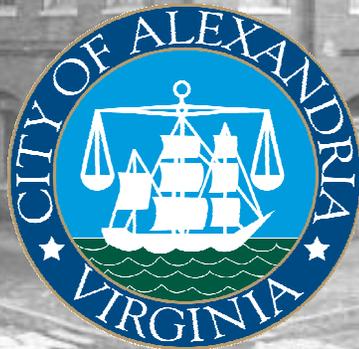


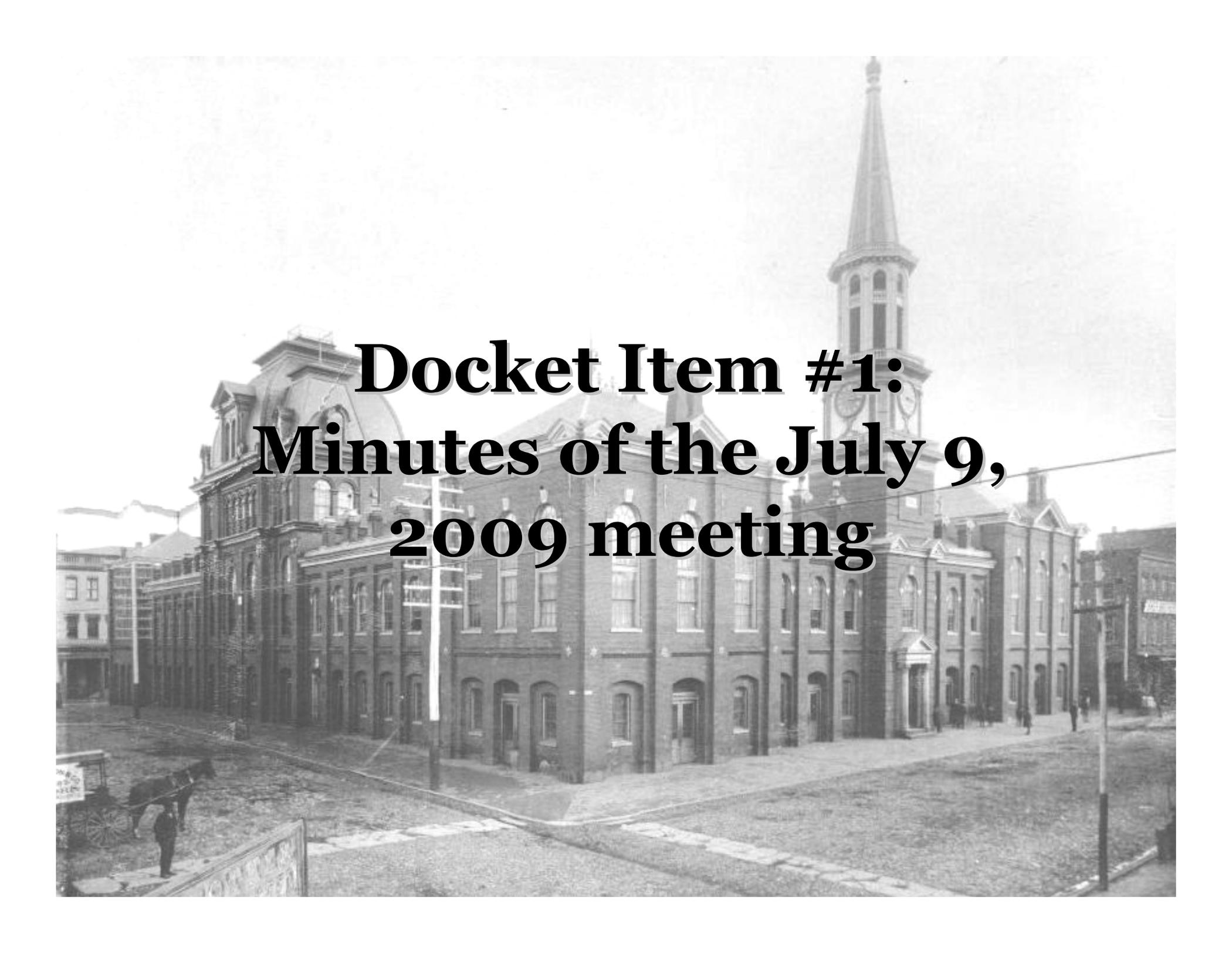
Transportation Commission

September 2, 2009

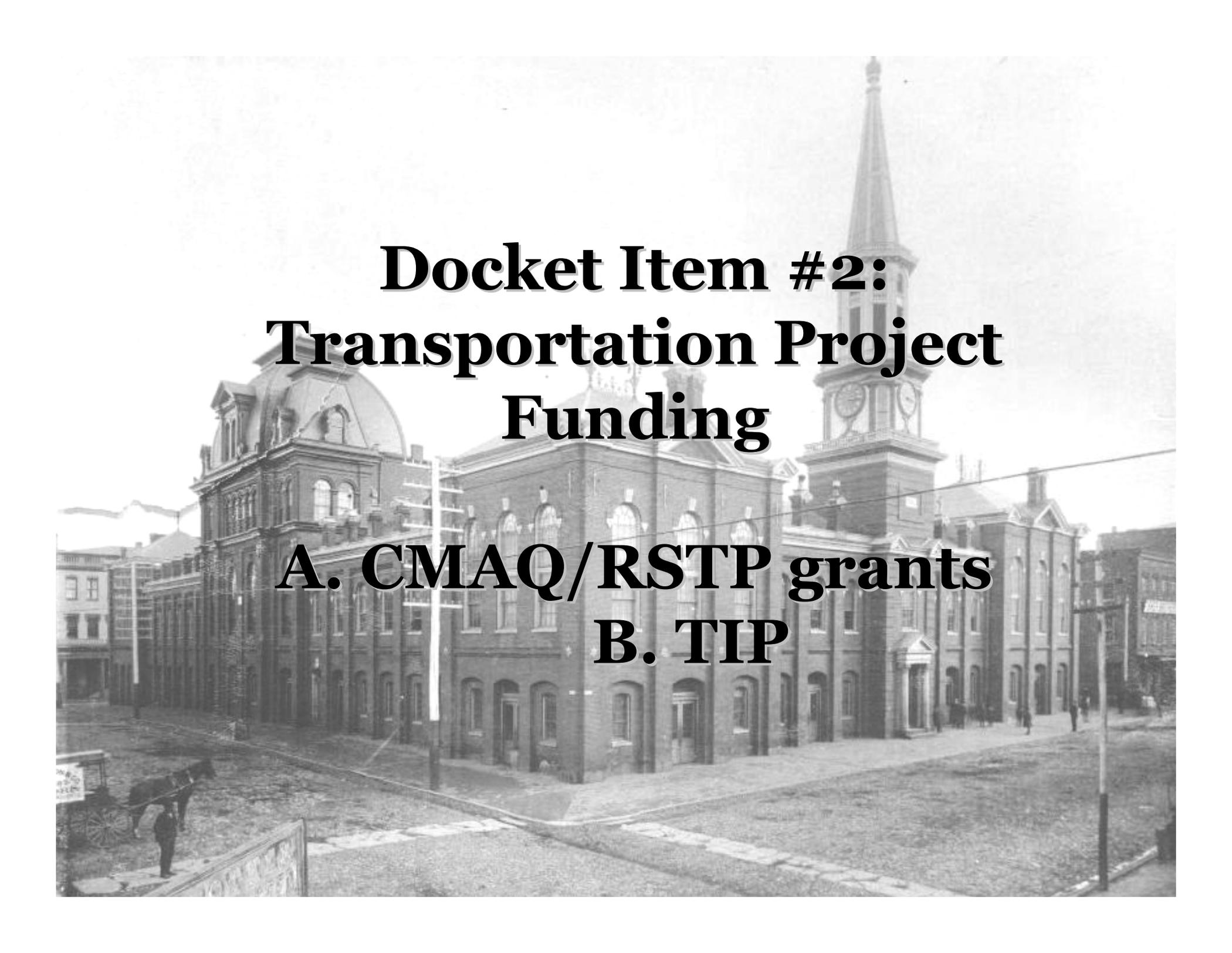


Agenda

1. Minutes of July 9, 2009 meeting
2. Transportation Project Funding:
 - A. CMAQ/RSTP grants
 - B. TIP
3. Public Hearing on CMAQ/RSTP and TIP funding recommendations
4. Staff updates
 - HOT Lanes
 - Crystal City/Potomac Yard Transitway
 - BRAC-133
 - Federal Stimulus
5. Commission updates
6. Other business

A historical black and white photograph of a large, multi-story brick building with a prominent steeple. The building has many windows and a classic architectural style. In the foreground, there is a street with a horse-drawn cart and a person. The text is overlaid on the image.

