



Transportation Commission

June 15, 2016

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the May 18, 2016 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Route 1 Metroway
 - King Street / Beauregard Street Improvement
 - Potomac Yard Metrorail Station
 - King Street Metrorail Station
 - Old Town North Small Area Plan
 - OTAPS
 - Motorcoach Task Force
 - I-395 Express Lanes
 - Envision Route 7 Alternatives Analysis
 - WMATA SafeTrack Plan
 - North Potomac Yard Small Area Plan Update
 - Vision Zero
3. Commission Updates
4. D.C. to Richmond High Speed Rail Project
5. House Bill 2
6. Transportation Improvement Program (TIP) Balance
7. 2016 Transportation Long Range Plan (LRP)
8. Other Business
 - July Meeting Quorum Poll

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, July 20, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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City of Alexandria

Transportation Commission

Regular Meeting

May 18, 2016
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Councilman John Chapman, Commissioner Ryan Jones, Vice-Chair Nathan Macek, Commissioner Stephen Klejst, Commissioner James Lewis, Councilman Timothy Lovain, Commissioner Christine Michaelis

Commissioner Absent: Jake Jakubek

Staff Present: Yon Lambert – T&ES, Patrick Reed - T&ES, Steve Sindiong -T&ES, Karen Callaham – T&ES, Mary Catherine Collins - P&Z, Carrie Sanders – T&ES, Pierre Holloman T&ES, and Ramond Robinson – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:00 pm. He announced there will be a town hall on item number 4. He gave instructions for use of the speaker forms.

1. April 20, 2016 Meeting Minutes

Chair Jerry King asked if there were any edits to the meeting. Chair King and Vice Chair Macek both stated they had emailed their edits to staff. There being no additional edits, a motion to approve the minutes was made by Vice-chair Macek and seconded by Commissioner Michaelis, voted on and unanimously approved by the Commission.

2. Updates to Receive (Consent Items)

The Commission received Funding Updates and Project Updates on WMATA Operating Fund Priorities; Vision Zero; the Route 1 Metroway; the King Street Metrorail Station; the Eisenhower Avenue Metrorail Station; the King Street / Beaugard Street Improvement Project; the West End Transitway; the Motorcoach Task Force; the Old Town Area Parking Study (OTAPS); the Old Town North Small Area Plan; and I-395 Express Lanes.

Chair King inquired about Transform 66 – Inside the Beltway Toll Funding. T&ES Acting Deputy Director Carrie Sander replied as a result of the I-66 toll project, there will be toll revenues and those revenues will be distributed to different projects throughout the eligibility criteria area. Alexandria is just outside the area; however, is able to apply. The City requested \$190,000 in funding with a local match of \$10,000 and a total project budget of \$200,000.

Chair King stated that Vision Zero is a road traffic safety policy that aims to achieve a road system with no fatalities or serious injuries. He requested a motion for staff to provide an overview on Vision Zero at the next meeting. Commissioner Brown made the motion, which was seconded by Vice-chair Macek. The motion was voted on and unanimously approved.

Chair Macek stated construction of the King Street Metrorail Station redevelopment will last up to two years. Citizens' existing commuting patterns will be disrupted. He suggested that a public meeting be held to vet construction staging plans. T&ES Director Yon Lambert responded that the transition plan is currently being developed. Communications and traffic management plans are anticipated beginning in the summer and going into the fall. The City currently has planned electronic outreach for the summer.

Chair King asked if the northern section of Royal Street will be included in the Old Town North Small Area Plan (SAP). T&ES Transportation Planning Acting Division Chief Steve Sindiong responded that the Old Town North SAP project's consultant is working on conceptual plans and for the north portion of Royal Street, and that has the specific recommendations have not yet been determined.

Commissioner Michaelis asked if there will be another opportunity to object or speak against the I-395 express lanes. T&ES Acting Deputy Director Carrie Sanders replied that the Virginia Department of Transportation (VDOT) hosted a public meeting in Alexandria on April 13, 2016. She added that approximately 100 members of the public attended and, after a presentation by VDOT, asked questions of VDOT, the Department of Rail and Public Transportation (DRPT), and TransUrban. T&ES Director Yon Lambert indicated that there will be a public hearing in September on the environmental impact process and a key meeting with the Transportation Planning Board afterwards. Commissioner Michaelis inquired as to where the entry points onto the express lanes will be located. T&ES Acting Deputy Director Sanders stated the existing configuration would not change; King Street and Seminary Road entry points would remain.

3. Commission Updates

Commissioner Jones reported that the Ad Hoc North Potomac Yard Advisory Group held their second meeting on May 16, 2016, and held an all-day worksession and open house on May 17. Commissioner Jones noted that a main concern of the group is the developer's proposal to maintain the alignment of Potomac Avenue as is rather than realign it per the existing North Potomac Yard Small Area Plan. The Advisory Group is in favor of the 2010 plan reflecting Potomac Avenue near Target bordering the linear park. The Advisory Group also favors keeping the future Potomac Yard Metrorail station landing plaza as proposed in the 2010 Small Area Plan. The group is also concerned with the location of a proposed parking garages, including one which is in close proximity to the site of a future school, as well as one proposed near the Metrorail station.

Councilman Lovain reported the Transportation Planning Board (TPB) created a Long Range Plan Task Force to establish a process to rank Constrained Long Range Plan (CLRP) project submissions in relation to regional goals and priorities that are unfunded long before they are submitted for the "constrained" element of the region's long-range plan. The board was concerned that regional priorities and goals did not appear to be adequately reflected in the CLRP projects last fall. One of their activities is conducting a survey of the TPB member jurisdictions to learn about their projects, as well as their project prioritization and selection process to help champion regional priorities and projects.

Commissioner Klejst reported that the DASH Board held a public hearing on the 2017 Transit Development Program and proposed route and service changes. The purchase of seven new buses will be initiated on July 1, 2016. The Virginia Workman's Compensation Fund commended DASH for having the lowest utilization rate of any Virginia transit agency for worker's compensation. The Real Time Bus Program will not be completed early summer as planned. It has been delayed due to ITS infrastructure issues.

Chair King stated he attended the National Park Service meeting concerning the Arlington Memorial Bridge. The bridge is 83 years old. Without repairs, it will be shut down in three years barring a complete overhaul. Since 2010, the Park Service has undertaken \$10 million in emergency repairs. To completely fix, it will cost \$250 million. The park service plans to apply for federal grant money through the Fast Lanes program. If it wins the grant and gets contributions from the District of Columbia and Virginia, that would be enough to pay for the reconstruction.

4. FY 2017 70% Program – Town Hall

T&ES Acting Deputy Director Carrie Sanders stated that staff presents Commissioners with a draft list of Northern Virginia Transportation Authority (NVTA) regional revenue funds each year. This year, staff presented the West End Transitway and the Potomac Yard Metrorail for the regional revenue funds. After Transportation Commission and City Council approval, a formal application was submitted to NVTA for funding. The NVTA currently is in the public outreach and comment process. Ms. Sanders introduced T&ES staff Principal Planner Pierre Holloman, who is the Vice Chair of the Regional Jurisdiction and Agency Coordination Committee of the Northern Virginia Transportation Authority (NVTA). He stated that a summary of all comments will be transmitted to the NVTA.

Mr. Holloman stated that last September, NVTA issued a call for projects to be evaluated under the HB599 process as part of its FY 2017 Regional Revenue Fund Program. This is a one year program. NVTA has released 24 projects for public comment. The Potomac Yard Metrorail Station was the third highest scored project out of the 24 evaluated. The West End Transitway ranked eighteenth out of the 24 evaluated projects. All 24 projects that were evaluated and scored will be included as part of the NVTA's request for public comments and will also be included as part of NVTA's public hearing materials.

The NVTA will hold its public hearing on the proposed FY 2017 Regional Revenue Fund Program on Thursday, June 9, 2016 at the NVTA office. Following the public hearing and closure of the public comment period, all public input will be summarized by NVTA staff and reviewed by the NVTA Projects and Programming Committee at their July 1, 2016 meeting. The NVTA is expected to vote on the approval of the FY 2017 program at its July 14, 2016 meeting. As the Transportation Commission has endorsed the two projects the City submitted for consideration for the NVTA FY 2017 Regional Revenue Program, it is important for the Transportation Commission, City elected officials, and public to provide public comments at this meeting, online, and/or at the June 9, 2016 public hearing.

