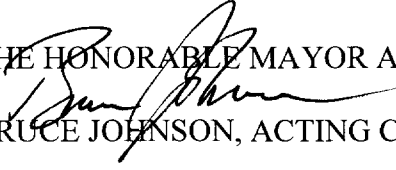


City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 22, 2011

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:  BRUCE JOHNSON, ACTING CITY MANAGER

SUBJECT: CONSIDERATION OF PRELIMINARY RECOMMENDATIONS FOR FY 2013-FY 2018 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) AND REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) PROJECT FUNDING REQUESTS

ISSUE: Consideration of the FY 2013-FY 2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Project funding requests.

RECOMMENDATION: That City Council:

1. Approve the transportation projects listed on page 3 of this memorandum as those projects for which the City of Alexandria will request CMAQ and RSTP grant funding totaling \$23.58 million from FY 2013- FY2018; and
2. Authorize the City Manager to apply for these grants, and give the City Manager permission to enter into necessary agreements with the Commonwealth of Virginia to accept any of these grants.

This funding plan was reviewed by the Transportation Commission at its meeting on September 7, 2011, and unanimously approved for submission to City Council (Attachment I).

DISCUSSION: Each year the Commonwealth allocates Federal CMAQ and RSTP money to our region, which the jurisdictions within the Northern Virginia Transportation Authority (NVTA) distribute among themselves. These regional funding allocations annually typically total approximately \$24 million for CMAQ and \$36 million for RSTP funds. These funds have been allocated since FY 1993 for CMAQ and FY 1994 for RSTP. Alexandria has been the recipient of CMAQ and RSTP funding, as is shown for the last five years in the following table:

Fiscal Year (FY) Alexandria Funding

FY 2008	\$3,520,000
FY 2009	\$3,080,000
FY 2010	\$2,490,000
FY 2011	\$2,500,000
FY2012	\$3,000,000

In March 2011, the Commonwealth requested that Alexandria and all other jurisdictions in Northern Virginia provide a six-year plan for FY2012 through FY2017 projects. The Transportation Commission recommended that Council request funding for the proposed six-year plan from NVTA. This Council approved request was forwarded to the NVTA, and the following plan was approved for Alexandria from FY2012-FY2017. The FY 2012 funding is now available for implementation. The approved \$21.1 million plan largely reflects what was requested by Council with a few exceptions. The primary changes made by NVTA to Council's prior approved request were: (1) shift bulk of Mount Vernon Trail funding from FY 2013 to FY 2014 and (2) no funding for parking technologies.

	FY12	FY13	FY14	FY15	FY16	FY17
Preliminary Engineering of Exclusive Transitway Improvements	\$240,000					
Dash Bus Replacement	\$1,300,000	\$1,950,000	\$2,500,000	\$2,050,000	\$2,100,000	\$2,870,000
Bike Sharing		\$400,000				
Bike Racks on DASH Buses	\$180,000					
Holmes Run Pedestrian/Bicycle Tunnel Construction	\$500,000					
Bike Parking	\$380,000			\$25,000	\$225,000	
Mount Vernon Trail		\$50,000	\$450,000			
Transit Store			\$500,000		\$500,000	
Transit Analysis Study				\$500,000		
Transportation Demand Management	\$400,000	\$700,000	\$500,000	\$500,000	\$500,000	\$700,000
Braddock Road			\$250,000	\$900,000		
Parking Technologies						
Total	\$3,000,000	\$3,100,000	\$4,200,000	\$3,975,000	\$3,325,000	\$3,570,000

Based on prior year grants, it is not likely that all \$23.58 million in proposed City projects for FY 2013-FY 2018 will be funded in FY 2013-FY2018. Therefore, it is important to put an aggressive funding request forward to garner as much funding as possible.

CMAQ funds are allocated to regions, like the Washington metropolitan region, throughout the country that are not meeting Clean Air Act regulations. These funds must be used for activities that improve air quality and cannot be used to increase the capacity of roadways. RSTP funds are very flexible funds that can be used for a wide range of regional transportation activities.

This year the City’s Transportation Commission was pivotal in developing the recommendations for CMAQ and RSTP funding. One of the Commission’s most important duties is to recommend priorities for projects for which the City is requesting grant funding. After employing several criteria, receiving public input, and discussing the projects, the Transportation Commission unanimously approved the projects and priorities outlined below.