**Docket Item #1:
Minutes of the July 9,
2009 meeting**

A historical black and white photograph of a city street. The central focus is a large, multi-story brick building with a prominent clock tower on the right side and a domed structure on the left. The street is wide and appears to be unpaved or cobblestone. In the foreground, there are utility poles and a horse-drawn cart. The overall scene depicts a bustling urban environment from a past era.

**Docket Item #2:
Transportation Project
Funding**

A. CMAQ/RSTP grants

B. TIP

July Transportation Commission Meeting

- Reviewed prioritization matrix and process
- Reviewed and discussed CMAQ and RSTP candidate projects
- Reviewed and discussed Transportation Improvement Plan (TIP) candidate projects for city's Capital Improvement Program (CIP)

CMAQ/RSTP Process

- July– Reviewed candidate projects
- September 2– Complete review, hold public hearing and make recommendation to City Council
- September 22– City Council consideration
- September 25– Project(s) due to NVT A for consideration

1. Preliminary Engineering of Exclusive Transitways (Study)

- **Description:** Funding to study/design the three citywide transit corridors that were identified in the Transportation Master Plan.
 - **Schedule:** The first study is scheduled to begin by spring 2010; this request would provide ongoing funding for planned additional studies of the three corridors
- **Project Cost:** Project currently funded at \$1.4 million. Total project cost is undetermined.
- **FY 2011 Funding Request:** \$600,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History

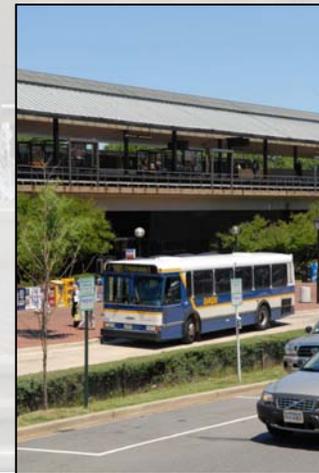
FY	Funded	Amount
2010	Yes	\$100,000
2009	Yes	\$800,000
2008	No	\$0
2006	Yes	\$500,000



2. DASH Bus Acquisition (Capital)

- **Description:** New, energy-efficient buses to replace aging fleet. Recent guidance from FHWA indicates that this is an allowable CMAQ/RSTP expense without a need to comply with FTA regulations.
 - **Schedule:** Buses can be acquired one year after they have been ordered.
- **Project Cost:** Each new bus is estimated at \$600,000.
- **FY2011 Funding Request: \$3,000,000**
 - Partial funding possible for this project

CMAQ/ RSTP Project History		
FY	Funded	Amount
2010	No	\$0
2009	No	\$0
2008	No	\$0



3. Transportation Demand Management (TDM) Activities (Operating)

- **Description:** Funding for operating costs of existing program to promote non-SOV travel using electronic outreach, events and education; and to monitor the effectiveness of these efforts. Consistent with Transportation Master Plan and Eco-City Charter.
 - **Schedule:** Ongoing
- **Project Cost:** \$700,000 annually (a Virginia Dept. of Rail and Public Transportation grant provides baseline operating costs)
- **FY2011 Funding Request:** \$300,000 in CMAQ/RSTP provides necessary programmatic support
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2010	Yes	\$150,000
2009	Yes	\$300,000
2008	Yes	\$400,000



4. Bike Racks for Buses* (Capital)

- **Description:** Bicycle racks to be placed on DASH buses, which are the only buses in the region without racks. Bike-on-Bus trips are increasing regionally because of improved multi-modal connections. Racks were not previously installed on DASH buses because the old bus barn did not have space or facilities to wash buses. New information about using CMAQ or RSTP funds for transit ensures that this project would be eligible.
 - **Schedule:** Installation targeted for FY2011
- **Project Cost:** \$280,000. Based on recent installation costs in Fairfax County of \$4,000/bus plus contingency.
- **FY2011 Funding Request:** \$280,000
 - Partial funding not possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2010	No	0
2009	No	0
2008	No	0



