

The meeting will begin at 7:00PM.
We will be conducting audio/video
checks between 6:45 and 6:55PM.

Transportation Commission

March 16, 2022



Commission Members

- **Vacant** – DASH
- **Oscar Gonzalez** – Citizen East, High School Project
- **Casey Kane** – Traffic and Parking Board, Eisenhower West/ Landmark/Van Dorn Advisory Group
- **Jody Manor**- Planning Commission
- **Bruce Marsh** –Citizen East, Potomac Yard Metro Implementation Working Group
- **Jim Maslanka**– Citizen West
- **Melissa McMahon** – Planning Commission
- **Matthew McManus** – Citizen West
- **Bill Pugh** – Environmental Policy Commission, Eisenhower West/ Landmark/Van Dorn Advisory Group
- **Kirk McPike** – Council (non-voting)
- **Charles Sumpter** on behalf of **John Chapman** – Council (non-voting)



Meeting Notice

Agenda Item #1



Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the February 16, 2022 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3) and the Continuity of Government ordinance adopted by the City Council on June 20, 2020 to undertake essential business. All of the members of the public body and staff are participating from remote locations through a Zoom Webinar.



Public Comment Period

Agenda Item #2



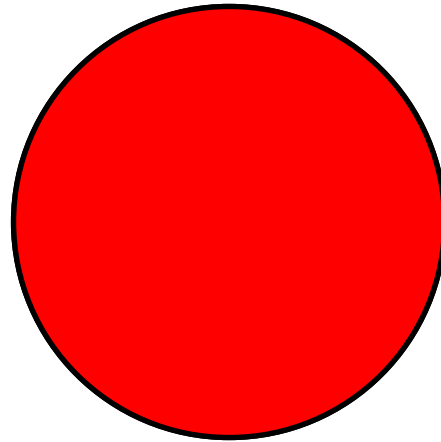
Public Comment

- For speakers not discussing items related to the public hearings.
- Raise hand or press *9
- Mute or unmute press *6
- 3 minutes per speaker



3 Minute Timer

Announcement will sound automatically when time is up



Transportation Commission Minutes: February 16, 2022

Agenda Item #3



Suggested Edits

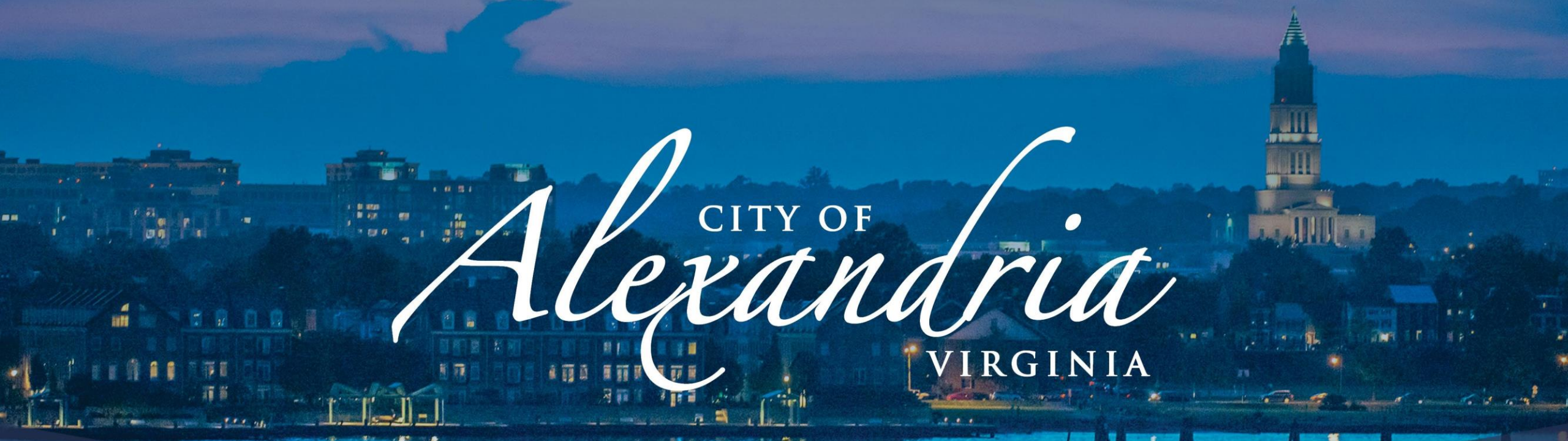
- **p. 3 (Duke Street in Motion Item)** – Regarding statement "Commissioner Pugh wanted to know if the feedback listed on page 20 from the respondents were significantly different than those responses from the web-based respondents, pop-up, and bus-stop chat. Yes, the on-line responses were significantly higher, around 1700, while the in-person responses were significantly fewer." Adjust to reflect that Commissioner Pugh's comment was more about whether the substance of the feedback was different, not the particular numbers.
- **p. 3 (Duke Street in Motion Item)** – Include reference to Commissioner Pugh's question and comment on how the study is addressing land use and urban design, that more transit and that staff responded that the current study is not focusing on that.



FY23 City Budget

Agenda Item #4





CITY OF
Alexandria
VIRGINIA

FISCAL YEAR 2023
PROPOSED BUDGET: CIP &
Operating
Transportation Commission

March 14, 2022



AGENDA

- **Overview/Process**
- **Capital Improvement Program (CIP)**
 - Supporting Infrastructure
 - State of Good Repair
 - Climate Change & Environmental Justice
- **Operating**
- **Prevailing Wage Ordinance**
- **Capital Program Affordability**
- **Budget Calendar**





OVERVIEW/PROCESS



FY 2023 Budget Priorities

Recovery

Infrastructure

Climate Change and Environmental Justice

Housing

Youth Support

Community Engagement

Employee Compensation

Fulfill Our Mission

Working together to foster a thriving Alexandria

Pursue Our Vision

A culture that supports each of us and inspires excellence

Live Our Values

- Respect: We are open-minded and treat all people with dignity
- Teamwork: We do great things together
- Integrity: We are thoughtful stewards of the public's trust
- Continuous Improvement: We challenge ourselves to learn and grow



CIP Development Process

- **June 2021:** CIP development process kicks off
- **July 2021:** Departments submitted Phase I capital project Complexity Forms
- **August - September 2021:** OMB reviewed Complexity Form submissions and sets-up documents for Phase II Project/Program Submissions
- **October 2021:** departments submit Phase II Project/Program Submissions
- **November 2021 – December 2021:** Capital Improvement Program Steering Committee (CIPSC) crafts recommendations for the City Manager
- **January 2022 – February 2022:** City Manager develops recommendations and finalizes Proposed CIP

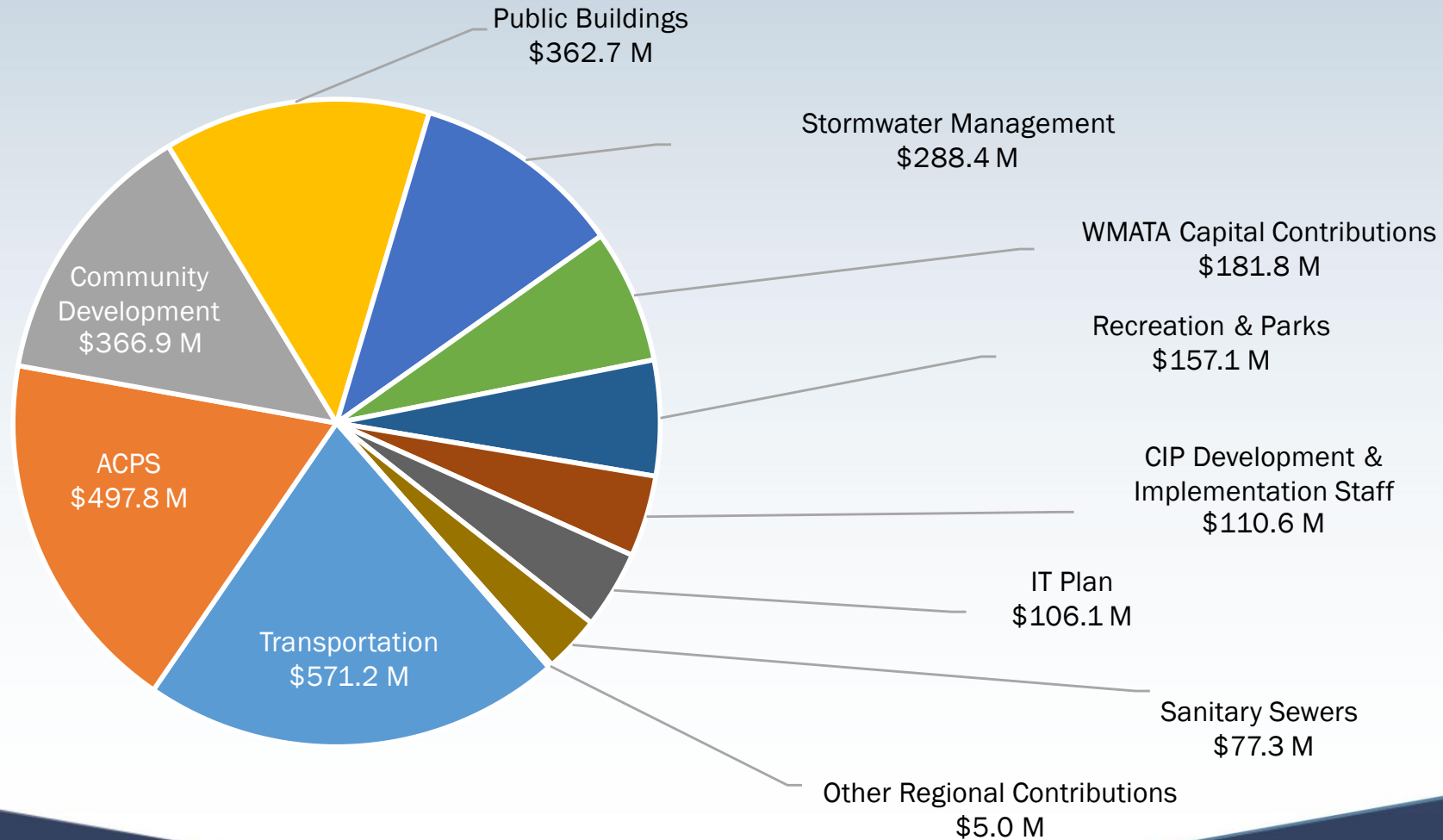
What is CIPSC?