The City of Alexandria must submit a funding request for CMAQ and RSTP funds for FY 2013-FY 2018 to the Northern Virginia Transportation Authority (NVTA) by September 30, 2011. These projects will be collectively reviewed by jurisdictional staff and a recommended set of projects will be submitted to the NVTA Board for approval. These recommendations will be forwarded to the Commonwealth Transportation Board, which will approve the projects by June 2012.

Below is the recommended funding request for FY 2013-FY 2018 consistent with the priorities of the Transportation Commission. Unless otherwise noted in the individual project descriptions below, it is also largely consistent with the approved FY 2012 to FY 2017 Approved Plan.

	FY13	FY14	FY15	FY16	FY17	FY18
DASH Bus Replacement	\$1,950,000	\$2,660,000	\$2,030,000	\$2,080,000	\$2,820,000	\$2,160,000
Bike Sharing	\$400,000	\$100,000	\$110,000	\$120,000	\$260,000	\$270,000
Bike Parking			\$25,000	\$225,000		
Mount Vernon Trail	\$50,000	\$450,000				
Transit Store		\$500,000		\$540,000		\$560,000
Transit Analysis Study			\$500,000			
Transportation Demand Management	\$700,000	\$500,000	\$510,000	\$530,000	\$760,000	\$560,000
Braddock Road			\$600,000	\$550,000		
Parking Technologies			\$250,000	\$260,000	\$270,000	\$280,000
Total	\$3,100,000	\$4,210,000	\$4,025,000	\$4,305,000	\$4,110,000	\$3,830,000

Nine projects are proposed for CMAQ or RSTP funding in FY 2013-FY2018. The primary differences between the NVTA approved list for FY 2012 to FY 2017 and this list are: (1) dropping the funded FY 2012 year as that year is now funded, (2) adding FY 2018, (3) adding additional bike sharing operating funds starting in FY 2014 and additional bike sharing

expansion capital funds in FY 2017 to FY 2018, (4) shifting more of the Braddock Road Metro Multimodal Connections planning and design monies to FY 2015, and (5) adding back the previous City requested parking technologies program. The individual descriptions of the City proposed projects follow in priority order.

1. DASH Bus Replacement

For DASH to maintain its fleet, the fleet must be replaced after its useful life has been reached. In addition, new buses are added to address high demand on existing routes and to serve new transit markets. With the funds available, the City should be able to buy three to four buses each year.

2. Bicycle Sharing Initiative

(At the first legislative meeting in October, Council will have the implementation in Alexandria of the Bicycle Sharing Program as a docket item to consider. If Council decides not to implement the Bicycle Sharing Program, then it can amend this proposed FY 2013-FY 2018 plan and reallocate the CMAQ/RSTP funds to other eligible purposes.)

Bicycling is a practical, cost-effective and efficient way to move through urban areas. Old Town and the Carlyle/East Eisenhower areas of Alexandria are both compact, dense areas of mixed use development with many low-speed streets and existing on- and off-street bicycle facilities. While the City is making improvements on many fronts to encourage more sustainable transportation choices, one major goal in the City's Transportation Master Plan is to implement a pilot bicycle sharing program. Public bicycle transit (also known as "bike sharing") is a service where public bicycles are made available for shared use. Users can pick up and drop off bikes at designated stations by either registering online or at a station.

Capital Bikeshare, the bikesharing program in the District of Columbia and Arlington, is currently the largest bikesharing program in the United States. When the first stations were put in place in September 2010, officials predicted that 6,000 people would purchase the \$75 annual memberships in the first year. Instead, that target was reached in six months, and then doubled in 24 hours through a half-price promotion. Capital Bikeshare jurisdictions have found bike share to be well used by tourists. In its first seven months, Capital Bikeshare generated 330,000 trips. In the District of Columbia, revenues have covered operating costs, which exceeded expectations.

Due to the success of the program, in April 2011, Arlington added four stations to their 14 existing stations, and plans to install a total of 30 stations by the end of 2011. The District of Columbia will add 25 stations this year. Alexandria's projected usage would likely be similar to Arlington's, however, because Alexandria has a higher bicycle commuting share, nearly twice that of Arlington, and because of the number of tourists visiting the Old Town area, combined with the immediate connectivity to the system in Arlington, Capital Bikeshare may be even more successful in Alexandria.