***Staff added this project for consideration once new information from FHWA ensured that CMAQ/RSTP funds would cover this expense.**

5. Holmes Run Pedestrian/Bicycle Tunnel (Capital)

- **Description:** Improve existing grade-separated crossings of I-395 and Van Dorn St. to address accessibility, safety (crime and travel) and promote regional connectivity
 - **Schedule:** Design/Engineering of 30% plans begins in Spring 2010.
- **Project Cost:** Project currently funded at \$510,000. Estimated at \$3-4 million for design and construction.
- **FY2011 Funding Request: \$500,000**
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2010	No	\$0
2009	Yes	\$260,000
2008	No	\$0
2006	Yes	\$250,000



6. Bicycle Sharing Initiative* (Capital)

- **Description:** Provides short-term bicycle rental from unattended urban locations near Metro. Alexandria's program would be incorporated into a regional effort including DC and Arlington, which has been working regionally to hire a provider/operator.
 - **Schedule:** Installation/operation targeted for FY2011
- **Project Cost:** \$10 million. Based on proposal to provide capital funding for five years and operating for two years.
- **FY2011 Funding Request: \$500,000**
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2010	No	0
2009	No	0
2008	No	0



***Staff proposes to remove project from consideration for CMAQ/RSTP due to regional application for federal stimulus funding.**

7. Eisenhower Ave Platform Extension (Capital)

- **Description:** This project would construct a new platform on the north side of Eisenhower Avenue at the Metro Station to help accommodate a projected increase to more than 10,000 riders daily from the current level of 4,000 daily. The platform would improve access to the station by reducing street level conflicts at Eisenhower Avenue and providing an entrance more proximate to Carlyle.
 - **Schedule:** Design may begin in FY2010
- **Project Cost:** \$20 million. Funding in the amount of \$3.6 million is in place from FTA and Virginia DRPT.
- **FY2011 Funding Request:** \$500,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History		
FY	Funded	Amount
2010	No	0
2009	No	0
2008	No	0



8. Braddock Road Metro Multimodal Connections (Study)

- **Description:** Project would study Braddock Metro area to develop 30% plan designs and probable costs for tunnels and shared-use paths to improve multimodal access and improve mobility options to the station.
 - **Schedule:** To begin in FY2011
- **Project Cost:** New project currently estimated at \$250,000
- **FY2011 Funding Request:** \$250,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2010	No	0
2009	No	0
2008	No	0



9. Bicycle Parking at Major Transit Stops (Capital)

- **Description:** Funding for modular, enclosed bicycle parking “stations” at Metro stops. Shelters/stations (10’x20’) may provide parking for up to 80 bikes, provide 24/7 access, require less space and funding. Stations include vandal/theft deterrents.
 - **Schedule:** Installation targeted for FY2011. Installation of modular stations can begin 7-8 weeks after project funding and agreements are in place.
- **Project Cost:** New project. \$380,000. Based on manufacturer’s estimate of \$90,000/unit plus contingency.
- **FY2011 Funding Request: \$380,000**
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2010	No	0
2009	No	0
2008	No	0



CMAQ/RSTP Candidate Projects

CMAQ/RSTP FY 2011	Project Type	Project	Livability		Connectivity		Land Use		Multimodal Choices	Infrastructure	Operations and Technology	Reduce SOV	Sub Total	Safety	Funding	Ongoing Costs	Urgency	Sub Total	Total
			What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	How well does project focus investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	Does the project encourage non-SOV travel?		What effect will the proposed project have on crash risks and safety?	What is the potential for obtaining non-City funding for the project?	What is the effect of the project on maintenance and operating costs?	What is the urgency of the project?		
1	Prior Year Un(der)funded	Study	Preliminary Engineering of Exclusive Transitway Improvements	4	5	4	5	5	4	5	3	5	43	3	5	1	4	13	56
2	Prior Year Un(der)funded	Capital	DASH Bus Acquisition	3	3	4	5	3	3	5	5	4	40	3	5	4	4	16	56
3	Prior Year Un(der)funded	Operating	Transportation Demand Management	4	5	3	4	5	3	3	3	5	40	3	5	2	4	14	54
4	New Project	Capital	Bike Racks for Buses	4	4	4	5	4	4	5	3	5	41	3	5	2	3	13	54
5	Prior Year Un(der)funded	Capital	Holmes Run Pedestrian/Bicycle Tunnel Construction Phase II	5	4	4	4	4	3	4	5	3	40	3	5	2	2	12	52
6	Prior Year Un(der)funded	Capital	Bicycle Sharing Initiative	4	4	5	4	4	3	5	3	4	39	3	5	2	2	12	51
7	Prior Year Un(der)funded	Capital	Eisenhower Ave Platform Extension	4	3	3	4	5	5	4	3	4	38	3	5	3	2	13	51
8	New Project	Study	Braddock Road Metro Multimodal Connections	4	3	5	3	4	5	4	3	4	38	3	5	2	2	12	50