Commissioner Lewis made a motion for staff to compose a letter from the Commission endorsing the City's two projects stating support for both City projects as they address the criteria of congestion, connectivity, reducing Vehicle Miles Traveled (VMT), safety, improved bike/pedestrian facilities, and car sharing. These two projects are also included in the City's Transportation Master Plan and Washington Council of Government's Regional Transportation Master Plans and address activity centers. Because these two projects are able to concentrate growth and jobs in these activity areas, there is a reduction in VMT and congestion in other areas in

the region as well as areas that are likely to experience increase in density in the future. The motion was seconded by Commissioner Michaelis, voted on and unanimously approved.

City resident Liz Goldmann submitted an email to be added as part of the NVTA Town Hall record. The projects she supports funding for include the Potomac Yard Metrorail Station, the I-66 Route 28 interchange project, the WMATA blue line project, and the West End Transitway.

5. NVTA TransAction Update

T&ES staff Pierre Holloman stated that in 2002, the General Assembly created the NVTA and charged it with developing a Northern Virginia Regional Transportation Plan. State law requires that this plan be updated every five years. The last update was in 2012 when the NVTA Board adopted the TransAction 2040 Regional Transportation Plan. The TransAction Plan Update will be the first update since the passage of transportation funding House Bill (HB) 2313. The update is expected to take approximately two years to complete, with a draft TransAction Plan Update expected in spring 2017. At the February 2016 Commission meeting, staff gave an overview of the list of recommended projects that would be provided for consideration and evaluation as part of the TransAction Plan update. The list only contains City projects that are not under construction. Commissioner Klejst made a motion for the Commission to endorse the recommended project list to be included in the draft NVTA TransAction Plan Update. The motion was seconded by Commissioner Lewis, voted on and unanimously approved. Commissioner Michaelis made a motion to amend the original motion for staff to evaluate the Bradlee Transit Center project to determine if it should remain on the list. Commissioner Lewis seconded the motion. The amendment was voted on and unanimously approved. The motion to endorse the recommended project list was voted on and unanimously approved.

6. King Street Complete Streets

T&ES Acting Deputy Director Carrie Sanders gave an update on the King Street Complete Streets project, which is the section of King Street between Radford Street and Janney's Lane. It is being resurfaced this summer and identified for Complete Streets improvements in accordance with the City's Complete Streets Policy. She reiterated the public outreach that has taken place. She stated that based on the community input, staff developed three alternatives for public feedback. One option was to resurface the street, adding crosswalks and ADA improvements. Another option included pedestrian and accessibility intersection enhancements. A third option proposed Complete Streets improvements to the corridor. The option that received the most support was the Complete Streets design option based on community input through the online survey, numerous meetings and discussions with the community, affected residents, civic associations, boards and commissions, and TC Williams High School. There will be a public hearing at the Traffic and Parking Board meeting on June 27, 2016. Vice Chair Macek made a motion for the Commission to endorse the third option for the King Street Complete Streets project. The motion was seconded by Commissioner Michaelis, voted on, receiving an abstention from Commissioner Lewis of (who sits on the Traffic and Parking Board). The motion was approved with a 6-0 vote (1 abstention).

7. Potomac Yard Metrorail Station

T&ES Acting Deputy Director Carrie Sanders gave an overview of the Development Special Use Permits (DSUP) for design of the Potomac Yard Metrorail Station and its associated parks. She stated since the selection of the preferred alternative, staff have been working to complete the Final Environmental Impact Statement (EIS) and have been developing the conceptual design. A design-build contract is expected to be advertised this summer. The Final EIS is expected to be

released for public review by mid-June 2016. The Federal Transit Administration (FTA) and National Park Service (NPS) will both issue a Record of Decision (ROD) this summer as well. Since fall 2015, WMATA and City staff have been developing the conceptual design for the station, as well as the set of standards, requirements, and expectations that the design-build contractors will use to develop their bids. The design process has included a series of meetings to solicit public input, as well as regular meetings with the Board of Architectural Review (BAR) and the Park and Recreation Commission, and monthly updates to City Council. The design has also included input from staff of the NPS, the Commission on Fine Arts, and the National Capital Planning Commission. Alternative B, as approved by City Council, includes two entrances. The northern entrance would serve North Potomac Yard, while at the southern end there would be entrances to Potomac Yard and Potomac Greens, connected by a pedestrian/bicycle bridge between the two neighborhoods. There will be no kiss-and-ride or park-and-ride facilities provided for the Metrorail Station as the primary modes of access for this station are anticipated to be walking, biking and transit. The traffic analysis performed as part of the EIS does not show the station generating a significant amount of automobile traffic. The plan will go to the Planning Commission on June 7, 2016 for the approval of the DSUP and associated zoning approvals. City Council will vote on the project at their public hearing on June 16, 2016. Chair Lewis made a recommendation for staff to compose a letter from the Commission in support of the preferred station design. The motion was seconded by Commissioner Klejst, voted on, receiving two abstentions from Planning Commission representatives. The motion was approved with a 5-0 vote (2 abstentions).

8. WMATA Safe Track Plan

T&ES Transit Services Division Chief Ramond Robinson reported that in FY 2016, the National Transportation Safety Board (NTSB) and Federal Transit Authority (FTA) recommended a series of safety improvements to bring the Metrorail system into a state of good repair. Service and maintenance needs do not provide enough time to get WMATA to achieving the NTSB or FTA directives; therefore, to achieve the directives, WMATA will institute 15 safety surges that will require single tracking and segment closures for several weeks. The Safe Track Plan is slated to be activated from June 2016 through May 2017. The goal is to fit three years of work into one year. There will be no early openings or late closings for special area wide events. Service will end at midnight every night starting June 3, 2016. Work will not be performed during Independence Day, the Presidential Inauguration, and the Cherry Blossom Festival. WMATA will dedicate 40 buses and 60 operators as shuttles between major destinations. WMATA will request assistance from the jurisdictions to assist with adding capacity if needed. Mr. Robinson listed the safety surges that would affect lines that directly serve the City and noted that the surges will impact the City for a total of 68 days. WMATA staff will work with City and adjacent jurisdictions' staff to promote a communication plan. Mr. Robinson noted that staff will continue to provide the Transportation Commission with updates on the safety surges, impacts to operating and capital budgets, and the direct and indirect costs associated with the Safe Track Plan.

9. Other Business

Chair King requested that staff bring in an expert on Transportation issues to speak to the Commission regarding the future of transportation, such as autonomous vehicles. T&ES acting Deputy Director Carrie Sanders suggested placing that item on the Retreat agenda. T&ES Director Yon Lambert suggested sharing transportation information via email to Commissioners.

Vice Chair Macek made a motion to adjourn the meeting at 9:27pm. This motion was seconded by Commissioner Michaelis, voted on and unanimously approved by the Commission.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2016
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

Transform 66 – Inside the Beltway Toll Funding

The City submitted an application to the Northern Virginia Transportation Commission to fund the installation and operation of real time multimodal transportation information screens at key transportation and employment locations. Following project review and scoring and extensive public comment, the City's project was not selected for funding in the initial funding program.

Background: The City's transportation program has many sources of funding from federal, state, regional, and local sources. City staff coordinates regularly with representatives from each agency listed above to discuss funding opportunities from state and regional sources and the City's funding obligations for WMATA.

B. ROUTE 1 METROWAY

As part of the performance monitoring plan for the TIGER grant that partially funded construction of the Route 1 Transitway (Metroway), there is a requirement for grantees to conduct a rider survey approximately two years after the project has been completed. On May 24 and May 25, 2016, 1,429 surveys were handed to people boarding and alighting at several stops on the corridor (in Alexandria, surveys were handed out at Braddock Road Metrorail station, and stations at E. Custis Avenue, Swann Avenue, and East Glebe Road). In addition, the survey was available online through the end of May. Results will be shared with the Transportation Commission once they have been received and compiled.

Metroway ridership approached 2,000 riders per day in May. The average weekday ridership in April and May 2016 was 47 percent higher than for the same period in 2015.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway, including vehicles, is approximately \$20 million. The Alexandria portion of the facility, also known as the Crystal City/Potomac Yard Transitway, opened in August 2014.

C. KING STREET/BEAUREGARD STREET IMPROVEMENT

The bid for Phase I of this project was awarded to Sagres Construction in late April 2016. Construction of Phase I is scheduled to begin on June 20, 2016 and is estimated to be completed by the end of 2016. For Phase II of the project, the design plans have reached 90%. The City has scheduled a groundbreaking for the project on Saturday, June 18, 2016 at 8am at the King Street/Beauregard Street intersection.

