

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 16, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM 7 – PROPOSED APPLICATIONS FOR COMMONWEALTH SMART SCALE PROGRAM (FY24-25)

ISSUE: Review of draft projects proposed to be submitted to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) for FY24-25 SMART SCALE Funding (formerly House Bill Two [HB2] Funding).

RECOMMENDATION: That the Transportation Commission endorse the following projects and funding amounts:

City of Alexandria

West End Transitway Phase II (Southern Segment)	\$24,000,000
Access Improvement to Landmark Transit Hub	\$10,000,000
Safety & Capacity Enhancements at Duke/Taylor Run/Telegraph	\$4,500,000
Eisenhower Avenue Metro Station North Entrance	\$35,000,000
TOTAL	\$73,500,000

DASH

DASH Zero Emission Fleet Program	\$12,000,000
Citywide TSP on Major Corridors	\$2,160,000
TOTAL	\$14,160,000

Total Application Amount

City of Alexandria	\$73,500,000
DASH	\$14,160,000
TOTAL	\$87,660,000

BACKGROUND: In 2014, HB2 was signed into law, and in June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation and SCALE stands for the six-road project scoring attributes: Safety, Congestion mitigation, Accessibility, Land use, Environmental and economic development. SMART SCALE requires the Commonwealth Transportation Board (CTB) to develop and implement a quantifiable and transparent prioritization process for making funding decisions for capacity

enhancing projects within the six-year improvement program. The goal of SMART SCALE is to ensure the state invests limited tax dollars into projects that meet critical transportation needs.

The third round of SMART SCALE will be for projects seeking funding for FY24-25. Pre-applications are due by June 1, 2018. After pre-applications are submitted, staff from VDOT and DRPT will screen candidate projects to determine if they qualify to be scored. Final eligible projects will be due August 1, 2018. Selected projects will be scored in the fall and winter 2018. In January 2019, a list of all submitted projects and their scores will be submitted to the Commonwealth Transportation Board (CTB) and will be posted on-line. In April or May 2019, the draft Six Year Plan, which will include SMART SCALE projects, will be released by the CTB, followed by public hearings and a public comment period to gather input. The CTB is expected to make its final decision on which projects to fund through SMART SCALE in June 2019.

The following factors will be used to score submitted projects: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. Different weights will be assigned to such factors based on a project's location within a region of the state. Within Northern Virginia, congestion mitigation is the highest weighted factor at 45%; land use at 20%; accessibility at 15%; environmental quality at 10%; economic development at 5%; and safety at 5%.

DISCUSSION: Staff has developed the following list of projects based on the guidelines and criteria outlined in the SMART SCALE process. Staff would like the Transportation Commission's endorsement of the following project list:

- **West End Transitway Phase II (Southern Segment): \$24,000,000** – This project will design and construct the West End Transitway between the Van Dorn Metrorail station and Landmark Mall. The Phase 2 segment may include dedicated transit lanes along Van Dorn Street, Transit Signal Priority (TSP), innovative stations, improved pedestrian and bicycle facilities, enhanced streetscape, and new transit vehicles. Buses will operate at high frequencies, with limited stops to improve travel time and reliability.

Note: The scope and funding amount for the West End Transitway project is subject to change, dependent on the amount of funding awarded by the NVTA (Northern Virginia Transportation Authority). The NVTA is scheduled to adopt its FY18-23 Six Year Program in June 2018.

- **Access Improvements to the Landmark Transit Hub: \$10,000,000** - This project will improve access and connectivity to mass transit service provided by the West End Transitway and other local Metrobus and DASH services. Improvements would enhance access to the soon-to-be redeveloped Landmark Mall site and would construct new or improve existing street right-of-way, including new traffic lanes, new sidewalks, bicycle lanes or cycle tracks and other infrastructure to support increased access and accessibility to all transit services.

- **Safety & Capacity Enhancements at Duke / Taylor Run / Telegraph: \$4,500,000** – This project will encompass design and general safety improvements to Duke Street, Taylor Run Parkway, and Telegraph Road. Major intersection safety improvements for walking, biking and driving as well as accessibility and bus stop improvements. The request will also install a new bus stop compatible with future transitway operations, and new signalized intersections for access and safety. The project will also upgrade sidewalks and crosswalks throughout the project area, including a sidewalk along the west side of West Taylor Run approaching the Duke Street service lane that requires full reconstruction and utility relocation for ADA compliance.
- **Eisenhower Avenue Metro Station North Entrance - \$35,000,000** – This project will complete NEPA, design and construct an extension of the existing Eisenhower Avenue Metrorail station platform to the north, and a new entrance on the north side of Eisenhower Avenue to connect to the extended platform. This project will provide additional station capacity and support ongoing and planned development in the Eisenhower East area. In addition, it will improve pedestrian safety by allowing access to the station from both sides of Eisenhower Avenue, reducing the need for pedestrians to cross the street at-grade. The project was recommended in the Eisenhower East Small Area Plan (2003) and WMATA completed the Eisenhower Avenue Station Access Improvement Study (2008) that developed conceptual design for the north entrance and platform extension.
- **DASH Zero Emission Fleet Program: \$12,000,000** – This project will allow DASH to upgrade its soon-to-be-expanded garage facility to accommodate a new zero-emission bus fleet, and purchase eight (8) zero-emission expansion buses. The capital improvements will include upgrades to the existing utility infrastructure, new energy infrastructure, bus bay redesign, and additional specialized maintenance equipment. The implementation would also include eight new buses, which would be used to provide new or expanded service in high-development areas including but not limited to Eisenhower Avenue, Van Dorn Street, and Potomac Yard.
- **Citywide TSP on Major Corridors: \$2,160,000** – This project includes the design, configuration, and construction of transit signal prioritization (TSP) system at 50 intersections across five major transit corridors in the City of Alexandria (King St, Seminary Rd, Beauregard St, Van Dorn St, Duke St). The scope also includes the installation/retrofitting of onboard TSP equipment for 80 buses in the DASH fleet so that the buses could communicate with the TSP sensors at each intersection and trigger the signal prioritization sequence. With the implementation of the Citywide TSP project, buses would be able to move through these congested areas more quickly, which would result in operational cost savings, improved service reliability and potential ridership increases.