TIP

- July- Commission reviewed first round of TIP candidate projects
- September 2-
 - Public hearing
 - Recommendation of TIP projects to City Manager for consideration in FY 2011 CIP Budget

1. Sidewalk, Curb and Gutter



Maintenance

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1	110,250	115,763
Tier 2		
Tier 3		

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
130,718	157,500

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	110,250	115,763	121,551	127,628	134,010	140,710	749,912
Special Revenue	0	0	0	0	0	0	0
Net City Share	110,250	115,763	121,551	127,628	134,010	140,710	749,912

- This project provides funding for new construction of miscellaneous sidewalks, curbs, gutters, crosswalks, and access ramps throughout the City. In addition, this project provides for pedestrian improvements as intersections or areas are identified as needing improvements.
- In FY2010, this project will continue to focus on areas of the City that are in need of reconstructed or new sidewalks as identified in the approved 2008 Transportation Master Plan and Pedestrian and Bicycle Mobility Plan, which identified more than 17 miles of streets in the city in need of new or reconstructed sidewalks.
- Annual funding has been extended to FY2015 and increased by 5% for inflation.

2. On-Street Pedestrian/Bicycle Safety Enhancements



Improvement

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1	110,250	115,763
Tier 2		
Tier 3		

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
129,335	30,000

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	110,250	115,763	121,551	127,628	134,010	140,710	749,912
Special Revenue							
Net City Share	110,250	115,763	121,551	127,628	134,010	140,710	749,912

- This project provides for the construction of on-street safety enhancements, including specialized signals, markings and signage, crossing islands and channeling, bicycle parking, and detection devices at intersections. Projects - particularly signing, striping and signals - are coordinated with annual street resurfacing and maintenance. The funding in this program provides safety and encourages non-motorized transportation, and it is intended particularly to reduce reliance on single-occupant vehicles. The projects are identified in the City's Transportation Master Plan and Pedestrian-Bicycle Mobility Plan.
- The FY 2010 - FY 2015 CIP request contains an inflation factor of five percent per year for this ongoing project. Annual funding has been extended to FY 2015.

3. iN-STEP Program



Improvement

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1		
Tier 2	140,000	0
Tier 3	521,500	694,576

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
331,184	645,000

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	661,500	694,576	729,303	765,769	804,058	844,261	4,499,467
Special Revenue	0	0	0	0	0	0	0
Net City Share	661,500	694,576	729,303	765,769	804,058	844,261	4,499,467

- The Neighborhood Safety Transportation Enhancement Program (iN-STEP) will address and implement community-based transportation safety enhancement projects. This program will address both small scale projects (i.e. traffic calming on local roads, and small scale pedestrian and bicycle improvements) and large scale corridor and intersection improvements.
- This project provides funding to design and construct physical traffic calming safety measures within the right-of-way to preserve neighborhoods and enhance safety by diverting cut-through traffic, lowering traffic speeds, and highlighting pedestrian crossing areas. Some measures include speed cushions, raised intersections, center island narrowing, and “bulb-outs.”
- **Monies requested in the FY 2009-2014 CIP that were unfunded in FY 2010 and FY 2011 have been added back. Also, annual funding has been extended to FY2015 and increased 5% for inflation.**

4. Traffic Control Facilities – Signs and Signals



Maintenance

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1	543,125	680,000
Tier 2	394,000	303,981
Tier 3		

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
362,957	1,742,500

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	937,125	983,981	1,033,180	1,084,839	1,139,081	1,196,035	6,374,241
Special Revenue	0	0	0	0	0	0	0
Net City Share	937,125	983,981	1,033,180	1,084,839	1,139,081	1,196,035	6,374,241

