to the station.

D. EISENHOWER AVENUE WIDENING

The contract for Right-of-Way (ROW) acquisition services was awarded in October 2015. The ROW acquisition process has started and a kickoff meeting was held. Final plan preparation will continue but plans cannot be finalized until after completion of

the ROW acquisition process. Construction is estimated to begin in spring of 2017 and is estimated to take 18 months.

Background: This project creates a multi-modal environment and enhances safety for pedestrians, bicyclists, and motorists. The at-grade improvements consist of dual left turns at the Eisenhower/Mill Road intersection on westbound Eisenhower Avenue, upgrading the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue, converting the traffic circle at Eisenhower and Holland to a "T" intersection from John Carlyle Street to Holland Lane, upgrading the street lighting and sidewalks in front of the Simpson property, and full width resurfacing of Eisenhower Avenue between Holland Lane and Mill Road.

In order to facilitate the utility relocation and avoid delays to the contractor during an on-going contract, a two-phase approach was developed to allow a portion of the road improvements to be constructed in order to facilitate the utility relocations prior to construction of the major project elements. The Phase I improvements consist of grading, curb and gutter, and retaining walls that must be constructed to allow for the utility relocations. The Phase II improvements include: an additional turn lane in each direction on King Street, medians, curb and gutter, sidewalks, pavement, drainage, storm water management, traffic signal and crosswalk upgrades.

E. KING STREET / BEAUREGARD INTERSECTION IMPROVEMENT

The Phase I bid closed and was evaluated in October. Only one bid was received and came in much higher than the estimate. The bid package is being revised and will be re-advertised in January 2016. If an acceptable responsive bid is received, a contract will be awarded for Phase I of the project.

The Phase I construction is anticipated to begin in spring 2016 and is estimated to be completed in fall 2016. Utility relocation is expected to take 10 -12 months, with completion anticipated in summer 2017. Phase II construction is anticipated to begin in summer 2017 and is estimated to be completed in late 2018.

Background: This project creates a multi-modal environment, enhances safety for pedestrians and motorists, and provides for traffic flow improvements at the King Street and North Beauregard Street intersection. Improvements include additional left turn lanes in each direction on King Street, medians, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor. Once completed, this project will provide a safer intersection with transportation infrastructure for bicyclists and pedestrians, supporting the City's Complete Streets Policy. Completion of this project will also help mitigate some of the BRAC-133 impacts.

F. WEST END TRANSITWAY

The Project Team's ongoing activities include:

- **Preparation of the Environmental Documentation,**
- **Refining capital and operating costs,**
- **Submitting the application for FY 2017 NVT A 70% funds for the Design phase,**

- Briefing various City Commissions and project stakeholders,
- Incorporation of feedback from Commissions and stakeholders, and
- Preparation for Policy Advisory Group (PAG) Meeting #6.

Upcoming Meetings & Briefings	Date
Environmental Policy Commission	September 28, 2015
Planning Commission	October 6, 2015
City Council Update (Update Only, No Action)	October 13, 2015
Parks & Recreation Commission (Memo Update)	October 15, 2015
Alexandria Transit Company / DASH Board	November 11, 2015
Budget & Fiscal Affairs Advisory Committee	November 17, 2015
Policy Advisory Group (PAG) Meeting #6	December 3, 2015

Technical work for the West End Transitway will be completed by fall 2015. The project schedule anticipates endorsement by the Policy Advisory Group this winter. The endorsement of the policy advisory group will then be shared with City Commissions—including the Transportation Commission—to solicit further feedback and endorsement. Project re-concurrence by City Council is expected in spring 2016.

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>

G. VICTORY CENTER / TSA TRANSPORTATION MANAGEMENT AND IMPROVEMENT

In August 2015, the General Services Administration (GSA) awarded a 15 year lease to shift the 3,400 employee Transportation Security Administration (TSA) to Victory Center, located on Eisenhower Avenue. The Development Special Use Permit (DSUP) approved in 2013 for the development of the site requires a Transportation Master Plan, Traffic Control Plan, parking management plan, and nearly \$1 million in streetscape and intersection improvements. These improvements must be in place prior to occupancy of the TSA. The Transportation Management Plan requires improved transit shelters, a carshare program, onsite bicycle parking, lockers and showers, and a Transportation Management Plan coordinator.