- Committee with members from the most capital intensive City departments (T&ES, RPCA, DGS, ITS, DPI, and P&Z), charged with:
 - Crafting recommendations for a balanced proposed CIP
 - Identifying policy priorities and themes for the CIP
 - Presenting recommendations to the City Manager
- Committee chaired by Deputy City Manager Emily Baker



FY 2023 – 2032 Expenditure Uses

\$2.73 Billion





PRIORITY INVESTMENTS – CIP



Infrastructure

- **WMATA Capital** (FY23 – \$16.3M; 10-yr - \$181.8M)
- **Transportation Highlights**
 - Non-Motorized Infrastructure (FY23 - \$8.6M; 10-yr - \$51.2M)
 - Complete Streets (10-yr, \$9M)
 - Safe Routes to School (**NEW**, 10-yr - \$4.7M)
 - Lower King Street (**NEW**, 10-yr - \$2.4M)
 - Transportation Project Planning (**NEW**, 10-yr - \$2.6M)
 - Multi Use Trail Projects (\$6.9M)
 - South Patrick Street Median (**NEW**, 10-yr - \$3.4M)
 - Mount Vernon Avenue North (\$2m)



Infrastructure

Transportation Highlights (continued):

- Streets and Bridges Program (FY23 - \$21.4M; 10-yr - \$189.7M)
- High-Capacity Transit (FY23 - \$4M; 10-yr - \$151.2M)
- Smart Mobility (FY23 - \$4.6M; 10-yr - \$21.2M)

State of Good Repair:

- Street Reconstruction & Resurfacing (INCREASED; 10-yr - \$63.4M)
- Sidewalk Capital Maintenance (INCREASED, 10-yr - \$8.3M)
- Bridge Repairs & Four Mile Run Bridges (INCREASED; 10-yr - \$57.3M)
- Historic Infrastructure Materials (NEW; 10-yr - \$4.7M)



Climate Change & Environmental Justice

- **Citywide Electric Vehicle Charging Stations** (FY23 - \$500K; 10-yr - \$9.5M)
 - New Project to provide charging for City fleet and some public access points
- **DASH Fleet Expansion & Electrification** (FY24 – FY26: \$29.1M)
 - Includes funding for at least 20 100% electric expansion buses and supporting chargers over the next five years
- **Electric Bus On-Route Charging Stations** (FY25 – FY27: \$4.8M)
 - New Project, will allow charging between trips to optimize usage and decrease trips back to depot
- **High-Capacity Transit Corridors** (FY23 – FY28: \$151.2M)
 - Large scale projects for more efficient thoroughfare connections and access to transit





OPERATING



Transportation – Operating

- **Transit – FY 23**

- DASH: \$24 million (including trolley) +17.9%
 - Funding for training, maintenance, IT & 24/7 staffing for New Network
- WMATA: \$17.5 million in City general fund support +/-0%
- DOT Paratransit: \$1.6 million +/-0%

- **Transportation Improvement Program (TIP) – FY 23**

- Capital Bikeshare: +85% due to West End Expansion
- +1 FTE (grants administration/federalization)
- Street Resurfacing (\$700k)
- Bus Shelter Capital Maintenance (\$113k)





BUDGET CALENDAR



Budget Development Dates

Date	Time	Meeting Topic
Tuesday, February 15, 2022	7:00pm	FY 2023 Proposed Budget Presentation
Thursday, February 17, 2022	7:00pm	Proposed Budget Presentation - Public (virtual)
Wednesday, February 23, 2022	7:00pm	Budget Work Session: Capital Improvement Program
Wednesday, March 2, 2022	7:00pm	Budget Work Session: Alexandria City Public Schools
Monday, March 7, 2022	5:30pm	Public Hearing FY 2023 Budget
Tuesday, March 8, 2022	7:00pm	Introduce the Maximum Property Tax Rates
Wednesday, March 9, 2022	7:00pm	Advertise tax rate
Wednesday, March 16, 2022	7:00pm	Budget Work Session: Healthy & Thriving Residents
Wednesday, March 23, 2022	7:00pm	Budget Work Session: Livable, Green & Prospering City
Wednesday, March 30, 2022	7:00pm	Budget Work Session: Safe, Secure & Just Community
Wednesday, April 6, 2022	7:00pm	Budget Work Session: Accountable, Effective & Well-Managed Government/BFAAC
Thursday, April 14, 2022		Add/deletes due
Wednesday, April 20, 2022	7:00pm	Budget Work Session: Topic TBD (if needed)
Saturday, April 23, 2022	9:30am	Tax Rate Public Hearing/ Add/Delete Public Hearing
Tuesday, April 26, 2022	7:00pm	Budget Work Session: Preliminary Add/Delete Discussion
Monday, May 2, 2022	7:00pm	Budget Work Session: Final Add/Delete Discussion
Wednesday, May 4, 2022	7:00pm	Budget Adoption/ Tax Rate Adoption