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.

D. POTOMAC YARD METRORAIL STATION

The Potomac Yard Metrorail Station has reached several key milestones in the past month. The Board of Architectural Review (BAR) unanimously endorsed the height, scale, mass, and general architectural character of the concept design and the proposed conditions on May 18, 2016. On June 7, the Planning Commission unanimously recommended approval of the Development Special Use Permits, Master Plan Amendment, and Map Amendment (rezoning) necessary for the station to move forward. City Council will consider these actions at a special public hearing on June 16, 2016.

In addition, the Final Environmental Impact Statement (FEIS) has been released and is available for review through July 11, 2016. Following the public review period, the National Park Service (NPS) and the Federal Transit Administration (FTA) will each issue a Record of Decision (ROD). WMATA will advertise the design-build contract following issuance of the NPS ROD.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development. For more information on the project, please visit www.alexandriava.gov/potomacyard

E. KING STREET METRORAIL STATION

The King Street Metrorail Station is going through its final phase to arrive at 100% design. Currently the design consultant is finalizing changes based on city comments. City, DASH, and WMATA staff have also been working to complete the items required for the design-build contract package. The package will include a plan for the temporary

locations for transportation services currently using the facility, as well as a comprehensive outreach strategy to help the public understand where and how to access those services. Per the last meeting with WMATA staff, the bid package for the design-build contract should be complete this summer. City Staff will provide City council with a memorandum detailing the progress and next steps of the King Street Metrorail Project in the summer of 2016.

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 that 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, and the City agreed to maintain 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 FY 2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

F. OLD TOWN NORTH SMALL AREA PLAN

Staff has completed most of the Phase 1 transportation analysis, which includes a preliminary analysis of the potential two-way conversion of Madison/Montgomery Streets, identifying potential railbanking needs / considerations of the Norfolk Southern rail spur, streetscape improvement needs, street connectivity options, and considerations for transit in the area. This analysis was presented to the Old Town North Infrastructure and Environmental Sustainability/Transportation Subcommittee on April 13th and the subcommittee chair provided an overview to the full committee on April 28th. A community meeting was held on May 12 to provide a status update on work completed to date, including transportation.

The parking study for Old Town North is nearly complete. Data was collected during May, and the consultant is in the process of preparing the summary and preliminary recommendations. This data will help identify on-street areas where parking demand is high and will also evaluate garages for potential shared parking. Staff is in the process of preparing development, population and employment projections, which will be discussed at the next Advisory Group meeting scheduled for June 8. A mini-charrette is scheduled for June 23-25, which will be used to begin developing small area plan recommendations based on the community input received to date. A larger transportation study (Phase 3) is anticipated to begin in summer 2016. The transportation study will incorporate the proposed land use changes and potential changes to the street network such as one-way street conversions and new street connections into NRG (under a 2040 Build scenario), and analyze the Build scenario against existing conditions, and a 2040 baseline scenario.

Background: The current Old Town North Small Area Plan was adopted in 1992. The planning

effort to update this small area plan began in September 2015 with the appointment of an Advisory Group and is anticipated to conclude in January 2017 with the Plan adoption. As part of this process, a week-long charrette was held in November to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. The transportation analysis for this update will be conducted in three phases over the planning period. For more information, please visit: <http://www.alexandriava.gov/86032>

G. OLD TOWN AREA PARKING STUDY (OTAPS)

At the May Traffic and Parking Board meeting, staff introduced the concept of a residential pay by phone pilot program, which was one of the Work Group’s recommendations to help preserve parking for residents. The Board provided feedback on the draft program, which staff has incorporated into the details for the program. The final draft of the pilot program will be reviewed by the Board as a public hearing item at their June 27th meeting. Staff will work with interested residents over the summer and City Council will review the program for approval in the fall.

Background: At their legislative meeting on February 9, 2016, the Council voted to receive the revised parking management work plan that summarizes the recommendations of the OTAPS Work Group and outlines the timeline for consideration of each recommendation. This action allows staff to begin review and work on the short term recommendations. A summary of the Work Group’s recommendations was presented to the Transportation Commission in September 2015. All of the 2015 OTAPS Work Group meeting materials are posted online at: <http://alexandriava.gov/tes/info/default.aspx?id=77053>.

H. MOTORCOACH TASK FORCE

The city collected data for on-street loading zones and short term parking zones during April 2016. At its May 31 meeting, the Motorcoach Task Force reviewed the results of the data collected for short term spaces, provided input on the spaces, and prioritized the evaluation criteria that will be used for evaluating potential short term parking locations. The next Task Force meeting is scheduled for July 11. At this meeting, staff will review data collected at existing and potential loading/unloading zones. The City has piloted an Ambassador Program that places an ambassador near Market Square and the foot of King Street between March and June. The purpose of this program is to have a representative interact with motorcoach operators, providing information on loading and short term parking locations, and contacting enforcement officials as needed.

Background: Due to pending development along the Waterfront and within Old Town, the City faces the loss of all three of its current short-term motorcoach parking locations (15 spaces total), as well as the loss of space used for unloading and loading on the Strand where queuing occurs during the peak season. This loss necessitated a re-examination of motorcoach parking and loading/unloading spaces. The Ad Hoc Motorcoach Task Force, which operated 2004-2005 and 2008-2010, will provide input to staff regarding future short-term parking and loading/unloading locations. More information is available at <https://www.alexandriava.gov/MotorcoachTaskForce>

I. I-395 EXPRESS LANES

City staff is participating in the I-395/95 Transit / Transportation Demand Management (TDM) study as part of the Key Stakeholder Group (KSG). The KSG is composed of

jurisdictions and transit operators along the I-95/395 corridor and regional transit organizations. The May 24, 2016 KSG meeting focused on data gathering to establish a baseline, discussion of origin/destination patterns, review of an upcoming public survey, and currently identified transit needs. VDOT will hold a public hearing on the project in the fall of 2016.

Background: On November 20, 2015 the Secretary of Transportation sent a letter to the City and other jurisdictions noting the State's planned action to improve travel along the I-395 Corridor. VDOT will conduct an Environmental Assessment (EA) to analyze the conversion of the existing HOV lanes to dynamically priced Express lanes into Washington D.C. DRPT will conduct a Transit / Transportation Demand Management (TDM) study to identify transit, carpool, vanpool and other demand management strategies to improve travel along the corridor. VDOT held a public meeting on April 13, 2016 in Alexandria to receive feedback on the project.

J. ENVISION ROUTE 7

At the May 2016 Northern Virginia Transportation Commission (NVTC) meeting, the NVTC project team presented the Commission with a staff recommendation for the alignment and mode of high capacity transit along the Virginia Route 7 corridor. The staff recommendation is for Bus Rapid Transit (BRT) operating from Tysons Corner to the Mark Center with a diversion to the East Falls Church Metrorail station. The proposed BRT line would connect to the planned West End Transitway and advance plans for a growing BRT network in Northern Virginia.

Throughout June 2016, the NVTC is seeking public input on the staff recommendation. A public meeting was held on June 6, 2016 at the Pavilion at Mark Center in the West End.

The NVTC will be asked in July 2016 to adopt a resolution to advance the staff recommendation for additional analysis and continued coordination with jurisdictions along the Virginia 7 corridor.

Background: The NVTC received funds from the Federal Transit Administration (FTA) to do an Alternative Analysis of high-capacity transit in the Route 7 corridor from Tysons Corner to Alexandria. The project was split into two phases. First, a consultant ran a preliminary feasibility analysis of the need for such a service, as well as analyzed possible origins, destinations, and modes of travel. After completion, NVTC received 70% funds from the NVTA to finish its study and develop a set of recommendations. The consultant has been working on demand forecasts and cost projections for several alternatives.