Background: In 2013, over 1 million square feet of office space was approved for the Victory Center site, which will host the Transportation Security Administration (TSA), per an announcement by the General Services Administration in August 2015. During development application review in 2013, a number of requirements were tied to the Victory Center's development in order to comprehensively address the transportation needs of TSA's future office workers. More information about this process and data related to the transportation needs of TSA's employees can be found in attachment 1.

The City is currently in the process of developing the Eisenhower West Small Area Plan. This effort will include a comprehensive transportation study of the area that will ultimately result in a number of recommended non-motorized, transit, and roadway transportation improvements for the Eisenhower West planning area. In concert, these improvements will mitigate some of the congestion resulting from the TSA site.

ATTACHMENTS:

Attachment 1: Victory Center / TSA Summary of Transportation Requirements

Victory Center/TSA Summary of Transportation Requirements

November 2015

In 2013, over 1 million square feet of office space was approved as part of the Development Special Use Permit (DSUP) for the Victory Center site, which will host the Transportation Security Administration (TSA). During development application review, a number of requirements were tied to the development in order to comprehensively address the transportation needs of future office workers, including:

- Transportation Management Plan (TMP)
- Traffic Control Plan
- Parking Management Plan
- Nearly \$1 million in streetscape and intersection improvements¹

Beyond Victory Center's development application, the City is currently in the process of developing the Eisenhower West Small Area Plan. This effort will include a comprehensive transportation study of the area. The transportation study's traffic model will analyze various land use scenarios, all of which account for the impact of the TSA site. The study's scenarios also consider new street designs that improve connectivity and encourage walking and bicycling, including trails and bikeways throughout the plan area.

The study will result in a number of recommended non-motorized and roadway transportation improvements for the Eisenhower West area. Potential transit-related improvements include the West End Transitway and enhanced transit service along Eisenhower Avenue. In concert, these improvements will mitigate some of the congestion resulting from the TSA site.

For many years, the City had considered a roadway connecting I-495 to Duke Street called the Clermont Connector. In 1997, the first phase opened, which connected I-495 to Eisenhower Avenue. Over a number of decades, various roadway alignments were explored. In 1993, an Environmental Assessment recommended a preferred location for the second phase of the Connector, located immediately west of Cameron Station connecting from Eisenhower Avenue to S. Pickett Street at Edsall Road.

The 2009 Landmark / Van Dorn Corridor Plan recommended a multimodal bridge that would provide dedicated lanes for transit and improve non-motorized facilities in the general vicinity of the Connector's recommended phase two alignment. The City is requesting that VDOT not build the second phase of the Clermont Connector because the multimodal bridge could potentially be constructed in the same vicinity. This multimodal bridge would accommodate dedicated transit lanes, vehicle lanes, and a protected bikeway. It would serve future development at Victory Center, including TSA's offices.