Funding for the Bicycle Sharing Initiative would extend the proposed Capital Bikeshare pilot network in Old Town and Carlyle. The pilot, which is already funded with prior year CMAQ/RSTP funds, would be six stations, and this funding in FY 2013 would expand the

pilot to include an additional six locations in the Old Town, Carlyle and Braddock areas. Funding has been added to the plan to help cover operating costs, as well as future expansion of the program beyond 12 stations in FY 2017 and FY 2018. Staff is continuing to identify additional funding sources to expand the program through Transportation Management Plan contributions and grants. The initiative would provide feasibility information necessary to make key recommendations about future development or expansion of the program.

3. Bicycle Parking at Major Transit Stops

Bicycle commuting has risen in Alexandria since 2005, in part due to improved on- and off-street connections to the City's bikeway network. However, the City still lags behind other local jurisdictions in providing safe, secure bicycle parking at its major transit stops. To address high demand and current use levels that meet or exceed capacity, the City is seeking funds for modular, enclosed, unattended bicycle parking "stations" at Metrorail stations. These bike stations are designed to provide a low-cost, high-capacity solution that will also encourage short bicycle trips to complement public transit usage. A recent study by WMATA of bicycle parking facilities showed a deficiency in bicycle parking at the King Street and Braddock Road Metrorail stations. The study also showed a need for secure bicycle parking at the King Street Metrorail Station, where there are incidences of bicycle theft.

4. Rebuilding the Mt. Vernon Multi-Use Trail Parallel to East Abingdon Drive

Currently, the Mt. Vernon Multi-Use Trail is badly constricted in the section parallel to East Abingdon Drive, south of Slaters Lane. Methods for widening this portion of the trail will be studied, an alternative chosen, and the path widened. This action will make this important link in the region's pedestrian-bicycle network safer and better able to handle the amount of traffic on it. This link is a high priority due to large volumes of commuter and recreational users on the Mount Vernon Trail. In July 2011, a pedestrian and bicycle count was conducted near this section of trail for the national bicycle and pedestrian documentation project. Out of the ten locations counted throughout the City, the Mount Vernon Trail section represented the largest number of pedestrians and bicyclists, 805 users over a two-hour count period. The trail is a major commuter route to and from Arlington and the District of Columbia. Given the large number of users, widening the trail to a standard width is an important safety project.

5. Old Town Transit Shop

The Old Town Transit Shop provides residents and employees a convenient "one stop" destination for all their commuting needs. Commuters are able to purchase fare media for almost every transit system in the area, pick up transportation information and schedules, and get answers to transportation related questions that they have. Most forms of transit fare media that the Transit Shop makes available to commuters saw increases in sales in recent years. The Old Town Transit Shop is located directly across from the King Street Metrorail Station to serve commuters. As part of the Long Range TDM Plan, staff is also studying additional locations and/or mobile Transit Stores.

Funding the operations of the City's Old Town Transit Shop is a continuing priority of CMAQ and RSTP funds. This has occurred through the use of RSTP funds since the store

opened in 2002, and will continue with CMAQ funds when the FY 2012 allocation is used. These grants fund the store operations to providing transit and transportation assistance and sell transit media.

6. Transit Analysis Study

It is necessary to periodically examine all transit services in the City. The City was able to do so in the Community-Wide Transit Analysis, which was completed at the end of 2010. By 2015, it will be necessary to do a similar study to determine the performance and needs of transit services at that time.

7. Transportation Demand Management Advancement

The City's Transportation Demand Management program is tasked with the goal of reducing the number of single occupant vehicles (SOV) during peak travel times. To do this, the program has developed an extensive set of techniques to change the behavior of City residents, employees and visitors to use such modes as transit, carsharing, teleworking, and non-motorized transportation.

The City of Alexandria runs a comprehensive Transportation Demand Management (TDM) program that uses a variety of tools and programs throughout the City. Recently, the City completed a Long Range TDM Plan outlining goals and strategies to enhance the City's TDM program. These TDM funds will help implement the recommendations of the Long Range TDM Plan and reduce congestion and improve air quality in the City and the region. The TDM program continually measures the success of the program and adapts to ensure that the most efficient and effective methods are employed in the TDM program.

8. Braddock Road Metro Multimodal Connections

The Braddock Metro Neighborhood Plan recommends studying the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station itself. Such a tunnel would "provide a grand new station entry from the west, saving pedestrians walking time by eliminating the existing need to walk south to the Braddock Road underpass to reach the station" according to the Plan. In addition, the plan recommends studying a potential future pedestrian-bike connection and a potential walking route connection to the northern gateway.