For more information on the Envision Route 7 visit the project's website: EnvisionRoute7.com

K. WMATA SAFE TRACK PLAN

Since the announcement of the SafeTrack plan, staff has been involved in several ongoing planning and communication efforts to develop alternative travel options for riders directly impacted by each maintenance surge. For each surge impacting the City, staff will develop and post up-to-date plans to the City's SafeTrack webpage. The second SafeTrack maintenance surge, June 18 to July 3, while not located in Alexandria or immediately adjacent to Alexandria, will result in no bus or rail (Blue Line) service

between Arlington Cemetery and Rosslyn. The Blue Line will operate only between Franconia Springfield and Arlington Cemetery. Riders should use the Yellow Line into the District of Columbia and must transfer at either L'Enfant Plaza or Gallery Place-Chinatown to access all other rail lines. WMATA will operate Yellow Rush Plus service all day. Following Surge 2, there are two upcoming surges that directly impact Alexandria travelers:

- **Surge #3:** July 5-11, Blue and Yellow Line Segment Shutdown, between National Airport and Braddock Road
- **Surge #4:** July 12-18, Blue and Yellow Line Segment Shutdown, between Pentagon City and National Airport

The City is actively working with WMATA, other regional partners to develop response plans for the surges directly impacting Alexandria, and will be providing the response plan for Surges 3 and 4 during the week of June 13th.

Background: SafeTrack is an initiative of the Washington Metropolitan Area Transit Authority (WMATA), which operates the Metrorail, Metrobus, and MetroAccess system in the District of Columbia, Maryland, and Virginia. The focus of SafeTrack is a work plan to address safety recommendations and rehabilitate the Metrorail system to improve safety and reliability. SafeTrack accelerates three years' worth of track work into one year, from June 2016 through March 2017. As a result, the plan significantly expands maintenance time on weeknights, weekends and midday hours. A key element of SafeTrack is that the entire Metrorail system will close at midnight, seven days a week. For more information, please visit: <https://www.alexandriava.gov/SafeTrack>

L. NORTH POTOMAC YARD SMALL AREA PLAN UPDATE

A project kickoff public meeting was held on April 18, 2016. An Advisory Group meeting was held on May 16, 2016, and a presentation was provided on the preliminary concept by the developer as well as current market conditions. The Advisory Group provided input on the preliminary concept. A workshop with the Advisory Group and staff was held the following day (May 17) to discuss the preliminary concept and develop additional development concepts. Since then, staff, and the developer have been refining development concept alternatives, which were presented to the Advisory Group on June 6, 2016.

Background: The North Potomac Yard Small Area Plan was approved in 2010. The North Potomac Yard developer representative recently indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was established by Council in February 2016. The Advisory Group will serve as the community engagement forum to review the Plan and proposed amendments.

M. VISION ZERO

At the May 18, 2016 Transportation Commission meeting, the Commission requested that staff provide an update on Vision Zero and the process for moving forward with this program. Staff will work with a subcommittee from the Commission over the summer to draft a Vision Zero Policy that will be presented to City Council in September 2016 for

approval. The policy will outline elements of the program that will lay a framework for the development of the program in Alexandria.

The policy will address essential components of the program such as identifying the goals and setting a deadline for achievement, crash analysis, staffing, funding, and the development of an action plan for achieving the City’s stated goals.

Background: Vision Zero is a concept that began in Sweden in 1997 with the premise that all traffic fatalities are preventable. The first step in the Vision Zero process is setting a deadline for ending, and pledging to implement the changes necessary to reach that goal. It is a system-wide effort to end pedestrian, cyclist, and driver traffic-related fatalities and serious injuries through a collaborative effort of engineering, enforcement, and education.

The recently adopted Pedestrian and Bicycle Master Plan lists Vision Zero as a programmatic strategy in both its “Pedestrian” and “Bicycle” subsections. The strategy states that the City will *“Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget and staffing needed to work toward eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria”*. The City’s first step toward implementing this strategy is to develop a Vision Zero Policy to be adopted by City Council.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 -D.C. TO RICHMOND HIGH SPEED RAIL PROJECT

ISSUE: To provide Transportation Commission with an update on the D.C.-to-Richmond (DC2RVA) High-Speed Rail Project.

RECOMMENDATION: That the Transportation Commission receive the update regarding the project.

DISCUSSION: The DC2RVA project traverses a 123-mile corridor. The project proposes to follow the CSX rail line and would be a shared freight and passenger rail corridor with Amtrak, providing intercity passenger rail service and with Virginia Railway Express providing commuter rail service. The project corridor is a segment in a larger nationwide high speed intercity passenger rail plan identified by the U.S. Department of Transportation and the states of Virginia and North Carolina. The overall goals of the DC2RVA project are to:

- Improve reliability and on-time performance.
- Reduce travel time and improve trip times.
- Increase frequency by adding up to 9 round-trips daily between DC and Richmond from the current service of 10 trips per day.

The D.C.-to-Richmond VA (DC2RVA) segment of the federally-designated Southeast High Speed Rail Corridor is the northernmost part of a five-state network of a high speed rail corridor under development, stretching southward from Washington through Richmond to Raleigh, Charlotte, Atlanta and Jacksonville. Track and signal improvements for the Southeast High Speed Rail Corridor (SEHSR) will provide capacity for more trains operating at speeds up to 110 miles per hour.

The states, in conjunction with the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA), completed a Tier I Environmental Impact Statement (EIS) for the implementation of high speed rail passenger service within the SEHSR corridor from Washington, D.C. to Charlotte, NC in 2002. Currently the project has established the Purpose and Need and is in the process of evaluating alternatives and rail options for the selection of the most viable option. This process has moved the project to enter into the Draft Environmental Impact Statement phase in 2016. In order to achieve the goals of the project, additional

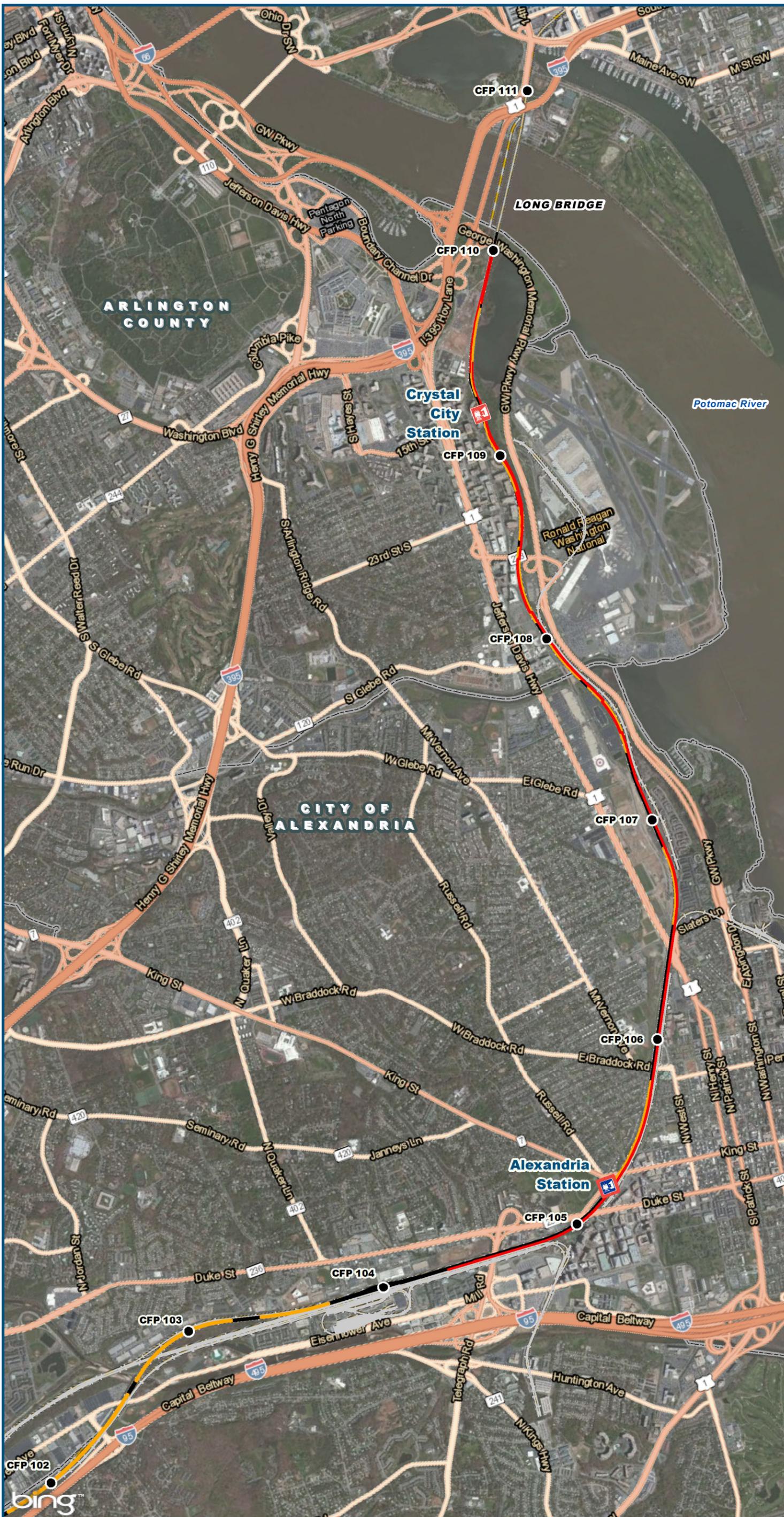
infrastructure will be needed within the corridor. Currently, Department of Rail and Public Transportation (DRPT) is engaged in a Tier II EIS process that will evaluate the benefits, costs, and environmental effects of several possible alternatives. The Tier II Draft EIS will ultimately identify a preferred rail alignment and series of improvements for the corridor. The draft is scheduled for release in fall 2016, with public hearings immediately following to accept comment on the alternatives studied. DRPT has conducted previous outreach as part of its Tier II EIS including public scoping meetings (November 2014 in Arlington), preliminary alternative process development public meetings (June 2015 in Alexandria) and an alternatives review meeting (December 2015 in Springfield).