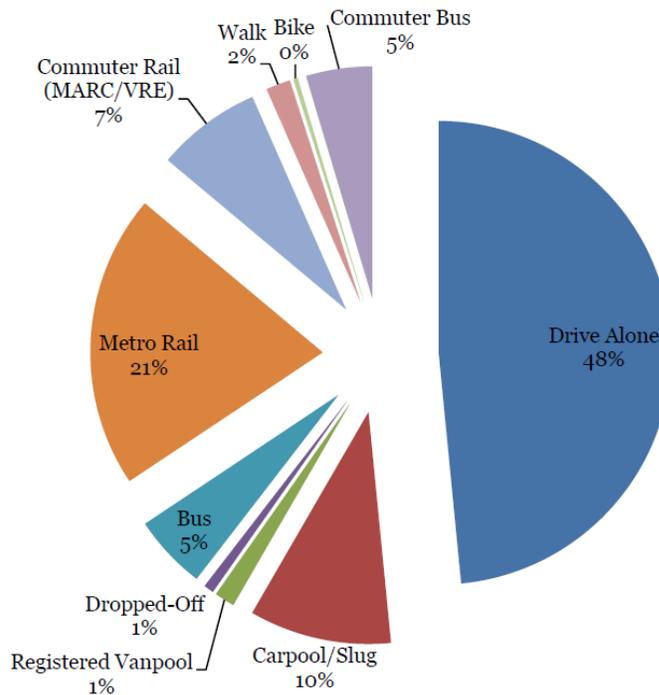
¹ A full list of requirements is shown in Figure 3 below. These requirements would be in place prior to Transportation Security Administration occupying the building.

Commute Methods of Employees at Existing TSA Location in Arlington

The TSA Lease Consolidation Traffic Technical Report (June 2015) included an employee commuter survey. The survey indicated the following travel mode patterns of existing employees that commute to work on a regular basis:

- 48% of employees drive alone
- 21% of employees use Metrorail
- 10% of employees carpool
- 7% of employees use Commuter rail (MARC / VRE)
- 5% of employees use commuter bus
- 5% of employees use local bus
- 2% of employees walk to work
- 1% of employees use a vanpool
- 1% of employees are dropped off

Figure 1 - Existing TSA employee Commute Mode



The survey also asked employees to identify their home's zip code. The figure below shows the density of employees' residences by zip code. As seen in the figure, higher densities of employees live in south Arlington County, west Alexandria, southeast Fairfax County, western portions of Fairfax County, southern Prince William County, eastern portions of Loudoun County, and eastern portions of Prince Georges County. The survey also demonstrated that high densities surrounded the Victory Center site.