Vision Zero Update

Agenda Item #5

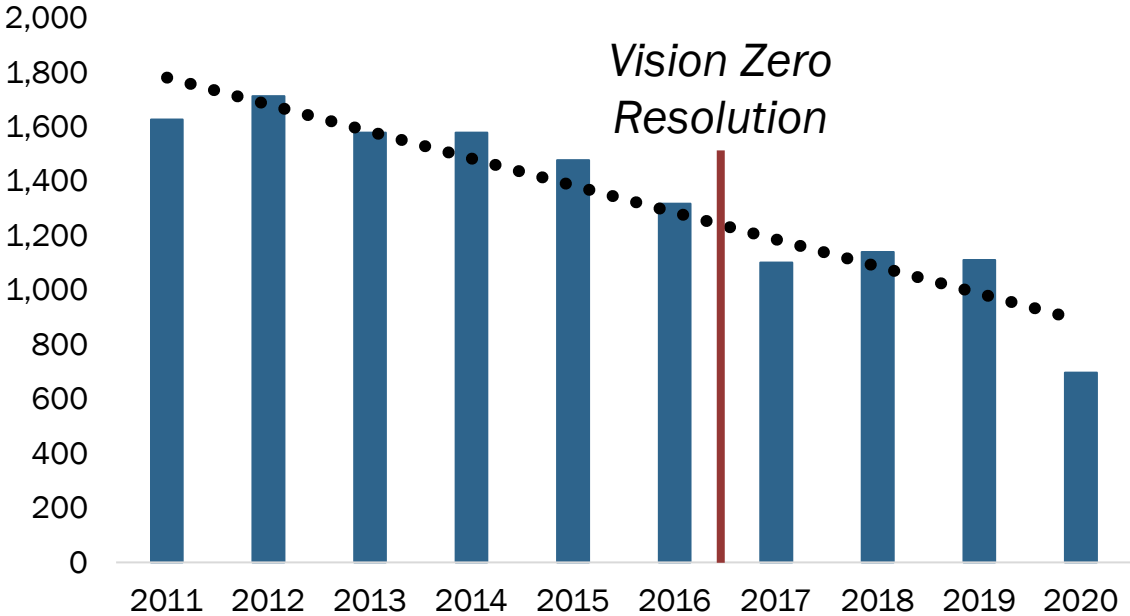


Four-Part Update

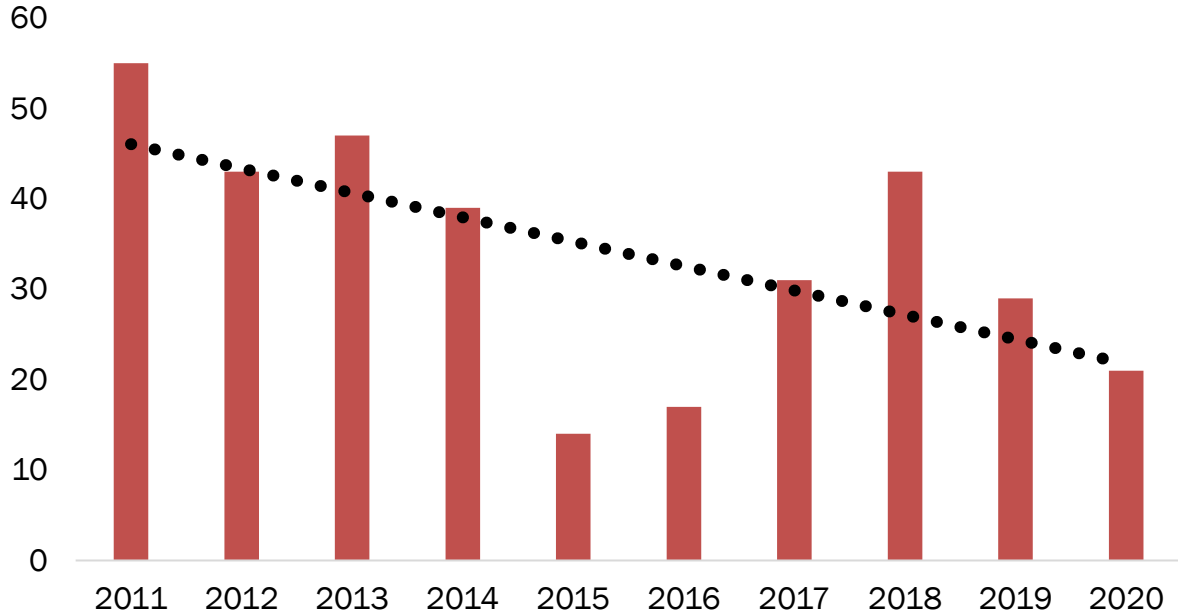


Total crashes and KSI crashes trended downward from 2011 to 2020.

All Crashes - 10 Years

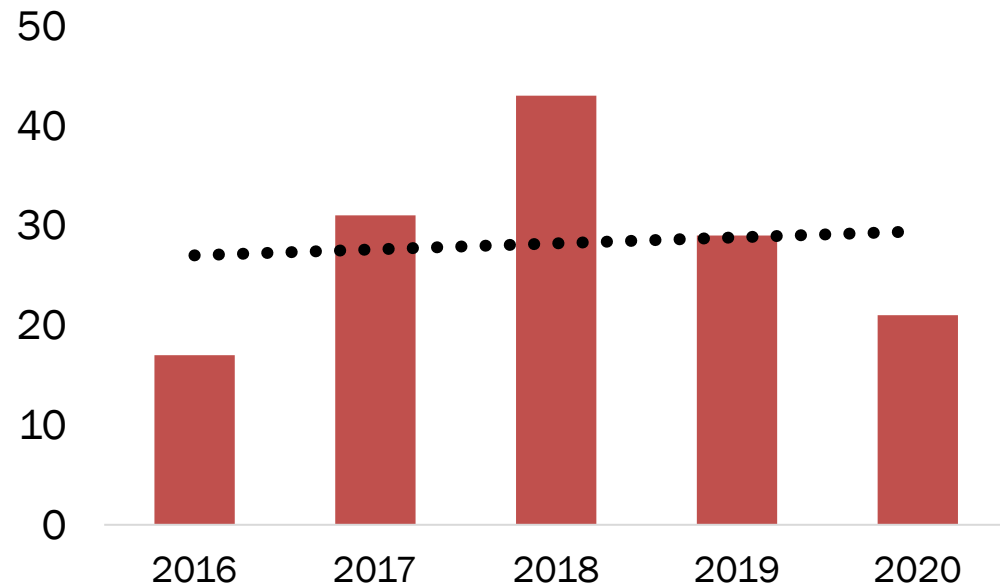


KSI Crashes - 10 Years

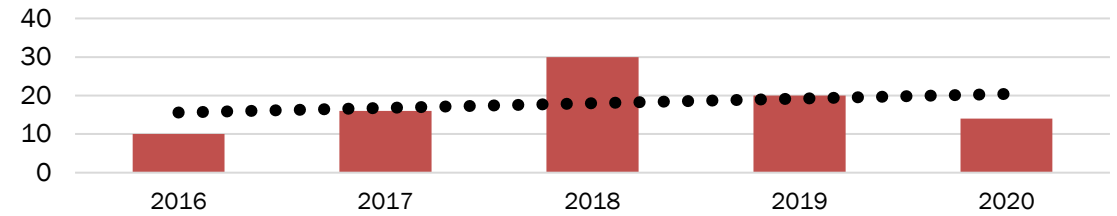


However, KSI crashes trended slightly upward over the last five years.