- This project provides for the upgrade and maintenance of traffic control facilities, as well as the installation of new traffic signals at intersections currently passively controlled with STOP or YIELD signs. These projects will be mostly constructed by the City's annual signal contractor and other vendors under contract by the City. The most recent project was the construction of the temporary traffic signal at T.C. Williams High School.
- On going projects include the upgrade of the traffic signals along Washington Street. These signals are well over 20 years old and the poles, foundations, and underground conduit need to be replaced before failure occurs.
- Annual funding is extended to FY 2015 with a 5% inflation factor added.

5. Bridge Repairs



Maintenance

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1	507,150	532,508
Tier 2		
Tier 3		

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
1,917,992	1,010,000

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	507,150	532,508	559,133	587,090	616,444	647,266	3,449,591
Special Revenue							
Net City Share	507,150	532,508	559,133	587,090	616,444	647,266	3,449,591

- This project provides funding for the maintenance, repair, painting, joint sealing, bearing repairs, and rehabilitation of bridge decks and structures. The City conducts a federally mandated bridge inspection program for in-service bridges and designates safety ratings to the bridges inspected. All bridges in the City are inspected at a minimum of every two years.
- We are currently in the process of awarding the repair contracts. During FY2009, work will begin on the maintenance, repair, joint and crack sealing, spall and delamination repairs and bearing repairs will be done for the following bridges: US Route 1 Bridge over Four Mile Run, Duke Street Bridge over Hoof's Run, Duke St Bridge over Holmes Run, Cameron Station Overpass over Duke Street, Landmark Mall Flyover over Duke St, Seminary Road Bridge over I-395, Duke St Bridge over CSX R-R, Van Dorn St Bridge over Norfolk Southern R-R, Eisenhower Ave Bridge over Cameron Run, Eisenhower Ave Bridge over Telegraph Rd, Beauregard St Culvert at Holmes Run, Van Dorn St Culvert at Holmes Run, Van Dorn St Culvert at Backlick Run.
- In FY 2009 and FY2010, work will begin on the miscellaneous painting of the following bridges: Beauregard St Culvert at Holmes Run, Duke St Bridge over Holmes Run, Cameron Station Overpass over Duke St., Telegraph Road Bridge over Mill road and CSX/NS/WMATA Railroads, Telegraph Road Bridge over Duke St, Seminary Rd Bridge over I-395, US Route 1 Bridge over Four Mile Run. This work is expected to be completed in the winter of 2009. Annual funding has been extended to FY2015 and compounded by 5% to account for increases in construction cost.

6. Street Reconstruction and Extension



Maintenance

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1		
Tier 2	385,875	173,644
Tier 3		

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
127,121	550,024

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	385,875	173,644	121,551	127,628	134,010	140,710	1,083,418
Special Revenue	0	0	0	0	0	0	0
Net City Share	385,875	173,644	121,551	127,628	134,010	140,710	1,083,418

- This project supports miscellaneous street reconstruction and rehabilitation projects and streetscaping throughout the City and is used for tasks unforeseen at the time of budget preparation and for scheduled projects.
- Future projects include Woodland Terrace from Cameron Mills to Virginia Ave; Davis Ave from Summit to Crestwood Ave; Summit Ave from Cameron Mills to Valley Dr; Enderby Dr from Cameron Mills to Old Dominion Blvd; Halcyon Dr from Old Dominion to N Overlook Dr; S Overlook Dr from Cameron Mills to N Overlook Dr; W Glebe Rd from Milan to Martha Custis Dr; N Van Dorn St from Menokin SB 1000 ft.
- Projects recently completed include Russell Road to Commonwealth Avenue and East Reed Avenue, Commonwealth Avenue to Jefferson Davis Highway, and Maple Street between Commonwealth Avenue and Little Street.
- Annual funding has been extended to FY 2015 and compounded by five percent to account for increases in construction costs.