Figure 2 - TSA Employee Residence Locations

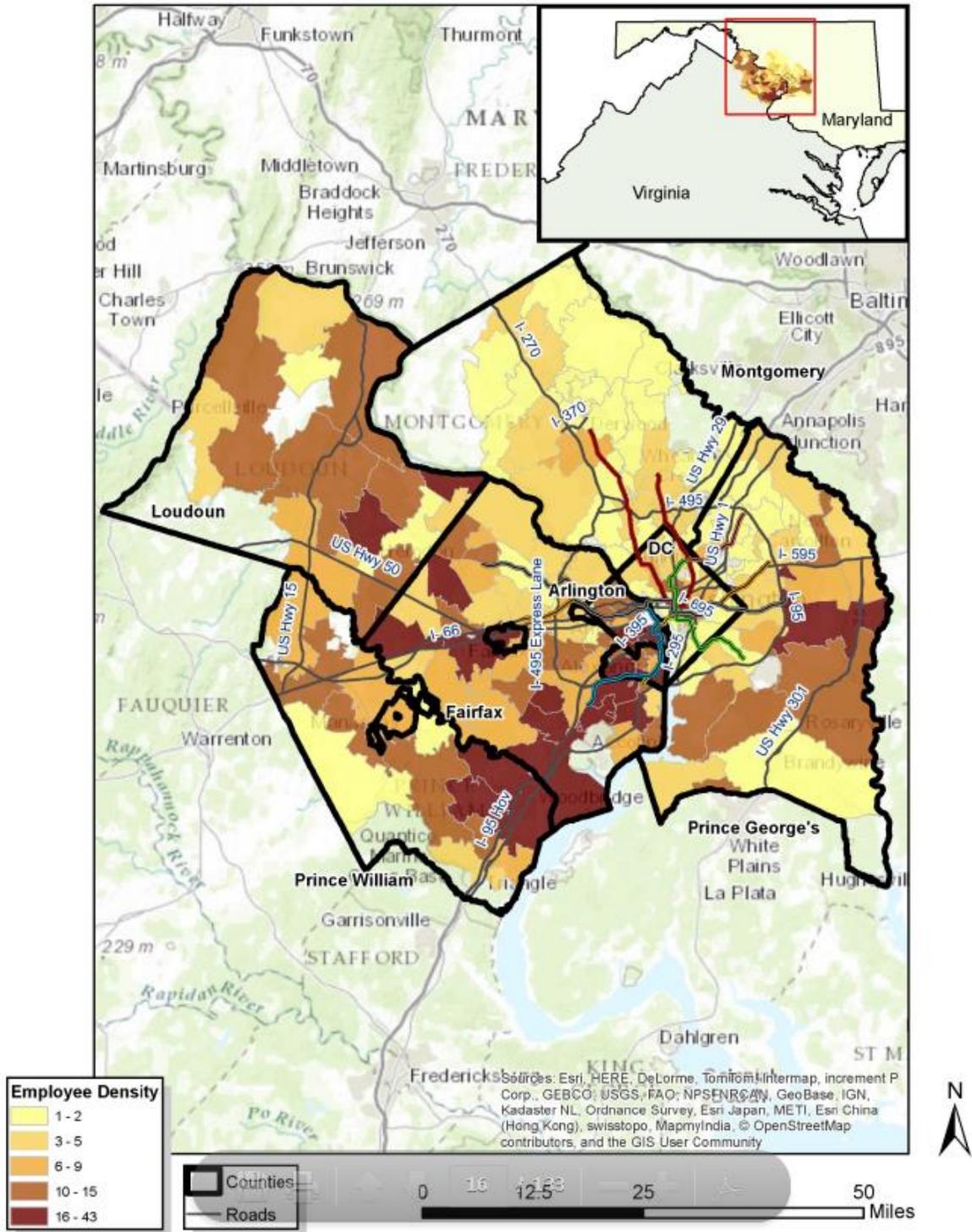


Figure 3

Transportation Improvements Tied to Victory Center Approval

- Traffic Control Plan and Parking Management Plan
- Warrant study for new traffic signals at the driveways to Buildings 2 and 3, and if warranted by study, applicant will fund installation of traffic signals prior to occupancy of buildings 2 and 3
- Contribution of approximately \$793,000 to Eisenhower Improvement Fund
- \$100,000 for intersection improvements, including pedestrian improvements at those intersections
- Comprehensive Transportation Management Plan including:
 - Promotion of transit, carsharing and rideshare
 - Minimum 20% discount for transit fare media
 - Bus shelters at site with real time transit info
 - Carshare program with at least two parking spaces
 - Carpool/vanpool spaces (5% of all parking spaces)
 - Bicycle Parking, lockers, showers
 - Transportation Management Plan Coordinator and annual fund toward implementing the Transportation Management Plan at \$0.254 per square foot of commercial space

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 18, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #4 – RSTP/CMAQ REQUEST

ISSUE: Consideration of the FY 2017-FY 2022 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding request.

RECOMMENDATION: That the Transportation Commission review the proposed list of CMAQ/RSTP projects for FY 2022, hold a public hearing, and develop a recommendation for City Council consideration and approval at their November 24, 2015 meeting.

BACKGROUND: Since 1993, 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 City of Alexandria must submit its FY 2022 CMAQ and RSTP funding request to the Northern Virginia Transportation Authority (NVTA) by December 16, 2015. In prior years City Council has approved CMAQ and RSTP projects for FY 2017 to FY 2021. These projects which are listed in Attachment 1 are not proposed to change.

The following is a description of the FY 2022 proposed transportation projects, totaling \$4,000,000:

New Electronic Payments Program

The region will be transitioning to a new transit payment method designed to provide a state of the art system for public transit customers that enables them to use chip-enabled fare media such as credit cards, government ID cards, new Smartwave media, and mobile phones. This program

will be utilized on DASH, Metroway, Metrorail and Metrobus. RSTP funds will be used to pay for acquiring the hardware and software required for DASH to implement the program.