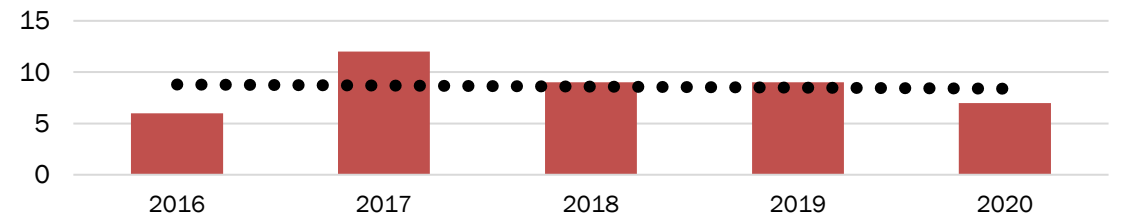
KSI Crashes



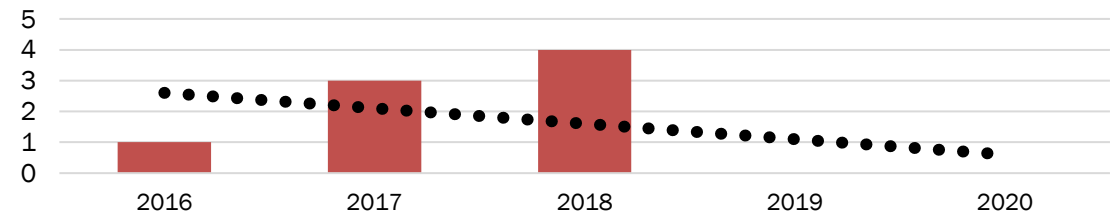
Vehicle-Only KSI Crashes



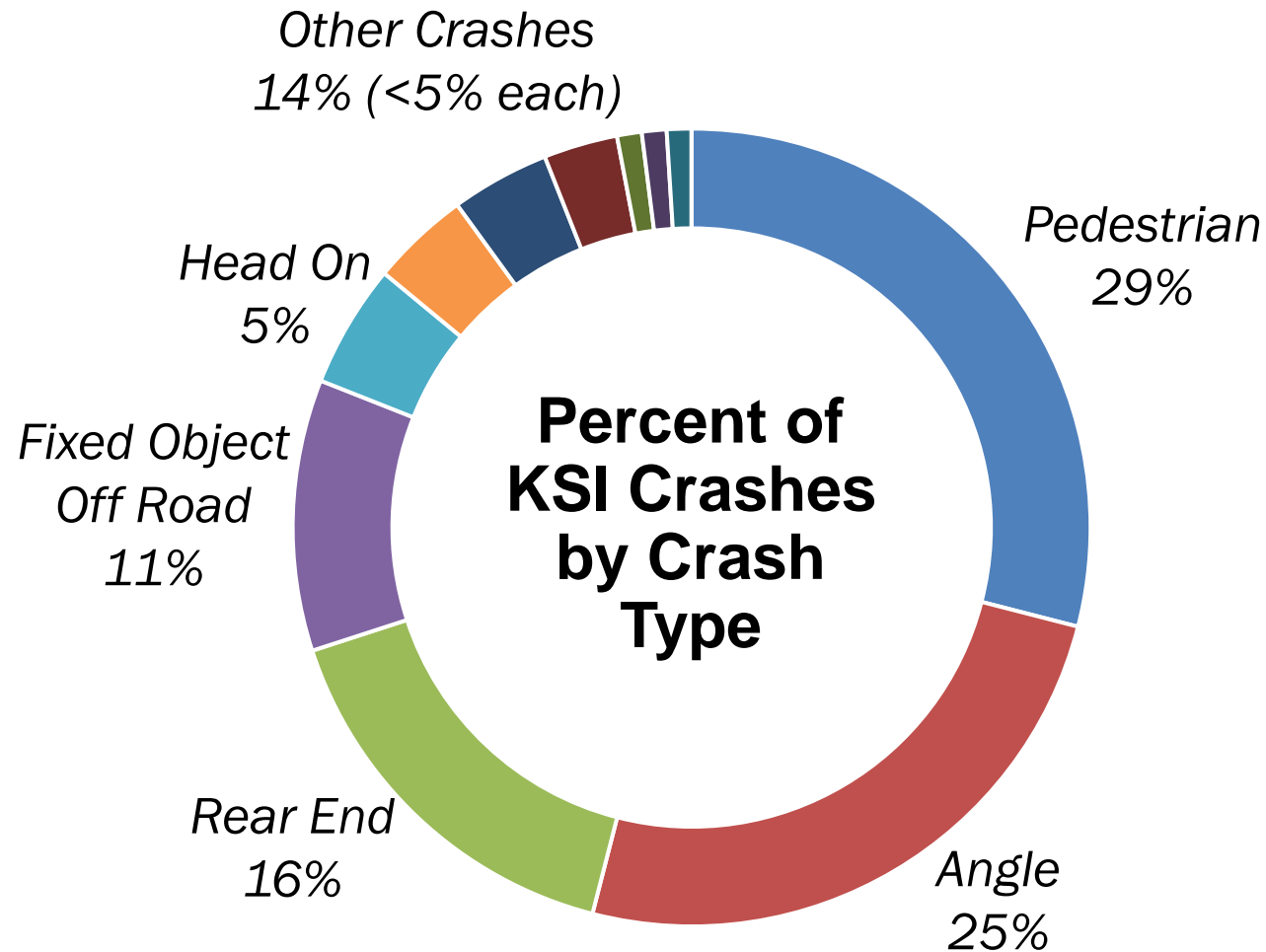
Pedestrian KSI Crashes



Bicycle KSI Crashes



Over half of KSIs are **pedestrian crashes** or **angle crashes**.



*People who didn't wear their seatbelt were **20 times more likely** to be killed or severely injured in a crash compared to those who did.*



<1%
killed or
severely
injured

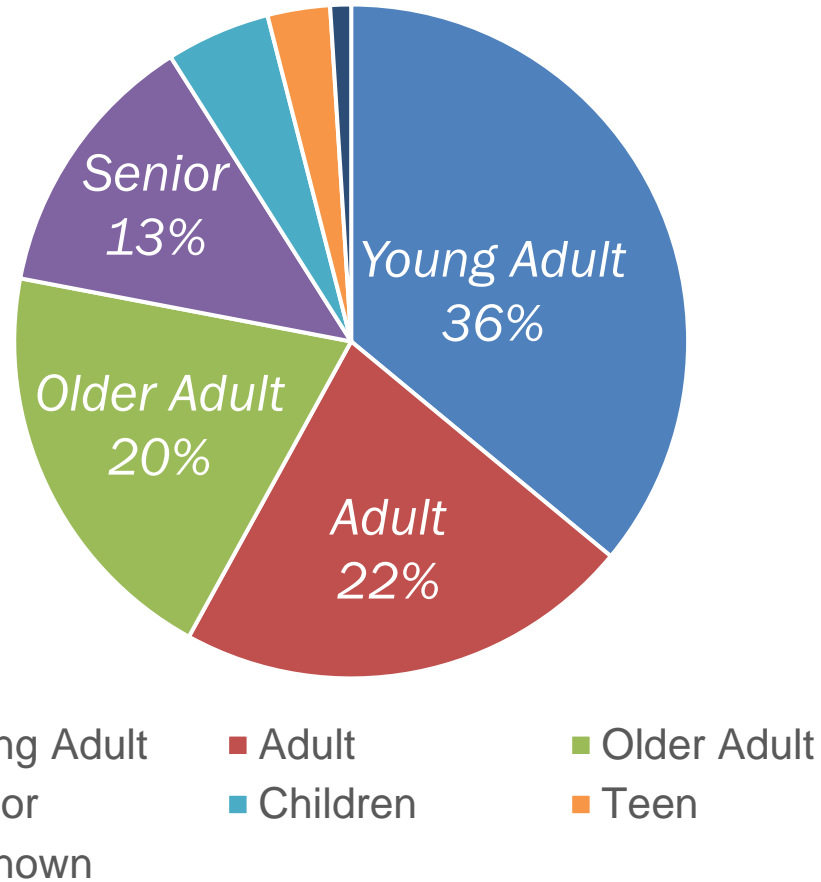


17%
killed or
severely
injured

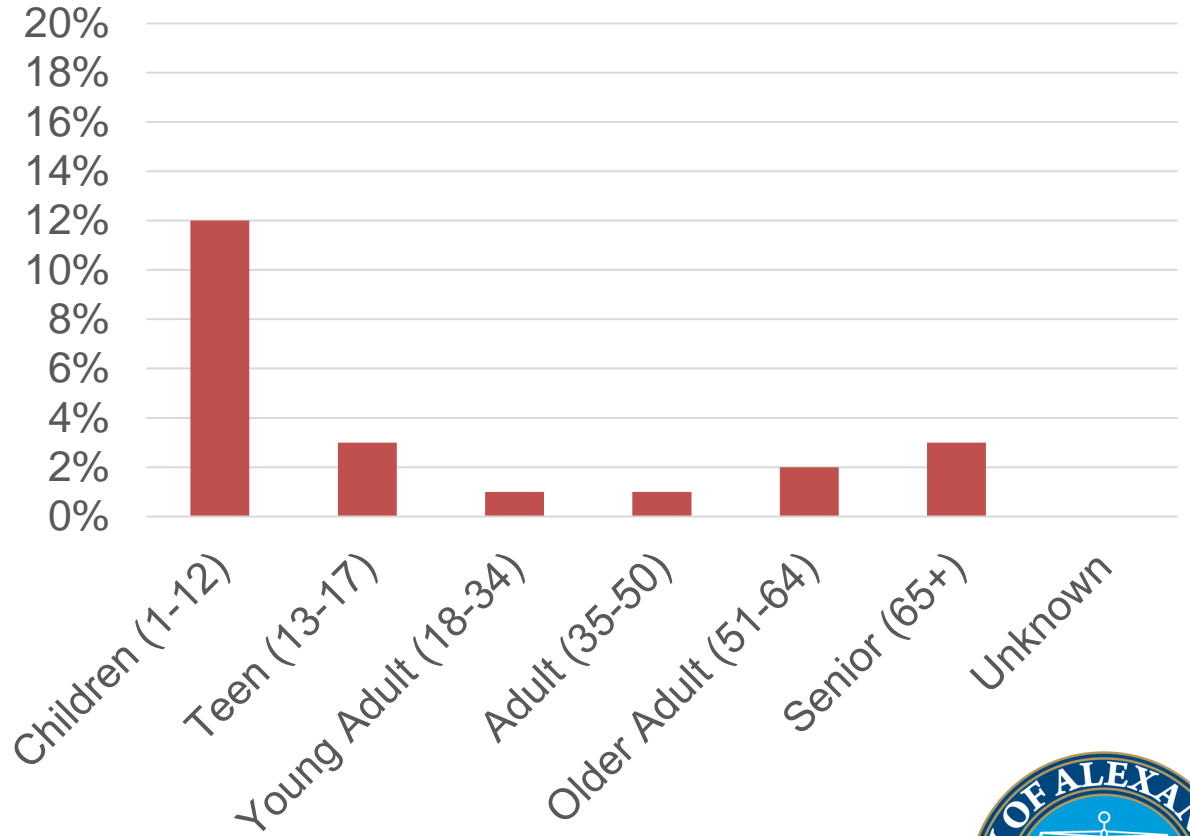


*Young adults comprise the highest proportion of KSI crashes, but **children, teens, and older adults** are the most susceptible.*

