

EXHIBIT NO. 1

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9-14-04

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 9, 2004

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: CONSIDERATION OF THE FISCAL YEAR 2006 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND REGIONAL SURFACE TRANSPORTATION PROGRAM PROJECTS

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**ISSUE:** Consideration of the Fiscal Year 2006 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Projects.

**RECOMMENDATION:** That City Council:

- (1) Approve the priority listing of transportation projects discussed below as those CMAQ and RSTP projects for which the City of Alexandria will request grant funding for FY'06; and
- (2) Authorize the City Manager to apply for these grants, and to enter into agreements with the Commonwealth to accept any of these grants which are provided.

**DISCUSSION:** Every year the Commonwealth allocates federal CMAQ and RSTP money to our region, which the jurisdictions within the Northern Virginia Regional Transportation Authority (NVTA) distribute among themselves. These funds typically total approximately \$25 million of CMAQ funds and \$25 million of RSTP funds. These funds have been allocated since FY'93 for CMAQ and FY'94 for RSTP.

CMAQ funds are allocated to regions in the country which are either not meeting Clean Air Act regulations, like the Washington metropolitan region, or are nominally meeting the law, but are in a maintenance status, like Richmond. These funds must be used for activities which improve air quality and cannot be used to increase the capacity of roadways. Examples of their use include traffic flow management, travel demand management strategies, ride sharing programs, pedestrian and bicycle programs, education and outreach, inspection and maintenance programs, alternative fuels, and public and private partnerships to improve air quality.

In past years these funds have required a 20% local match, with the exception of traffic improvements, which are 100% funded by the federal government. For FY 06, the Commonwealth has decided to provide this match, thus requiring no local match.

RSTP funds are very flexible and can be used for a wide range of regional transportation activities. These include road improvements, transit facilities, and transit equipment. These funds must be used for improvements which are regional in nature. These funds are also provided with no local match, with the federal government contributing 80% of the project funding and the Commonwealth contributing the 20% match.

At the end of September 2004, the City will be requested to provide to the NVTA a set of candidate projects to be funded by CMAQ and RSTP programs. The following six projects, which are set out in priority order, are proposed for submittal to NVTA for CMAQ or RSTP funding in FY 06.

### Bus Shelters

WMATA currently owns and maintains 50 bus shelters in Alexandria which are all more than 20 years old. While these shelters have been very durable, they are at the end of their useful life. The City is requesting RSTP money to replace these worn out shelters and to erect shelters at new locations where this is feasible. Approximately 25 shelters will be replaced with these funds. Those actions will be part of the City's overall effort to create a quality bus shelter program, which includes money in the City's FY 05 operating budget to maintain shelters.

We will request \$250,000 in RSTP funds to provide for the acquisition and installation of 25 bus shelters. Staff recommends that this project receive the highest ranking for FY 06.

### King Street Metro Station Parking Lot and Bus Lane Reconfiguration

The King Street Metro station is a very important element of the regional public transportation system. It has become even more important as the U.S. Patent and Trademark Office (PTO) continues relocation of its headquarters to a site approximately 1,600 feet from the King Street Metro station. Metro noted in April 2004 that AM deboardings at the station increased 39 percent when compared with April 2003 and PM boardings increased 42 percent more than 2003 counts. These increases correspond to the PTO relocation. Metro and Alexandria have completed or begun construction of several projects to improve the station itself and the access into the station; however, Metrorail activity is not the only transit activity, which is increasing at the station. Bus service operated by both WMATA and DASH is increasing to serve the East Eisenhower area containing the PTO complex. The current arrangement of the King Street parking lot and bus lane is inadequate to serve any additional bus service. This project will examine constraints and opportunities culminating in several service design concepts for the parking lot and bus lane at the King Street Metrorail station to provide better access for pedestrians, buses, and other uses of the facility.

We will request \$100,000 in federal and state funds to redesign the King Street Metrorail station parking lot and bus lane. We will seek FY 07 funds for the actual construction of the redesigned lot. Staff recommends that this project receives the second highest ranking for FY 06.