Proposed funding: \$1,000,000

Transportation Demand Management Advancement

The primary goal of the City's Transportation Demand Management (TDM) program is to reduce the number of single person occupied vehicles 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. **Proposed funding: \$650,000**

Bicycle Sharing Initiative

In 2012, the City launched Capital Bikeshare in Alexandria with eight stations. The program expanded to 16 stations in August 2014, and will expand to 32 stations in the coming year. These bikeshare funds would allow for expansion, as well as the 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. **Proposed funding: \$400,000**

Parking Technologies

This project funds the 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. **Proposed funding: \$450,000**

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. **Proposed funding: \$500,000**

Intelligent Transportation Systems Integration and Broadband Initiative

The project consists of designing a smart transportation network for the City. Phase I of the project is complete, which involved the installation of 11 traffic cameras, a control center, and the installation of fiber optic cable and conduit to cover 30 percent of the network area. These

funds will go toward program expansion to all of the city's, intersections, and allow for facilities coordination with the Alexandria Fire Department and Police Department. Much of this work will focus on designing and constructing a broadband communications network, installing traffic cameras and other field devices such as weather stations, flood monitoring equipment, and pavement temperature sensors. **Proposed funding: \$1,000,000**

ATTACHMENTS:

Attachment 1: FY 2017-2022 CMAQ RSTP Proposed Program

FY 2017 – FY 2022 CMAQ-RSTP Proposed Program

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
New Electronic Payment Program	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000
Transportation Demand Management	\$638,000	\$493,000	\$526,000	\$600,000	\$600,000	\$650,000
Bike Sharing	\$650,000	\$699,000	\$368,000	\$402,000	\$350,000	\$400,000
Parking Technologies	\$0	\$110,000	\$200,000	\$0	\$407,000	\$450,000
Bus Shelters	\$0	\$0	\$0	\$0	\$600,000	\$500,000
ITS Integration	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Commuter Outreach	\$0	\$600,000	\$0	\$0	\$600,000	\$0
Transit Analysis Study	\$0	\$0	\$0	\$500,000	\$0	\$0
Transitway Enhancements	\$0	\$0	\$500,000	\$500,000	\$454,491	\$0
Braddock Road Multimodal Connections	\$0	\$500,000	\$0	\$0	\$0	\$0
Bicycle and Pedestrian Improvements	\$0	\$0	\$340,000	\$0	\$0	\$0
Van Dorn-Beauregard Bicycle Facility	\$0	\$0	\$250,000	\$1,171,000	\$0	\$0
Backlick Run	\$0	\$200,000	\$1,919,000	\$0	\$0	\$0
Old Cameron Run	\$2,095,000	\$0	\$0	\$0	\$0	\$0
Transportation Master Plan	\$0	\$0	\$0	\$0	\$500,000	\$0
Bike Parking	\$350,000	\$0	\$0	\$0	\$0	\$0
DASH Bus Replacement Funds*	\$0	\$940,000	\$0	\$450,000	\$0	\$0
CMAQ/RSTP Subtotal	\$3,733,000	\$3,542,000	\$4,103,000	\$ 3,623,000	\$3,611,491	\$4,000,000

*CMAQ funds sponsored by the FHWA cannot be used to buy buses. Funds will be reallocated through the NVTAs reprogramming process.

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 18, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #5 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY FY 2017 BUDGET UPDATE

ISSUE : Provide an update to the Transportation Commission on the WMATA FY 2017 budget.

RECOMMENDATION: That the Commission receive the following update.

BACKGROUND: The WMATA FY 2017 budget development process was kicked off in September 2015 with a “preview” of the structural challenges facing the Washington Metropolitan Transit Authority. The primary challenge is related to expense growth, particularly wage and fringe benefits growth for personnel, which is outpacing revenue growth. This expense growth is leading to significant year-over-year increases in the required jurisdictional operating subsidy. Closing this gap will be critical to ensuring the long-term financial stability of WMATA.