In the fall of 2016, DRPT staff will present the results of the Draft EIS to the Transportation Commission and hold a public hearing.

ATTACHMENTS:

Attachment 1: DRPT Draft Plans within Arlington and Alexandria

Attachment 2: DRPT Draft plans within Alexandria



0 1,250 2,500

Feet
1 inch = 2,500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery Source: 2015 Bing Aerial Imagery,
ESRI World Transportation

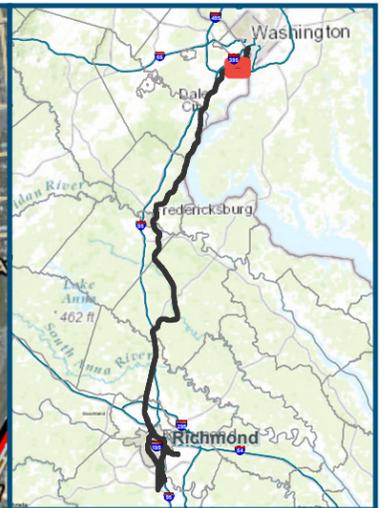
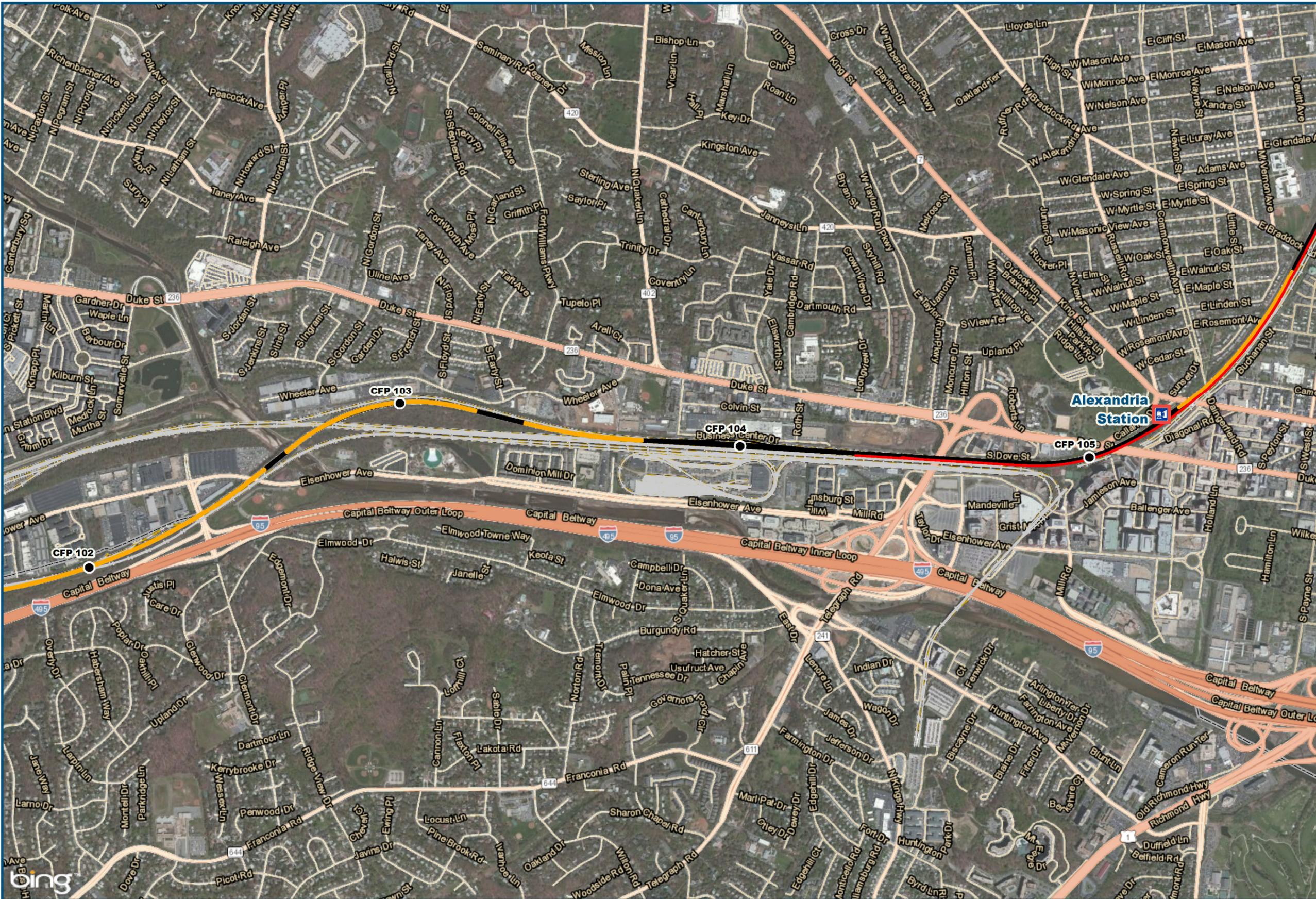
- ### Legend
- CSXT Mileposts
 - Virginia Rail Lines
 - Track - Existing
 - Track - Shift
 - Track - Proposed
 - 🚊 VRE Station
 - 🚊 Amtrak/VRE Station
 - ▭ County/City Boundary

Arlington/Alexandria Proposed 4th Track Overview

May 2016

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- Legend**
- CSXT Mileposts
 - Virginia Rail Lines
 - Track - Existing
 - Track - Shift
 - Track - Proposed
 - Amtrak/VRE Station
 - County/City Boundary

Alexandria Station Overview

May 2016



www.DC2RVArail.com



City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – REVIEW OF FY 2022-FY 2023 HOUSE BILL TWO GRANT DRAFT PROJECTS

ISSUE: Review of draft projects which are proposed to be submitted to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) for Transportation Projects Seeking FY 2022-FY 2023 House Bill Two (HB2) Funding.

RECOMMENDATION: That the Transportation Commission review and endorse the following projects with preliminary cost estimates (projects would be submitted individually and prioritized in the following order):

- 1) West End Transitway - \$20,000,000
- 2) DASH Bus and Facility Expansion – \$7,000,000
- 3) Duke Street at Telegraph Road Ramp Widening - \$10,000,000
- 4) Traffic Adaptive Signal Control Fiber-Optic - \$7,000,000
- 5) Backlick Run Trail - \$3,882,000

BACKGROUND: In 2014, HB2 was signed into law. The law 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 HB2 is to ensure the state invests limited tax dollars into projects that meet critical transportation needs. The first round of HB2, which provides funds to projects from FY 2017 – FY 2021, will be approved by the CTB on June 15, 2016. The second round of HB2 will be for projects seeking funding for FY 2022 – FY 2023.

The application period will open on August 1, 2016 and all applications will be due by September 30, 2016. After applications are submitted, staff from VDOT and DRPT will screen candidate projects to determine if they qualify to be scored. Selected projects will be scored in the fall and winter 2016. In January 2017, a list of all submitted projects and their scores will be submitted to the CTB and will be posted on-line. In April or May 2017, the draft Six Year Plan 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 the second round of HB2 in June 2017.

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, in order of priority, based on the guidelines and criteria outlined in the HB2 process. Staff would like the Transportation Commission's endorsement of the following project list: West End Transitway - \$20,000,000 – Will provide permanent transitway improvements through Southern Towers and transit center enhancements.