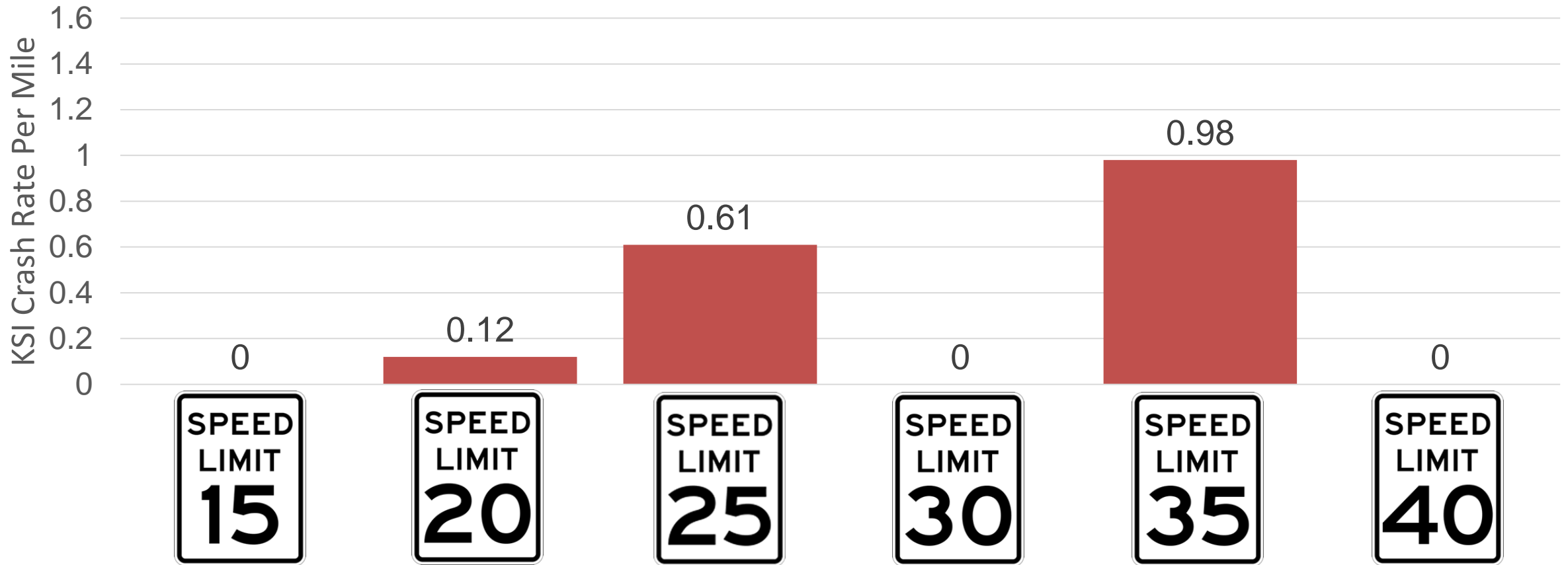
Proportion of KSI Crashes



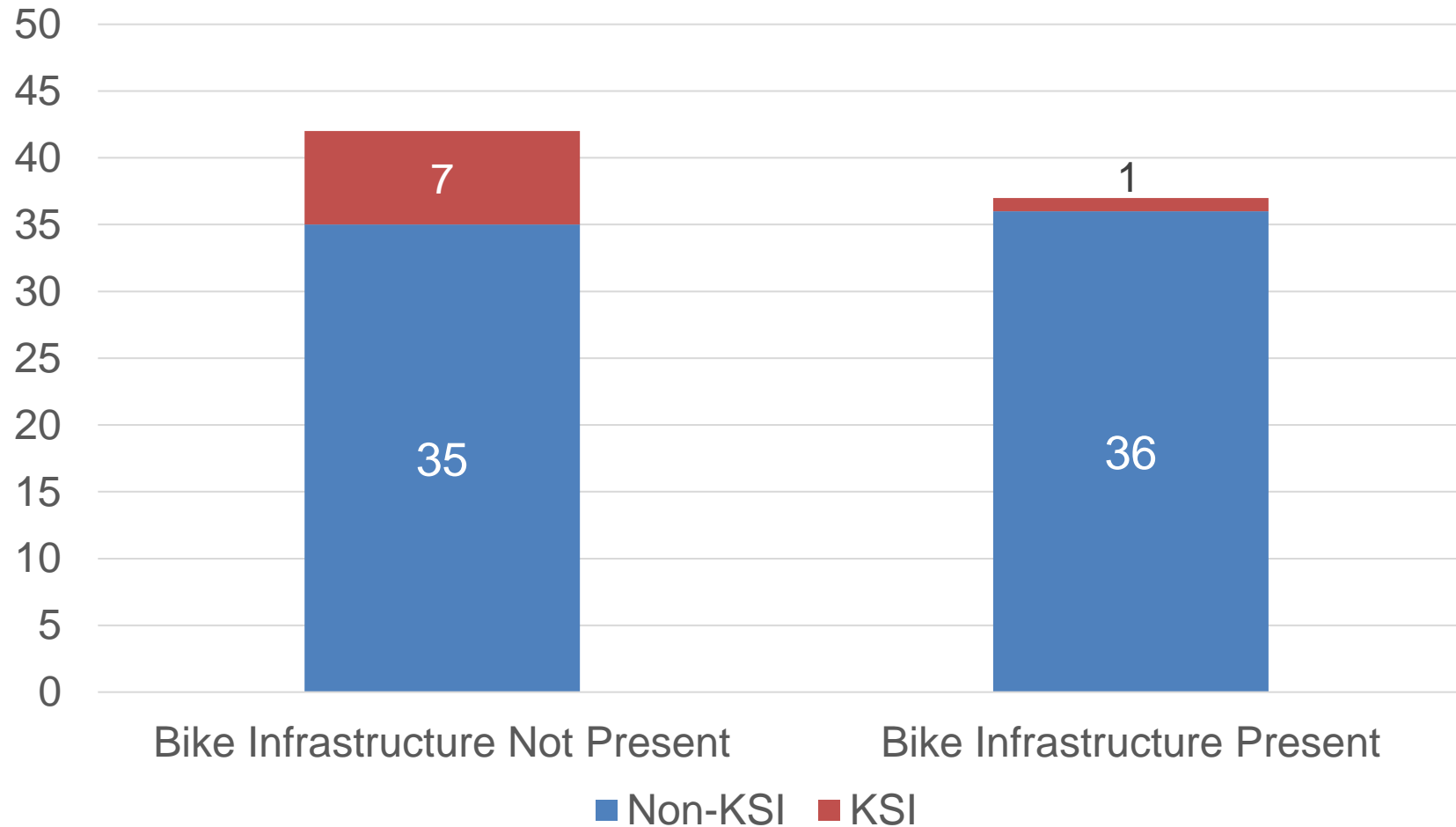
Proportion of Crashes that are KSI by Age Group



The rate of KSIs is higher on streets with higher posted speed limits.



*Most bicycle KSIs happen on streets where **bicycle infrastructure is not present.***



Next Steps

Final report to be published on Vision Zero webpage in spring



Continue to target safety improvements to prominent problem areas



Calendar Year 2021 Highlights



10 locations with LED streetlight retrofits



20 Uncontrolled Crossing Improvements



5 Intersections with LPIs and No Turn on Reds



30 Controlled Crossing Improvements



3 Intersections with Left-Turn Crash Mitigation Treatments



1 Speed Limit Reduction



Calendar Year 2021 Highlights

Neighborhood Slow Zone Pilot

✓ Design Initiated

Rayburn-Reading Avenue Project

✓ Design Complete

King/Callahan/Russell

✓ Utility Relocations Underway

Mount Vernon Avenue North

✓ Planning/Conceptual Design

Old Cameron Run Trail

✓ 60% Design

North Beauregard Street Multi-Use Trail

✓ 30% Design

Potomac Avenue/Glebe Road Improvements

✓ Design Initiated



Updated Reporting Periods



- Shift from *Calendar Year Cycle* to *Fiscal Year Cycle*
- Upcoming Vision Zero reporting period will be from **July 2022 – June 2023**



FY23 Work Plan: Highlights



Engineering

- High-crash location audits
- Neighborhood slow zone
- Speed management on (2) high-speed corridors
- Safety countermeasures at (2) priority uncontrolled crossing locations
- Reduce the speed limit on (1) high-speed corridor

Enforcement

- Automated speed enforcement for school zones
- Expanded automated red-light enforcement
- eCitations
- Seatbelt education and enforcement

Education

- Provide (10) Citywide bicycle safety classes
- Conduct and support educational campaigns throughout the year

Encouragement

- Distribute safety equipment at community events
- Integrate Vision Zero into TMP messaging

Evaluation

- Vision Zero Viewer
- Annual Vision Zero progress report
- Citywide crash analysis report



Thank You!