DISCUSSION: Compared to its peak in FY 2009, Metrorail average weekday ridership in FY 2015 declined by approximately five percent due to a number of external challenges, including growth in telecommuting, reductions in the federal transit benefit, and new competitors in the transportation market. And in the first quarter of FY 2016, ridership has dropped further, and this drop appears to be linked to customer service issues, including declining service reliability.

At the November 5, 2015 WMATA Board Meeting, staff introduced WMATA's top priorities for FY 2017, which are in three major categories:

- Critical safety and security investments: Ensuring the safety and security of customers and employees is WMATA's highest priority.
- Customer service initiatives: To regain the trust and satisfaction of current customers and to draw new customers to the system.

- Efficiency enhancements: In order to reduce costs, bring expense growth in line with expected revenues, and reduce jurisdictional subsidy requirements.

WMATA has also provided the following operating and capital budget options. Four high-level operating budget options are considered for the FY 2017 operating budget:

- A “zero subsidy growth” option that keeps the jurisdictional subsidy contribution at the same level as the FY 2016 subsidy through a proposed change in WMATA policy with respect to eligible preventive maintenance expenses.
- A “business as usual” scenario with no changes to fares or services and also no changes to the capitalization of preventive maintenance, which results in a 10 percent increase in jurisdictional subsidy.
- Two options which limit the increase in jurisdictional subsidy to 3 percent over FY 2016 – the first through a substantial fare increase, and the second through a combination of a smaller fare increases and targeted service reductions.

Three high-level funding options are being considered by WMATA as starting points for the discussion of the renewal of the six-year Capital Funding Agreement (CFA). The CFA is the multijurisdictional agreement for WMATA’s Capital Improvement Program (CIP). The three options include:

- Total CIP funding of approximately \$6 billion over six years, consistent with current funding levels, which would support only ongoing required investment in safety and state of good repair.
- Funding of \$7 billion, which would allow for increased investment in currently deferred projects.
- Funding of \$8 billion, which would further reduce investment backlog and allow WMATA to begin planning for future enhancements.

As the FY 2017 budget process moves forward, staff will continue to provide the Transportation Commission with updates.

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 18, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM # 6 – POTOMAC YARD METRORAIL STATION UPDATE

ISSUE: Provide an update to the Transportation Commission on the planning for the Potomac Yard Metrorail Station.

RECOMMENDATION: That the Commission receive the following update.

BACKGROUND: The City is finalizing the National Environmental Policy Act (NEPA) process and beginning design for an infill Metrorail station along the Blue and Yellow lines between the National Airport and Braddock Road Metrorail stations to serve Potomac Yard. A Metrorail station in the vicinity of Potomac Yard has been included in various plans over the years, including the *Potomac Yard/Potomac Greens Small Area Plan* (1999), the *Transportation Master Plan* (2008), and the *North Potomac Yard Small Area Plan* (2010).

The current financing plan for the Potomac Yard Metrorail Station assumes a self-financing plan that will not require the use of current General Fund revenues. The City will fund the portion of the station construction costs not funded through other regional, state, and federal sources by issuing general obligation bonds. The bonds will be repaid using new Potomac Yard-generated tax revenues and developer contributions. Station construction will be managed by the Washington Metropolitan Area Transit Authority (WMATA), who will own and operate the station.

DISCUSSION: The City is currently completing an Environmental Impact Statement (EIS) as part of the NEPA process. The Draft EIS was released for public review and comment in Spring 2015, and City Council selected Alternative B as the preferred alternative on May 20, 2015. City and WMATA staff, in coordination with the National Park Service (NPS) and the Federal Transit Administration (FTA), are working to complete the Final EIS while simultaneously beginning the development of conceptual design for inclusion in the Request for Proposals (RFP) for design and construction of the station.

Final EIS

A draft of the Final EIS is expected to be ready for agency review in early winter. The timing for public release of the document is dependent on the scope of the comments received from NPS and FTA. City staff's goal is to release the document in early 2016. Following public circulation of the document, NPS and FTA can each issue a Record of Decision (ROD), expected in spring 2016.