DASH Bus and Facility Expansion – \$7,000,000 - DASH bus fleet expansion and facility expansion to accommodate increased bus fleet, provide expanded services on existing routes and new services on new/restructured routes.

Duke Street at Telegraph Road Ramp Widening - \$10,000,000 - Project will construct a second lane on the eastbound Duke Street ramp onto Telegraph Road to alleviate the daily traffic congestion the spills over into the residential areas.

Traffic Adaptive Signal Control Fiber Optic - \$7,000,000 - Project will improve traffic flow through the City of Alexandria by implementing a traffic signal system that can optimize traffic signal operation based on the actual traffic flow in real-time.

Backlick Run Trail - \$3,882,000 - Extend the existing Backlick Run Trail to the west along the north side of Backlick Run to the Alexandria / Fairfax County line. This project is recommended in the Eisenhower West Small Area Plan, and is also a priority trail project in the Pedestrian and Bicycle chapter of the Transportation Master Plan. This project is partially funded in the FY16-25 Capital Improvement Program (CIP) budget.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM #6 - FY 2016 REPROGRAMMING OF TRANSPORTATION IMPROVEMENT PROGRAM FUND BALANCE OF \$566,000

ISSUE: Reprogramming of Transportation Improvement Program (TIP) balance of \$566,000 in the FY 2017 budget.

RECOMMENDATION: That the Transportation Commission endorse using the \$566,000 TIP balance for the proposed National Harbor/MGM NH-2 pilot service.

DISCUSSION: As a result of operational efficiencies through the Washington Metropolitan Transit Authority (WMATA) State of Good Operations Report for FY 2017, there is a balance of \$566,000 that was initially anticipated to go toward the City's operation contribution to WMATA, which resulted in a fund balance of \$566,000 in the FY 2017 budget adopted by Council on May 5, 2016. The Council has requested that staff work with the Transportation Commission to identify project funding priorities to expend this balance.

With the introduction of the proposed National Harbor/MGM NH-2 pilot service by WMATA, staff is proposing that the Commission support the proposed National Harbor/MGM NH-2 pilot service. Because the timing for the proposed regional service is outside of the City's budget appropriations cycle, the TIP fund balance is a source of funds that can be used for the proposed National Harbor/MGM NH-2 service for FY 2017.

The National Harbor/MGM NH-2 service is being proposed as a pilot service. The proposed pilot would operate from 6:00 am to 1:00 am weekdays and weekends. Buses would run in each direction every 30 minutes, connecting Huntington and King Street Metrorail stations in Virginia with the Oxon Hill Park-and-Ride, MGM Hotel and downtown National Harbor in Maryland.

If the National Harbor/MGM Grand NH-2 is approved, the pilot WMATA service would operate from October 2016 to June 2017. A reimbursable project in the amount of \$2,175,000 would be created to support the service in FY 2017. The participating jurisdictions would be responsible for any NH2 expenses not covered by farebox revenues or the proposed developer contributions. The proposed developer contribution is \$500,000 annually supplied by the Peterson Group. WMATA staff would conduct a service evaluation by spring 2017 to assess ridership, cost recovery, future demand, and the demographics of riders.

If the route is successful, the pilot service could become permanent and would be considered for incorporation as a regular regional route in the FY 2018 WMATA budget.

ATTACHMENTS:

Attachment 1: Proposed National Harbor/MGM Grand NH-2 Service Presentation (WMATA)



Finance Committee

Action Item III-B

June 9, 2016

**Pilot Metrobus Service from
National Harbor to Virginia**

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201753

Resolution:
 Yes No

TITLE:

National Harbor Pilot Metrobus Service

PRESENTATION SUMMARY:

The Board will be presented with information about a new pilot bus service connecting National Harbor, Maryland, with Virginia across the Woodrow Wilson Bridge.

PURPOSE:

Seeking Board approval to establish a reimbursable operating project for FY2017 to support the implementation of pilot bus service between National Harbor, Maryland, and Virginia across the Woodrow Wilson Bridge.

DESCRIPTION:

Key Highlights:

- Demand for a cross-Potomac connection between Virginia and the National Harbor area in Maryland will increase this fall with the opening of the MGM Casino.
- The State of Maryland, Prince George's County, the City of Alexandria, and Fairfax County have all expressed support for the new NH2 Metrobus service across the Woodrow Wilson Bridge.
- A pilot program for the NH2 in FY2017 will allow Metro to evaluate ridership demand, conduct ridership surveys, and complete an FTA-required Title VI equity analysis.
- If the NH2 pilot is successful and the Board determines that it should continue as a permanent service, the NH2 will be incorporated into the FY2018 operating budget as a regular regional route.

Background and History:

Metrobus operated a route across the Woodrow Wilson Bridge in the late 1990s, before much of the extensive development on both sides of the Potomac River took place. This route was discontinued after several years due to low ridership and the need to reduce expenses.

However, at the time of the creation of the NH1 Metrobus service in 2008, which connects the National Harbor development in Prince George's County with Southern Avenue Metrorail station, Metro anticipated a future extension of Metrobus service

across the reconstructed bridge to connect National Harbor with Alexandria and King Street station. Since that time, development and job growth in that area of Prince George's County has continued, including the opening of Tanger Outlets in 2013 and the scheduled opening of the new MGM Casino in November 2016. The 2014 Oxon Hill Area Metrobus Service Evaluation study also confirmed the need for connecting bus service across the Potomac.

Discussion:

As the National Harbor area adds the MGM Casino and several hotels, generating both employee and visitor trips, and as the Eisenhower Valley/King Street area of Virginia continues to develop, the demand for a transit connection across the Woodrow Wilson Bridge has grown.

Prince George's County and the Maryland Department of Transportation, as well as the City of Alexandria and Fairfax County, have all expressed their support for the establishment of this bus connection. In addition, the National Harbor developer (the Peterson Group) has proposed to contribute \$500,000 annually to offset Metro's operating costs.

The proposed NH2 service would operate from 6:00 am to 1:00 am on both weekdays and weekends. Buses would run in each direction every 30 minutes, connecting Huntington and King Street stations in Virginia with the Oxon Hill Park-and-Ride, MGM Casino, and downtown National Harbor in Maryland. The projected annual operating cost of the service is approximately \$2.9 million. Estimated initial annual ridership is 230,000 trips, so the annual subsidy required for the service (before any developer contribution) is approximately \$2.6 million. The service will require three buses.

If the NH2 is approved, service would be operated as a pilot from October 2016 to June 2017 (nine months), and a reimbursable project in the amount of \$2,175,000 will be created to support the service in FY2017. The participating jurisdictions noted above would be responsible for any NH2 expenses not covered by farebox revenues or the proposed developer contribution. Metro staff would then conduct a service evaluation by the spring of 2017 to assess ridership, cost recovery, future demand, and the demographics of riders (including a Title VI equity analysis, as required by FTA).

If the route is successful and the Board approves the pilot service to become permanent, the NH2 service would be incorporated as a regular regional route in the FY2018 budget.

FUNDING IMPACT:

No impact on FY2017 subsidized operating budget -- project will be funded through separate reimbursable operating project budget in FY2017. The new reimbursable project budget will be \$2,175,000, to be funded through a combination of fare revenues, developer contribution, and jurisdictional support. If approved as a permanent route in FY2018, the expected annual operating costs for the route are approximately \$3.0 million, with an ongoing requirement of three buses for the service. The route would be included as a regional route and the jurisdictional subsidy would be allocated accordingly.

Project Manager:	Jim Hamre
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Project Department/Office:	BPLN
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TIMELINE:

Previous Actions	N/A
Anticipated actions after presentation	August 2016 - Execution of Memorandum of Understanding (MOU) and reimbursable project agreement among WMATA and participating jurisdictions for pilot NH2 service October 2016 - Start of pilot NH2 service Spring 2017 - Evaluation of NH2 service and decision on inclusion of NH2 as permanent regional route in FY2018 operating budget

RECOMMENDATION:

Recommend Board approval to establish a reimbursable operating project for FY2017 to support the implementation of pilot bus service between National Harbor, Maryland, and Virginia across the Woodrow Wilson Bridge.