7. Alley Rehabilitation Program



Maintenance

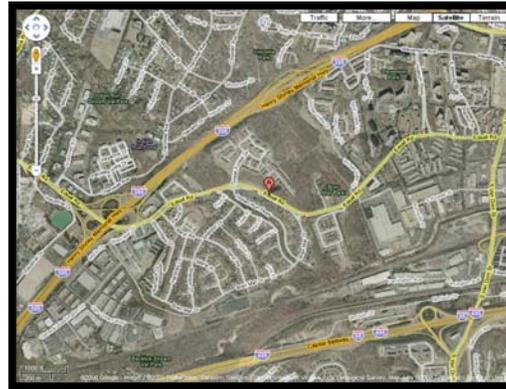
Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1		
Tier 2	330750	
Tier 3		347,288

Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
295,000	315,000

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	330,750	347,288	364,652	382,884	402,029	422,130	2,249,733
Special Revenue							
Net City Share	330,750	347,288	364,652	382,884	402,029	422,130	2,249,733

- This program provides funding for the rehabilitation of approximately 25 miles of public alleys located throughout the City. A large portion of the alley lane miles have not had maintenance or reconstruction in approximately 20 years. The results are drainage problems and deteriorated pavement.
- Upcoming projects include more than 4,300 feet of alley in locations off of Colonial Avenue, Evans Lane, Dale Street, Lynhaven Drive, Wesmond Drive, and Montrose Avenue.
- Annual funding is extended to FY 2015 and increased by a 5% inflation factor.

8. Edsall Road Reconstruction



Maintenance

Funding Prioritization		
Priority	FY 2010	FY2011
Tier 1		540,000
Tier 2		
Tier 3		

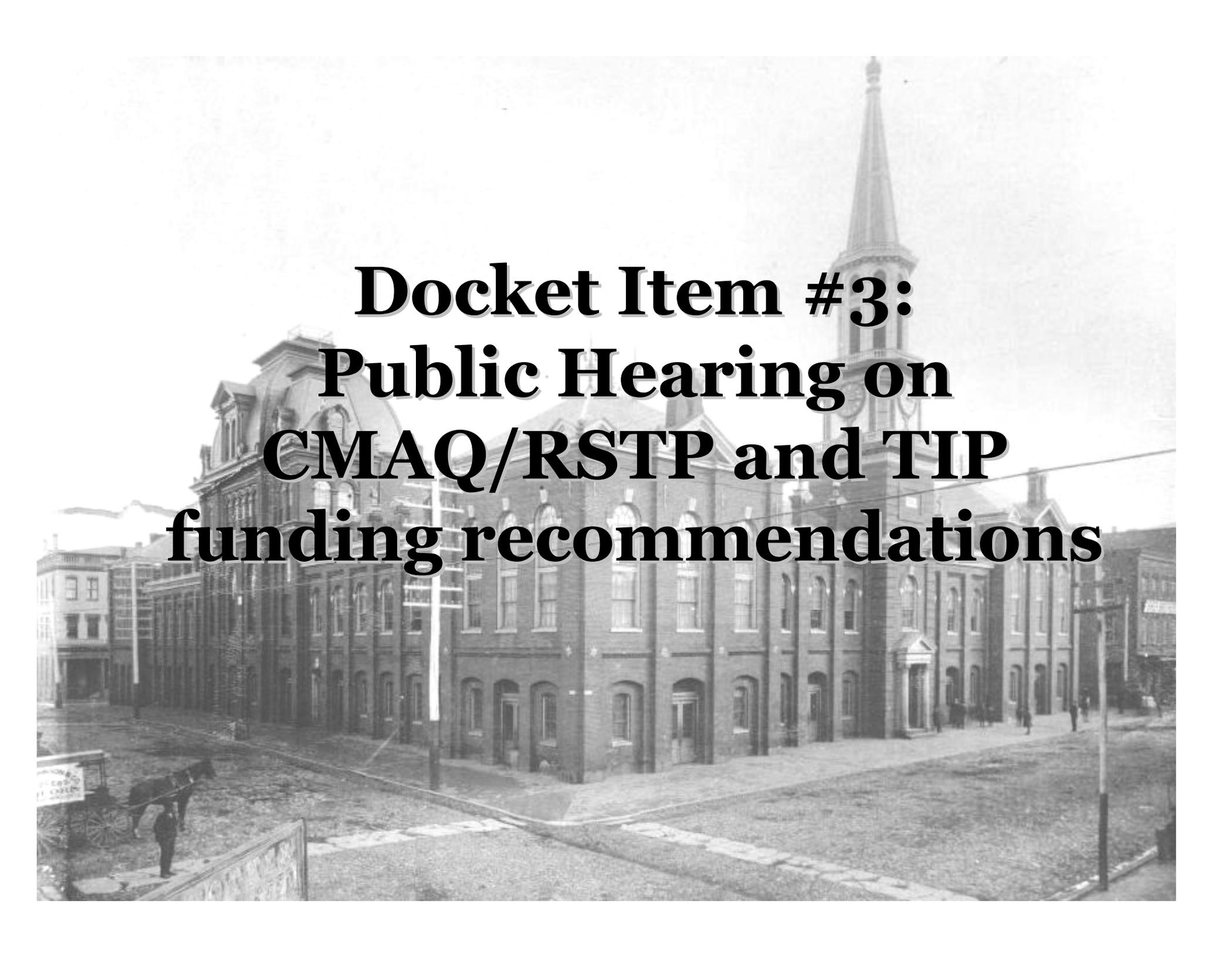
Remaining Allocated Balance 11/30/08	Unallocated Balance 11/30/08
219,471	0