Design Process

WMATA plans to issue the RFP for a design-build contract in summer 2016. Over the next several months, WMATA and the City will be developing the set of standards, requirements, and expectations that the contractors will use to develop their bids. The conceptual design for the station will be an important part of those documents. The design process will include a series of meetings to solicit public input, as well as regular updates to City boards and commissions and City Council. The public process will be facilitated by a team from the City, WMATA, and the National Park Service. The goal is development of a conceptual design that has buy-in from residents, can be recommended for approval by relevant boards and commissions, and can be approved by City Council, the National Park Service, WMATA, and other approving agencies. The design process also includes amendments to Potomac Greens Park and Potomac Yard Park, which will require some re-design to accommodate the new elements associated with the Metrorail station entrances.

At the October 28, 2015 PYMIG meeting, the goal of the meeting was to discuss station and park design. At the meeting, members of PYMIG and the public provided feedback on principles and strategies to guide the design of the station and on elements that they would like to see included in the parks. The meeting was supplemented by a survey on AlexEngage that was available through November 8.

The design principles exercise at the Oct 28 meeting asked participants to indicate the degree of importance they would assign to each of four principles. It was noted that each of the principles is important, but understanding relative importance would be helpful when a design decision requires balancing one or more principle. The four principles are:

- **Appearance:** The station design and materials will be high quality, enduring, cohesive, and reflect the function of the station; the materials will be appropriate to the use and scale of the station.
- **Context:** The station design and configuration will balance the characteristics of the various settings – the adjoining parks, parkway, residential and mixed-use neighborhoods.
- **Environment:** The station and infrastructure will be designed to enhance its immediate environment of wetland, woodland, and open space; the station system design will make use of materials and strategies that are environmentally sensitive.

- Access: The station and its elements will make the transit experience pleasant and efficient.

Participants overwhelmingly voted for “access” as the most important design principle for the station. “Appearance” and “context” were also considered to be very important design principles.

The design strategies exercise asked participants to choose strategies to guide the selection of style, form, and materials for the station. The core structures and facilities of the station will be driven by the functional and operational requirements of WMATA, but the exterior appearance may be developed in a variety of ways through different styles, forms, or configurations.

Participants were asked to indicate their preference between:

- A structure that is well lit.
- A curvilinear or geometric form.
- A building that looks like a single facility or reads as multiple components.

Participants were shown images to help them understand these descriptions (Attachment 1).

Participants overwhelmingly supported a well-lit structure. Participants also expressed a preference for a curvilinear form, although a significant proportion preferred a geometric form. Participants were fairly evenly split between a building that looks like a single facility or reads as multiple components.

For Potomac Greens Park and Potomac Yard Park, participants were asked to indicate the uses they would like to see in each park. Preferred uses for Potomac Greens Park focused on walking trails and boardwalks through the wetland, as well as picnic benches and other spots for passive recreation. Preferred uses for Potomac Yard Park were more active, including bicycle and multiuse trails and event spaces.

The next PYMIG meeting will be on November 16, 2015. That meeting will focus on massing concepts for the station and design concepts for Potomac Greens Park.

Next Steps

The design process will continue over the next several months, with PYMIG meetings and monthly updates to boards, commissions, and City Council. The conceptual design is anticipated to be completed in Spring 2016, with City Council approval in June.

As noted above, the Final EIS will be circulated for public review early next year, followed by a Record of Decision from the National Park Service and the Federal Transit Administration.

ATTACHMENTS:

Attachment 1 – PYMIG Meeting Boards

Metrorail Station Configuration

Single Facility



Multiple Components





Metrorail Station Form

Curvilinear



Geometric





Metrorail Station Style

Robust



Light



Park Programming: Potomac Greens Park

What Park Elements are most important in this park?



A



B



C



D



E



F



G



H



I



J



K



L

Park Programming: Potomac Yard Park

What Park Elements are most important in this park?



A



B



C



D



E



F



G



H



I



J



K



L