#### Landmark Transit Center Enhancements

In early 2004, the City was notified that Landmark Mall was slated for a redesign. Both the mall owner and the City share the goal of making any redesigned mall a people- and transit-friendly environment through such means as demolishing existing buildings, rebuilding on new footprints, and creating an entirely new means of access and egress for all means of transportation. Currently, twelve bus routes from WMATA, DASH and the Fairfax Connector serve the mall. Since transit is expected to have a much more prominent position after the mall has been redeveloped, it is necessary to design and build a new facility which will encourage the use of transit. While it is expected that the developer will provide much of the funding for the basic facility, additional features, such as a full service transit store and real time bus information, are desirable if they can be designed into the new facility.

We are requesting \$300,000 in federal and state funds to design additional facilities and features which will be part of a Landmark Mall transit center. Staff recommends that this project receives the third highest ranking priority.

#### I-395 Holmes Run Bike Trail Improvements

The Holmes Run flood channel extends from the western boundary of the City to Duke Street at Foxchase. The section of this flood channel between I-395 and Ripley Street contains a multi-use trail along the stream channel and under I-395. Since there are no pedestrian or bike facilities on either Duke Street or Seminary Road over I-395, this trail provides a major connection for City residents north and south of I-395. Due to the design of this section of the stream trail, it floods for several days immediately following rain events and consequently is not passable during these times. In addition, the trail is not protected from sediment and debris deposits which result during rain events, and this requires constant maintenance.

To upgrade this major trail, a low protective curb can be installed along the stream to mitigate the flooding and sediment deposits during rain events. Also, seepage from the adjoining concrete embankments can be re-routed via a concrete ditch and sidewalk flumes to further reduce water and ice hazards. In addition, the lighting in the trail tunnel under I-395 is vandalized at least once a year and creates an ongoing maintenance issue for the City, as well as a safety hazard along the existing trail. Methods to improve the security of this lighting can be developed.

We will request \$250,000 in RSTP fund for this project which will provide for the study and design of the above-mentioned improvements. We will seek FY 07 RSTP funds for the actual construction of the improvements. Staff recommends that this project receives the fourth highest ranking for FY 06.

### Bradlee Transit Center

Currently, Bradlee shopping center, at the corner of King Street, Braddock Road, and Quaker Lane, is an important origin and destination for WMATA and DASH buses. Since King Street north of I-395 is encountering a significant amount of development, it is very likely that additional transit service will also have to access this location. The City has been studying the possibility of reconfiguring streets in front of the Bradlee Center and has acquired State Urban System funds to construct the associated road improvements on King Street between Quaker Lane and Dearing Avenue. One possibility for using the right-of-way, which may be freed up by some designs, is a transit center. Such a center could include facilities such as an improved and larger passenger waiting area with seating and lighting, bus route information and improved ability for buses to discharge and board passengers.

The City will request \$500,000 in federal and state funds to design and build a transit center at this site. Staff recommends that this project receives the fifth highest ranking priority. Funds from this grant will complement the funds already allocated to the roadway project.

### Alexandria Transit Store

The Alexandria transit store is a facility operated by the City of Alexandria in cooperation with the Alexandria Transit Company since July 2004, to provide fare media from several transit properties, transit information, and information about a full range of travel options including ridesharing, teleworking, and car sharing. The funds to open and operate this facility have been provided by previous RSTP allocations. The City forecasts that money from prior grants will be exhausted in FY 09.

Funding of \$290,000 of RSTP or CMAQ funds will be requested for this project. Staff recommends that this project receive the sixth highest priority ranking for FY 06.

**FISCAL IMPACT:** The proposed projects do not require local matching funds from the City. The match is provided from the Commonwealth. These projects, the requested grant amounts and sources of funds are listed below.

Project	Federal Funds	State Match	Local Match	Total
Bus Shelters	\$200,000	\$50,000	0	\$250,000
King Street Metro Parking Lot and Bus Lane Reconfiguration	\$80,000	\$20,000	0	\$100,000
Landmark Transit Center	\$240,000	\$60,000	0	\$300,000
I-395 Holmes Run Bike Trail Improvements	\$250,000	\$50,000	0	\$250,000
Bradlee Transit Center	\$400,000	\$100,000	0	\$500,000
Transit Store	\$232,000	\$58,000	0	\$290,000

**STAFF:**

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