Action Item: Consideration of Endorsement for SMART SCALE Grant Application

Agenda Item #6





SMART SCALE – Scoring Criteria

Congestion
Mitigation
45%

Land Use 20%

Accessibility
15%

Environmental
Quality 10%

Safety 5%

Economic
Development
5%

Prior Project Awards



Smart Scale Funding FY 2022 - FY 2026							
Project Name	PRIOR YEAR	FY22	FY23	FY24	FY25	FY26	PROJECT TOTAL
Safety and Capacity Enhancements (Duke St. and West Talor Run)	\$ 2,045,000			\$ 3,700,000			\$ 5,745,000
Broadband Link for Eisenhower Avenue	\$ 1,000,000						\$ 1,000,000
Traffic Adaptive Signal Comntrol	\$ 7,010,000	\$ 5,266,000	\$ 2,410,000				\$ 14,686,000
West End Transitway	\$ 2,934,000	\$ 4,505,000	\$ 4,029,000				\$ 11,468,000
DASH Bus Service and Facility Expansion	\$ 7,008,000	\$ 3,421,000	\$ 2,928,000	\$ 1,281,000			\$ 14,638,000
Access Impovements to the Landmark Transit Hub	\$ -			\$ 3,950,000	\$ 2,384,000		\$ 6,334,000
Citywide TSP on Major Corridors	\$ -			\$ 374,000	\$ 1,736,000		\$ 2,110,000
West End Transitway Corridor Investments	\$ -			\$ 23,610,000	\$ 33,590,000		\$ 57,200,000
DASH Zero Emission Fleet Expansion	\$ -			\$ 4,960,000	\$ 7,040,000		\$ 12,000,000
Route 1 and Glebe	\$ -					\$3,112,946	\$ 3,112,946
Route 1 South Median	\$ -					\$ 4,280,490	\$ 4,280,490
Landmark Mall Transit Center	\$ -					\$ 12,997,059	\$ 12,997,059
SMART Scale Total	\$ 19,997,000	\$ 13,192,000	\$ 9,367,000	\$ 37,875,000	\$ 44,750,000	\$ 20,390,495	\$ 145,571,495



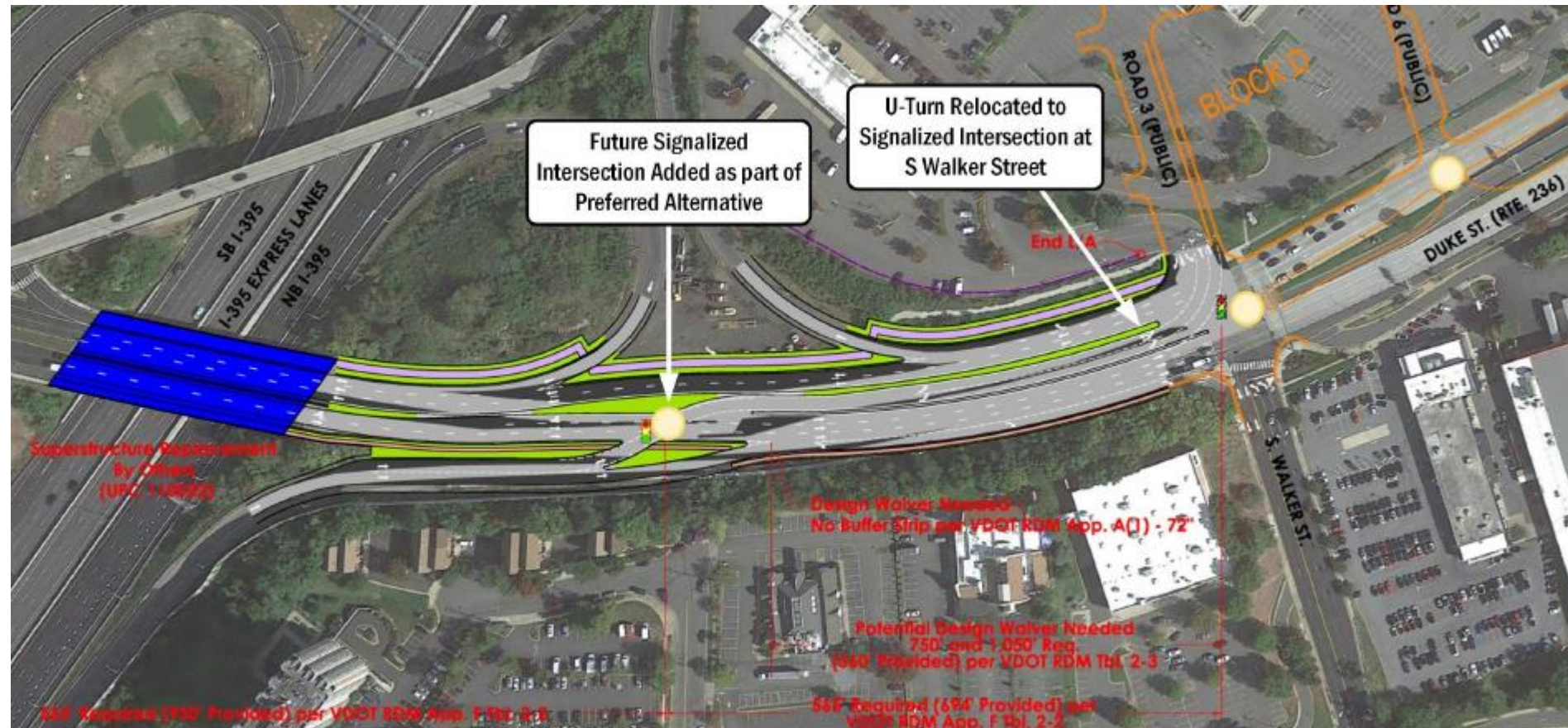
Project 1: I-395 Ramp Improvements on Duke Street

Allows direct access from I-395 onto redeveloped Landmark site



Part of Landmark site development – City to install by 2027

Up to \$14 million



Project 2: Duke Street and Van Dorn St Intersection Improvements



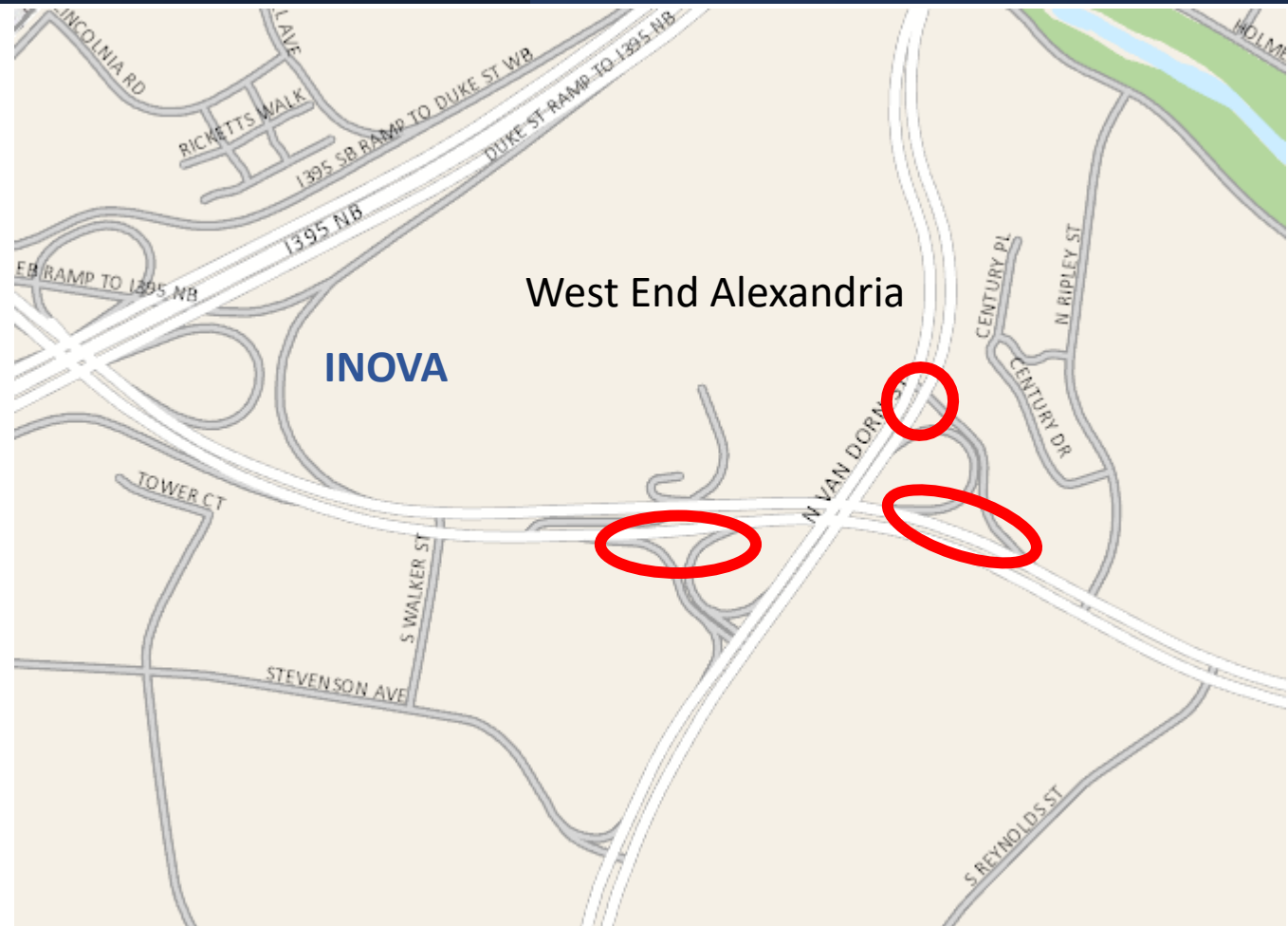
Improves crosswalks on Duke St/Van Dorn south and east side, straightens access from NB Van Dorn onto EB Duke