Washington Metropolitan Area Transit Authority

Pilot Metrobus Service from National Harbor to Virginia

Finance Committee
June 9, 2016



Purpose

Authorize new reimbursable operating project in FY2017 for pilot Metrobus service between National Harbor and Virginia



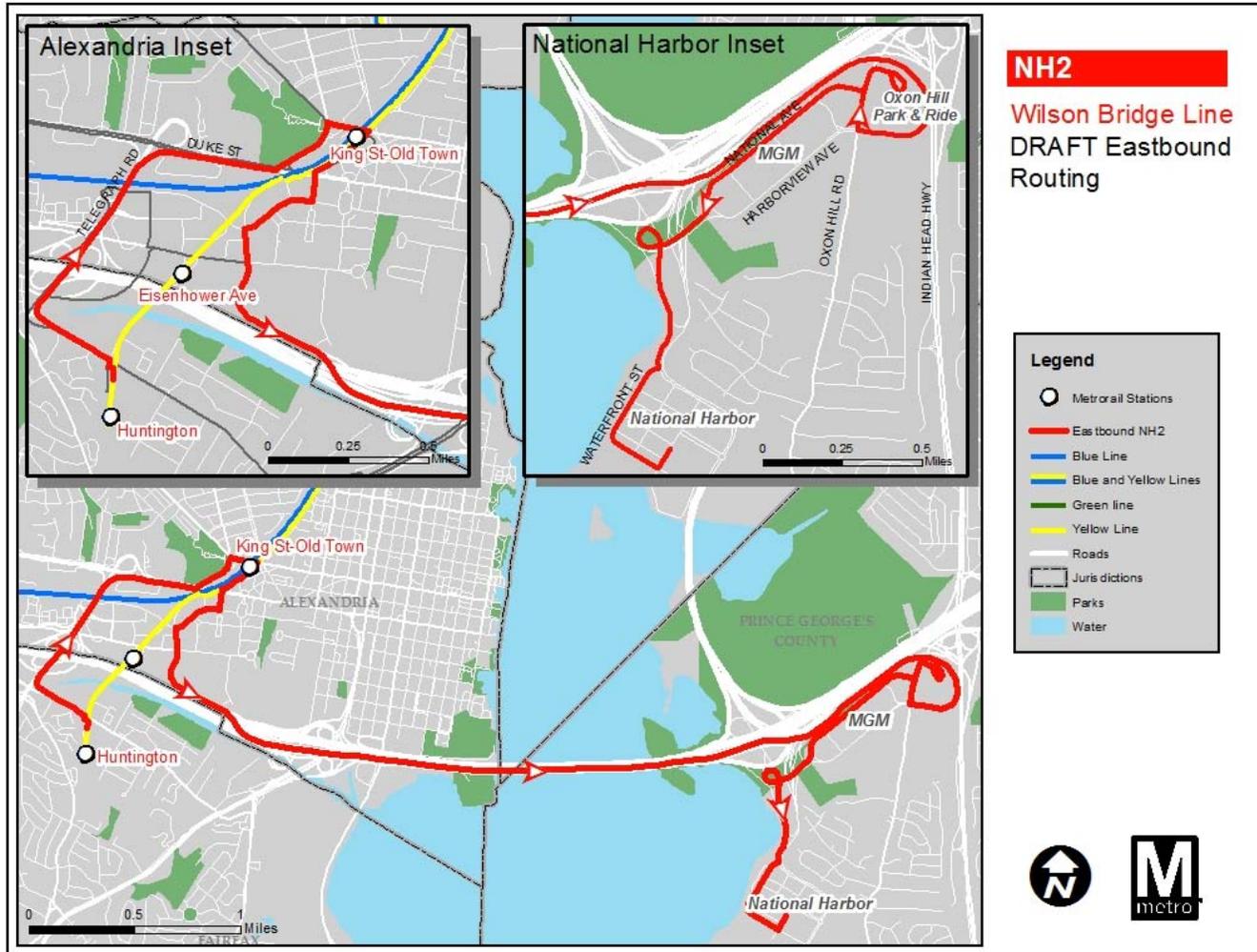


Growing Demand for Transit Service Across the River

- National Harbor opened 2008, Tanger Outlets in 2013
- MGM Casino to open November 2016 with two convention centers, casino, seven hotels, restaurants, theatre, and 3,800 residents
- Alexandria-King Street area includes US District Court, Patent and Trade Office, one million+ sq. ft. of office space, eight hotels, theatre, and multiple transit connections
- Transportation plans for Fairfax, Alexandria, and Prince George's County recommend adding this transit connection



Proposed Service



- Buses in each direction every 30 minutes
- Service 6:00AM to 1:00AM, 7 days/week



Projected Costs and Funding

- Projected annual operating cost: \$2.9 million
- Projected initial annual ridership: 230,000
- Annual subsidy: \$2.6 million
- Proposed annual contribution of \$500,000 from National Harbor developer (Peterson Group) to offset costs
- MDOT, City of Alexandria and Fairfax County to share remaining costs





Next Steps

- If NH2 is approved:
 - Service operated as a pilot October 2016 to June 2017 (nine months), reimbursable project created to support service in FY2017
 - Service evaluation in spring 2017 to assess ridership, cost recovery, future demand, and demographics of riders (including Title VI equity analysis)
- If successful and Board approves as permanent, service would be incorporated as regular regional route in FY2018 with subsidy impact for all jurisdictions





Recommendation

Recommend authorization for new reimbursable operating project in FY2017 for pilot Metrobus service between National Harbor and Virginia



SUBJECT: CREATION OF NEW BUS SERVICE CONNECTING NATIONAL HARBOR, MARYLAND, AND VIRGINIA AND APPROVAL TO ENTER INTO A REIMBURSABLE PROJECT AGREEMENT

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, When the NH1 Metrobus service started in 2008, to connect the National Harbor development in Prince George's County with Southern Avenue Metrorail station, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors anticipated a future extension of Metrobus service across the reconstructed Woodrow Wilson Bridge to connect National Harbor with the City of Alexandria and King Street Metrorail station; and

WHEREAS, Development and job growth in that area of Prince George's County has continued since 2008, including the opening of Tanger Outlets in 2013 and the scheduled opening of the new MGM Casino in November 2016; and

WHEREAS, Expanded public transportation is needed to link this new development with Virginia, particularly to connect workers with job opportunities; and

WHEREAS, The 2014 Oxon Hill Area Metrobus Service Evaluation study also confirmed the need for connecting bus service across the Woodrow Wilson Bridge; and

WHEREAS, The Maryland Department of Transportation, Prince George's County, the City of Alexandria, and Fairfax County ("the NH2 Jurisdictions") have requested a new NH2 Metrobus service to operate between Huntington and King Street-Old Town stations in Virginia and the Oxon Hill Park-and-Ride Lot, MGM Casino, and downtown National Harbor in Maryland on weekdays, Saturdays, and Sundays between 6:00 A.M. and 1:00 A.M. daily, with service every 30 minutes; and

WHEREAS, The NH2 Jurisdictions have requested that the new service commence in October 2016, ahead of the planned opening of the MGM Casino; and

WHEREAS, The projected 12-month operating cost of this service is approximately \$2.9 million; and

WHEREAS, The developer of National Harbor, the Peterson Group, has proposed to provide \$500,000 annually to help offset the operating costs of the NH2 service; and

WHEREAS, Introducing the proposed NH2 service on a pilot basis is appropriate in order to confirm ridership demand, conduct ridership surveys, and complete an FTA-required Title VI equity analysis; and

WHEREAS, The NH2 Jurisdictions have proposed to fund the pilot service in FY2017 as an operating reimbursable project, with the NH2 Jurisdictions jointly providing funding for all expenses not covered by fare revenues or by the developer contribution; and

WHEREAS, If the pilot service is successful and the Board approves the continuation of the NH2 as a permanent service, it is expected that the NH2 would be included in the FY2018 operating budget as a regional route, given that the route crosses jurisdictional boundaries and connects regional activity centers; now therefore be it

RESOLVED, That the Board of Directors approves amending and increasing the FY2017 Operating Reimbursable Budget by \$2,175,000 for nine months of NH2 pilot service; and be it further

RESOLVED, That the General Manager/Chief Executive Officer is authorized to negotiate and execute a Memorandum of Understanding (MOU) and reimbursable project agreement for the pilot service among WMATA, the NH2 Jurisdictions, and private stakeholders; and be it further

RESOLVED, That the Board of Directors directs staff to plan, implement, and operate the new Metrobus NH2 service as a pilot program for up to nine months to connect locations in and around National Harbor in Prince George's County, Maryland, with the Huntington and King Street-Old Town Metrorail stations in Virginia; and be it further

RESOLVED, That the NH2 pilot service shall begin on or about October 1, 2016, or within 30 days of the final execution of the MOU and reimbursable project agreement, whichever is later, to allow for customer notification, operator training, signage, and other start-up activities; and be it further

RESOLVED, That staff will provide the Board of Directors with a Title VI equity analysis and recommendation to continue or discontinue the pilot service prior to the adoption of the FY2018 operating budget; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,



Mark R. Pohl
Acting General Counsel

WMATA File Structure Nos.:
4.3.3 Reimbursable Agreements
6.6.4 Bus Route and Service Planning

PROPOSED

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #7 – 2016 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2016 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission (Commission) review the draft evaluation scores of the 2016 LRP project list and provide feedback.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City's long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP).