	FY 2010	FY2011	FY 2012	FY 2013	FY 2014	FY2015	Total
Total Budget	0	540,000	4,500,000	0	0	0	5,040,000
Special Revenue	0	0	0	0	0	0	0
Net City Share	0	540,000	4,500,000	0	0	0	5,040,000

- This project provides for the reconstruction of Edsall Road between Whiting Street and the western City limit. This stretch of roadway is approximately 3,000 feet in length and has required high maintenance over the past eleven years. The road pavement has reached the end of its design life and the subbase is not adequate to support the pavement section. The pavement is deteriorating and being pushed to the side of the travel lanes. Heaving, twisting and horizontal movement of the existing pavement, sidewalk, curb and gutter is occurring particularly along the south side of the eastbound lane. The pavement, curb and gutter and sidewalks on the north side of Edsall Road are also showing signs of settlement.
- Construction and design funding for this project has been moved from FY 2009 to FY 2011 and 2012. A concept study is completed and the cost estimate has been developed and escalated for inflation.

FY 2011 Candidate TIP Projects

TIP FY 2011	Livability		Connectivity		Land Use		Multimodal Choices	Infrastructure	Operations and Technology	Reduce SOV	Sub Total	Safety	Funding	Ongoing Costs	Urgency	Sub Total	Total
	What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	How well does project focus investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	Does the project encourage non-SOV travel?		What effect will the proposed project have on crash risks and safety?	What is the potential for obtaining non-City funding for the project?	What is the effect of the project on maintenance and operating costs?	What is the urgency of the project?		
1 Sidewalk, Curb and Gutter	5	5	5	3	4	4	5	4	3	4	42	4	1	4	3	12	54
2 On-Street Pedestrian/Bike Safety	5	5	4	3	4	4	5	3	3	4	40	5	1	4	3	13	53
3 iN-STEP	5	4	3	3	4	3	4	3	3	4	38	5	1	4	4	14	50
4 Traffic Control Facilities	4	4	3	3	3	3	3	4	5	3	35	5	1	4	4	14	49
5 Bridge Repairs	3	3	3	3	4	3	3	5	3	3	33	4	1	4	5	14	47
6 Street Reconstruction	4	4	3	3	3	3	3	5	3	3	34	4	1	4	4	13	47
7 Alley Rehabilitation Program	5	3	3	3	4	3	3	4	3	3	34	3	1	4	2	10	44
8 Edsall Road Reconstruction	4	4	3	3	3	3	3	5	3	3	34	4	1	4		9	43

A historical black and white photograph of a large, multi-story brick building with a prominent steeple. The building has many windows and arched doorways. In the foreground, there is a street with a horse-drawn cart and a person. The text is overlaid on the image.

**Docket Item #3:
Public Hearing on
CMAQ/RSTP and TIP
funding recommendations**



**Docket Item #4:
Staff Updates**

A historical black and white photograph of a large, multi-story brick building with a prominent steeple. The building has many windows and a classical architectural style. In the foreground, there is a street with a horse-drawn cart and a person. The text "Docket Item #5: Commission Updates" is overlaid in the center of the image.

**Docket Item #5:
Commission Updates**