Part of Landmark site development



Up to \$20 million



Project 3: Metroway Extension



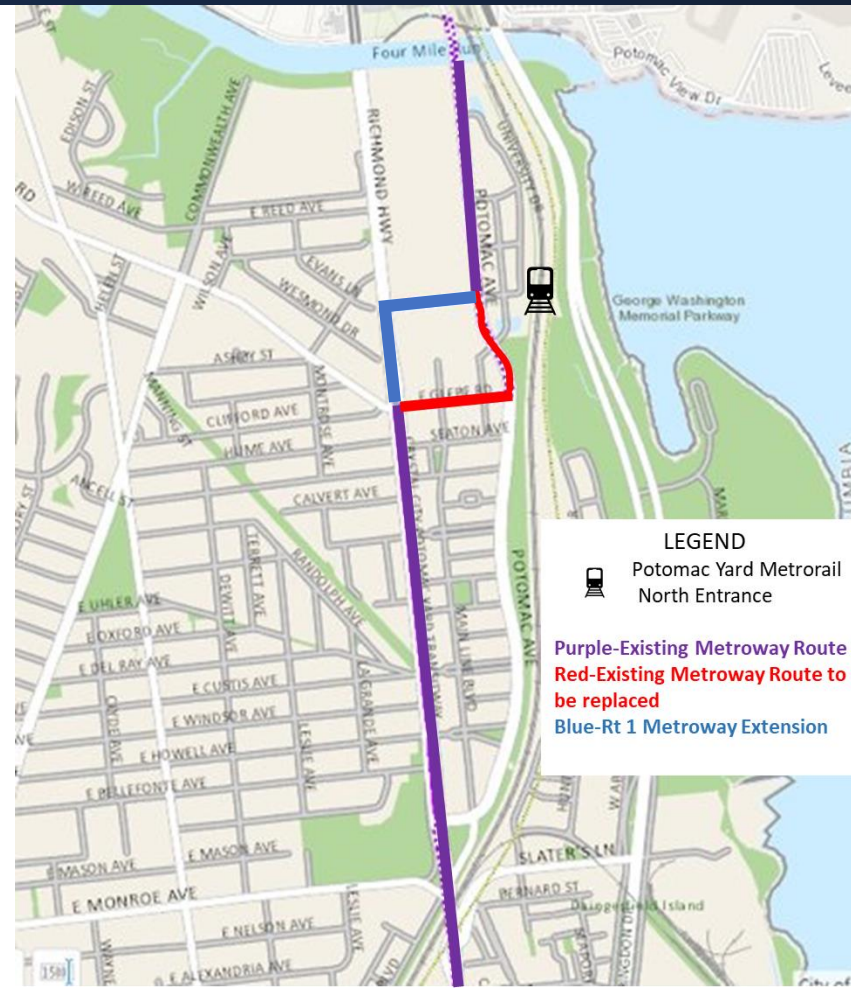
Extension North
of Glebe Road to
Evans Lane



Sustainability for
EV and
stormwater



Up to \$10 million



Project 4: DASH Facility Expansion Phase II



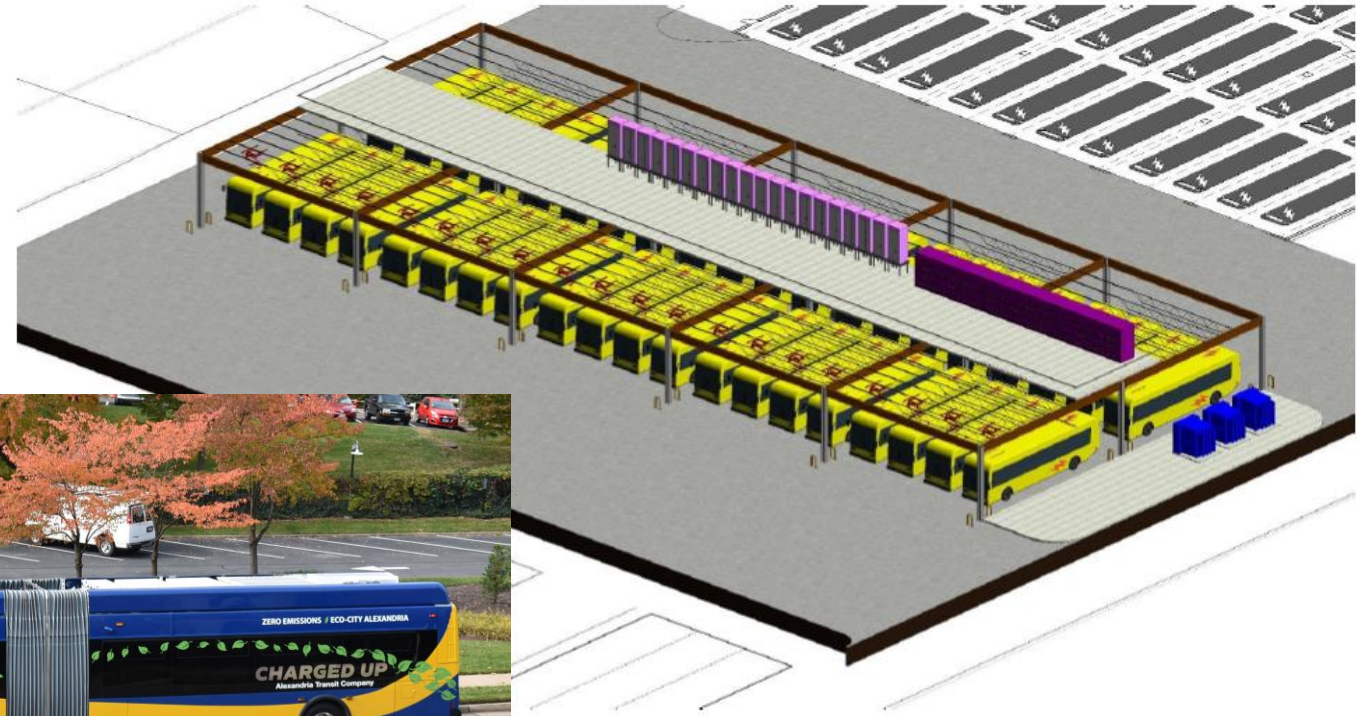
Transition to
100% Electric
Buses



Up to \$12 million



20 additional
charging stations
in climate-
controlled facility.



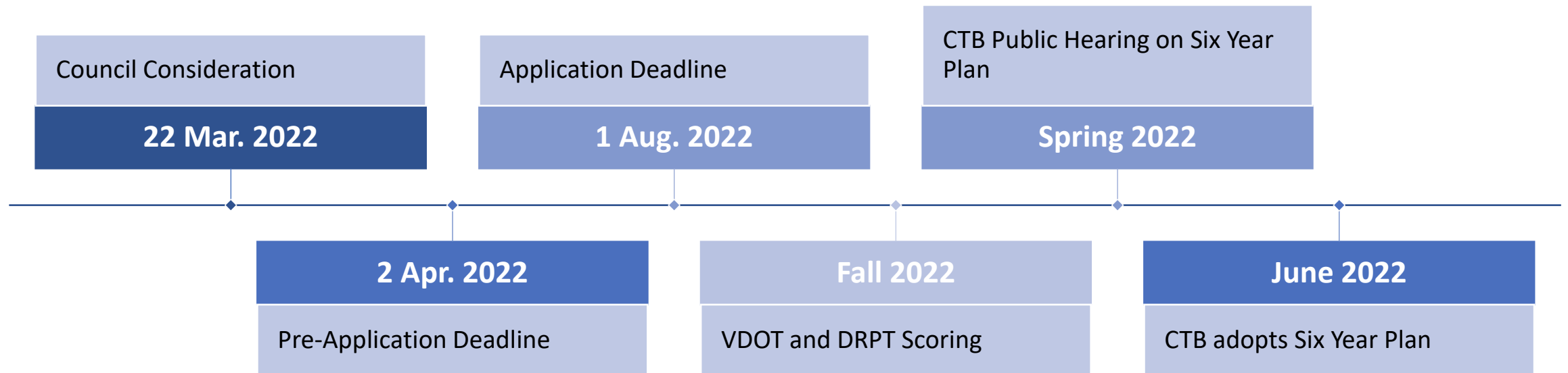
Summary of
MAXIMUM
Funding
Requests

City of Alexandria Projects	Maximum Funding Request
I-395 Ramp Improvements at Duke Street	Up to \$14 million
Duke Street and Van Dorn Street Intersection Improvements	Up to \$20 million
Metroway Extension	Up to \$10 million
DASH Facility Expansion – Phase II	Up to \$12 million





Next Steps



Recommendation

That the Transportation Commission:

- Provide a letter of endorsement to City Council recommending they authorize the submission of up to \$56 million in SMART SCALE applications.