Each year the Commission updates the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added, and projects and studies no longer relevant may be removed if they have been completed or funded in the City's CIP.

The draft 2016 LRP update includes changes based on the guidance provided by the Commission at its April 20, 2016 work session. This includes a number of projects and studies that have been removed, consolidated, or moved to a new developer contingent list. A number of recent plans have been recently approved since the 2015 LRP, including the Eisenhower West Small Area Plan, Oakville Triangle-Route 1 Corridor Plan, and Pedestrian and Bicycle Master Plan Update. All of these plans include a significant number of recommended transportation projects and studies that are currently unfunded or have not been added to the CIP, and have been added to the 2016 LRP. They have been organized in a manner consistent with the guidance provided by the Commission.

DISCUSSION: At the May 18, 2016 Commission work session, staff provided an overview of the draft 2016 LRP project list, developer contingent list, and studies list. The following is a summary of input from the Commission at the work session:

- The Commissioners in attendance agreed that the current evaluation criteria is sufficient, and no changes are needed;
- The Commissioners in attendance agreed that the developer contingent list would not be evaluated for prioritization as those projects are specifically timed, and dependent with the adjacent development;
- The project numbering should be reorganized to differentiate between projects, developer contingent projects, and studies. Staff have renumbered the lists based on this input;
- The project located at Quaker Lane at Seminary Road should be separated into two different projects to differentiate the pedestrian and safety improvements from the traffic operation improvements. Project P-15 is the original traffic operation improvement (which was included in the 2015 LRP), and project P-25 is the pedestrian and safety improvement that was forwarded to the 2016 LRP from the Pedestrian and Bicycle Master Plan;
- The Commissioners in attendance suggested that the traffic study for Seminary Valley be potentially included in the 2016 LRP. Because this project was not recommended in an approved small area plan, and it will likely be funded over the next year, it has not been added to the LRP;
- The Commissioners in attendance suggested that the Bradlee Transit Center be looked at by staff to determine if it is still necessary, or if it could be removed from the project list. Staff have determined that the improvements that have been made to date partially fulfill the project, and that other shelter improvements can be implemented at a later date using existing resources. Therefore, staff has removed this project from the project list.

The Commission was asked to individually review the draft 2016 LRP, and prioritize the projects using the prioritization criteria. On June 15, 2016 the Commission will review the results of the individual prioritization exercise, and provide comments and adjust the prioritization as needed.

- ATTACHMENTS:**
1. Draft 2016 LRP – Projects List
 2. Draft 2016 LRP Project Prioritization
 3. LRP Project Prioritization Criteria
 4. LRP Project Sheets

PROJECTS

Proj. No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-1		DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet, and expansion of the DASH Maintenance facility to accommodate the additional buses. In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP. UPDATED TO INCLUDE DASH MAINTENANCE FACILITY EXPANSION.
P-2		Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
P-3		Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan. The project is being further analyzed as part of the Old Town North Small Area Plan in 2016, and should be implemented as part of the road resurfacing scheduled for 2018.
P-4		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
P-5		Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	
P-6		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
P-7		Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
P-8		Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
P-9		Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
P-10		Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.	Transitway Corridor Feasibility Study / DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	No	
P-11		Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters (Coordinate with the Fitzgerald Square improvements).	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
P-12		Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan. The Eisenhower West Small Area Plan further examined this project which would require both public and developer funding, and more detailed roadway design and analysis will be conducted as part of the Eisenhower West/Landmark Van Dorn Implementation Plan.
P-13		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
P-14		Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed. CAN BE REMOVED AFTER THE EA IS COMPLETED, ANTICIPATED IN SPRING 2016

PROJECTS

Proj. No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-15		Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.	BRAC Development	Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. The project will remain on the list until after the I-395 HOV ramp is completed and operational, and a review of traffic and safety impacts has been completed.
P-16		Mt. Vernon Avenue Intersection Improvements (Consolidated 15-5, 15-6, 15-7)	Intersection improvements along Mt. Vernon Avenue at Russell Road, Four Mile Road, and E./W. Glebe Road. Improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.	Arlandria SAP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	This new project consolidates previous 2015 projects 15-5, 15-6 and 15-7, since these are all intersection safety improvements along Mt. Vernon Avenue within the same general vicinity.
P-17		Braddock Road Intersection Improvements (Consolidated 15-24, 15-25)	Intersection improvement at Braddock Road and Van Dorn Street (Replace the shared thru/left turn lanes along NB and SB Van Dorn St with separate left, thru, thru/right lanes, and protected permissive left turn phasing along NB and SB Van Dorn), and intersection improvement at Braddock Road and Beauregard Street (Change WB Braddock dual left to a single left, and thru lanes)	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	This new project consolidates previous 2015 projects 15-24 and 15-25 since these are all intersection safety improvements along Braddock Road that were recommended in the Beauregard Small Area Plan .Interim intersection improvements at Van Dorn / Braddock are being made as part of the N. Van Dorn Complete Streets project.
P-18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
P-19		Eisenhower Avenue Enhanced Transit Service	Provide enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Ave. Metrorail station, including 15 min peak headway and 30 min offpeak headway. Would require two new buses, new shelters, Transit Signal Priority, real time information.	Eisenhower West Small Area Plan; Transitway Corridor Feasibility Study	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project would fund the capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters.
P-20		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	
P-21		Route 1 Intersection Improvements	Intersections improvements along Route 1, including Route 1 at E. Reed (Modify WB lanes from an exclusive left turn lane and shared thru-right lane to exclusive left, thru and right lanes), Custis (Modify EB/WB from shared left, thru, right lanes to exclusive left turn lanes and shared thru/right lanes), Add an actuated pedestrian signal and crosswalk at Route 1 and Fannon Street. Add a new signal at Route 1 and Montrose, and make safety improvements at Montrose/Ashby / E. Glebe Road.	Route 1 / Oakville Triangle Small Area Plan	Project	Streets	More than \$5 million	1-5 years	Not Started	Yes	These projects would likely be funded through developer contributions or incremental tax.
P-22		King St (Quaker Lane to N. Hampton) Sidewalk	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	Could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project.
P-23		Van Dorn St (Kenmore to Braddock Rd) Sidewalk	Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	
P-24		N. Jordan St from Howard St to Seminary Road Sidewalk	Construct new sidewalk along the east side of N. Jordan Street where missing. Provides connectivity between multifamily residential uses and Seminary Road and Hammond Middle School.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	

PROJECTS

Proj. No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-25		<u>Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements</u>	<u>Construct new sidewalk along the north side of Seminary Road where missing, and other pedestrian safety improvements. Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. It could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project. Consider combining with Seminary (Van Dorn to Quaker) bicycle project, below.</u>
P-26		<u>Seminary Road from N Van Dorn St to Quaker Lane bicycle facility</u>	<u>Construct an enhanced bicycle corridor (Specific facility type to be determined through futher study) to provide improved east-west connectivity and linkage with the existing bike lane on Janneys Lane.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Bicycle</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. It includes the previous project #15-28 (Seminary at Quaker interesection improvement). It could be coordinated with the sidewalk project on the north side of Seminary Road. Consider combining with Seminary (Quaker to Ft. Williams Pkwy) pedestrian project, above.</u>
P-27		<u>Madison Street Bike facility</u>	<u>This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Bicycle</u>	<u>Less than \$1 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>No</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. The Madison Street enhanced bicycle facility is also being analyzed as part of the Old Town North Small Area Plan.</u>
P-28		<u>Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.</u>	<u>Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>Less than \$1 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan.</u>
P-29		<u>Commonwealth Ave. Green Street</u>	<u>Move the Comonwealth Ave. turnout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.</u>	<u>Four Mile Run Restoration Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>Less than \$1 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	

Projects in red/underlined are new projects added for 2016