Action Item: Consideration of Endorsement for the RAISE Grant Application

Agenda Item #7



RAISE Grant Applications

April 5, 2022



Project Location: King Street at Beauregard Street



Improves streetscape and pedestrian crossings



Reduces congestion for several bus routes including the future West End Transitway



Utility and Stormwater Improvements

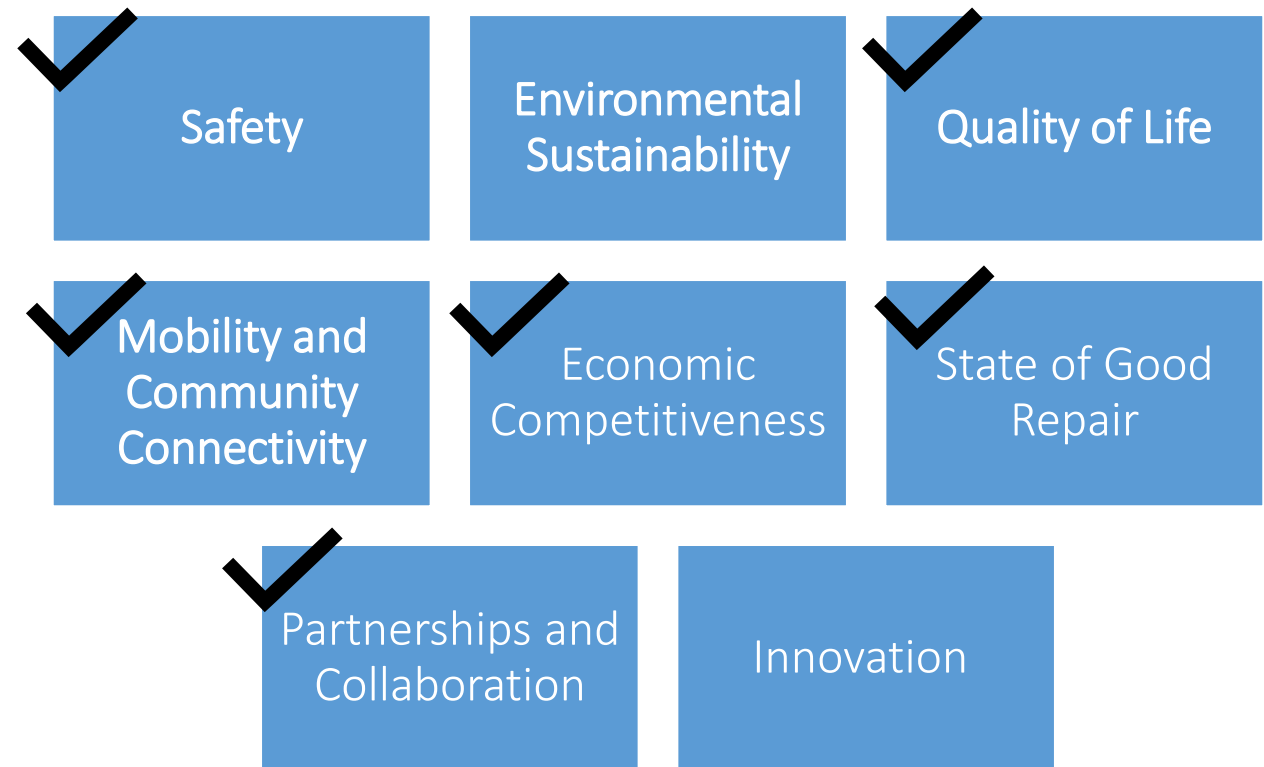




RAISE – Selection Criteria

- Merit Criteria
- Benefit Cost Analysis
- ✓ Demonstrate Readiness
 - ✓ Environmental risk & permitting
 - ✓ Technical assessment of feasibility and capacity to deliver project
 - ✓ Financial completeness
 - ✓ Obligating funds by September 30, 2026

Merit Criteria



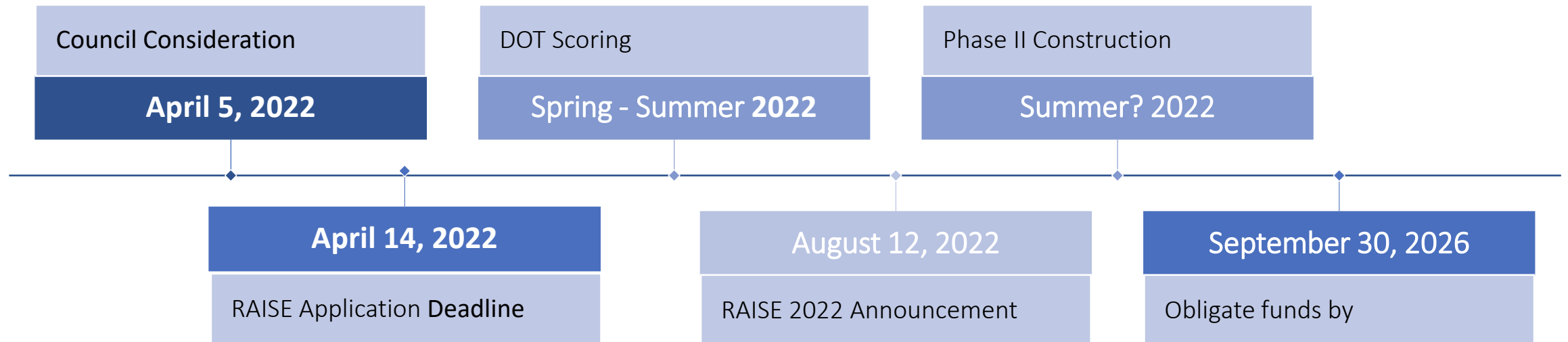
Summary of
MAXIMUM
Funding
Requests

King Street and Beauregard Street Intersection Improvements	Phase II: Project Funding Sources
Federal - RAISE Grant request	Up to \$6.0 million
Current State/Federal Funding Match	\$4.8 million
Total Project Cost	Up to \$10-11 million





Next Steps



Recommendation

That the Transportation Commission:

- Provide a letter of endorsement to City Council recommending that they authorize the submission of an application with up to \$6 million to RAISE.



Action Item: Consideration of Feedback on Transportation Planning Board (TPB) Climate Survey

Agenda Item #8



Background

- TPB: reducing GHG emissions in transportation sector should be a regional planning priority
- To formalize this commitment, the TPB is considering adopting:
 - Greenhouse gas (GHG) reduction goals
 - Strategies (projects, programs, and policies) to reduce GHG emissions



Survey

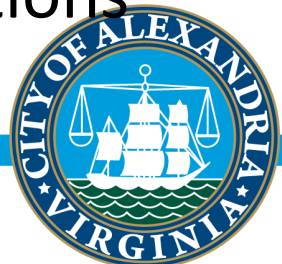
- TPB conducting a survey of all members (jurisdictions and transportation agencies)
 - Long Range Transportation Plan (LRTP)
 - Visualize 2045
 - TPB's planning process
- Open through April 1
- Responses coordinated through TPB Member, Councilman Aguirre



Key Initiative Areas

Three primary pathways to reduce on-road transportation GHG emissions:

1. Conversion to electric vehicles or lower carbon fuels
2. Mode shifts and changes in travel behavior
3. Vehicle travel efficiency - traffic system management and operations



Conversion of the motor vehicle fleet

- Convert vehicles to clean fuels
- Develop an electric vehicle charging network



Reduction in motor vehicle travel

- More housing near transit stations and Regional Activity Centers
- Shift jobs and housing to locations near transit and Regional Activity Centers
- Make bus and/or rail fare-free by 2030
- Price workplace parking
- Faster bus service
- Improve walk/bike access to transit stations
- Complete National Capital Trail Network
- More telework



Vehicle travel efficiency

- Charge a per mile fee
- Charge a “cordon fee” vehicles entering the core of DC
- Implement operational improvements, including
 - Advanced ramp metering
 - Enhanced incident management systems
 - Active signal controls
 - Transit bus priority treatments



Recommendation

- That the Transportation Commission authorize the chair to sign a letter to Councilman Aguirre highlighting the elements of consensus on the TPB Climate Change Survey discussed today.



Commissioner Updates

Agenda Item #9



Commission Members

- **Oscar Gonzalez** – Citizen East, High School Project
- **Casey Kane** – Traffic and Parking Board, Eisenhower West/ Landmark/Van Dorn Advisory Group
- **Jody Manor**- Planning Commission
- **Bruce Marsh** –Citizen East, Potomac Yard Metro Implementation Working Group
- **Jim Maslanka**– Citizen West
- **Melissa McMahon** – Planning Commission
- **Matthew McManus** – Citizen West
- **Bill Pugh** – Environmental Policy Commission, Eisenhower West/ Landmark/Van Dorn Advisory Group
- **Kirk McPike** – Council (non-voting)
- **Charles Sumpter** on behalf of **John Chapman** – Council (non-voting)
- **Vacant** – DASH



Items for Consent

Agenda Item #10



Other Business

- Duke Street Advisory Group Member
- Legislative Update
- Transportation Commission Retreat
- In-person Boards and Commissions to resume in April



Adjourn Transportation Commission Meeting

Next meeting: April 20, 2022