This project would perform preliminary engineering to improve multimodal access and improve mobility options to the station. Funding has been accelerated to reflect a more balanced two year planning and design process.

9. Parking Technologies

This study will fund the assessment of various techniques for managing parking better, and will fund the installation of such measures as multispace meters, real-time parking management, performance parking implementation, and pay-by-phone parking as a means of cutting emissions by eliminating excessive driving to find parking. In addition, these funds will be used to update the City's parking webpage and create mobile parking applications. NVTA did not fund this category last year, so it is proposed to be added back to the plan.

FISCAL IMPACT: The proposed projects do not require local matching funds from the City. The match will be provided by the Commonwealth, as it is their policy to match federal CMAQ/RSTP funds.

ATTACHMENT(S):

Attachment I: Transportation Commission Recommendation Letter

STAFF:

Mark Jinks, Deputy City Manager

Bruce Johnson, Acting City Manager

Richard J. Baier, P.E., LEED AP, Director, T&ES

Abi Lerner, P.E., Deputy Director, T&ES

James Maslanka, Division Chief of Transit, T&ES

Antonio Baxter, Division Chief of Administration, T&ES

Malik Williams, Fiscal Officer II/Grants Manager, T&ES

Bernard Caton, Legislative Director, City Manager's Office

Sandra Marks, Division Chief of Transportation Planning, T&ES

**Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314**

Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

September 8, 2011

Re: Recommendation for FY 2013-FY 2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Project Funding Requests

Dear Mayor Euille and Members of City Council:

At its September 7, 2011 meeting, the Transportation Commission (Commission) held a public hearing on the FY 2013-FY 2018 CMAQ and RSTP project funding requests. A candidate list of projects was presented by staff.

Based upon public input during the public hearing, the Transportation Commission recommends that the City Council adopt the staff recommended funding requests at its September 27, 2011 meeting.

We appreciate your consideration of the Commission's input toward the funding requests.

Sincerely,


Kevin Posey
Chair, Alexandria Transportation Commission

cc: Alexandria City Council
Alexandria Transportation Commission

13

9-27-11

**Docket Item #13:
CONSIDERATION OF FY
2013-FY2018 CMAQ-RSTP
FUNDING REQUESTS**

CMAQ-RSTP FUNDING

- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program** - Funds to invest in projects that will reduce emissions and various types of air pollutants regulated from transportation related sources.
- **Regional Surface Transportation Program (RSTP)** – Funds to make regional transportation improvements. RSTP funds have fewer restrictions than CMAQ funds.

CMAQ-RSTP FUNDING

- CMAQ and RSTP funds are allocated annually to VDOT and given to the Northern Virginia Transportation Authority (NVTa) for distribution among NoVA jurisdictions.
- Both CMAQ and RSTP funds are used to advance transportation projects.

RECENT CMAQ-RSTP ACTIONS

- CMAQ-RSTP requests have always been done annually in September.
- In September, 2010, an allocation request for FY2012 was made by the City Council, with guidance from the Transportation Commission.
- NVTa approved the program indicated in the following slide for FY2012 funds on November 12, 2011.

FY 2012 CMAQ-RSTP ALLOCACTION FOR ALEXANDRIA

Project	Total
1. Preliminary Engineering of Exclusive Transitway Improvements	\$240,000
2.DASH Bus Acquisition	\$1,300,000
3. Transportation Demand Management Analysis and Initiatives/Transit Store	\$400,000
4. Bike Racks on DASH Buses	\$180,000
5. Bicycle Parking at Major Transit Stops	\$380,000
6. Holmes Run Pedestrian/Bicycle Tunnel Construction, Phase II	\$500,000
TOTAL	\$3,000,000

REQUIREMENT FOR A FY2013- FY2017 ALLOCATION REQUEST FOR CMAQ-RSTP

- The Virginia Department of Transportation notified all jurisdictions receiving CMAQ-RSTP funds in February, 2011 that in order to better program the funds, they need a multi-year request for these funds from FY2013-FY2017.
- The Northern Virginia Transportation Authority (NVTa) requested that all jurisdictions provide them with a plan for these years by February 15, 2011, contingent upon the consent of the jurisdiction's governing body.

ACTIONS TAKEN TO DEVELOP THE FY2013-2018 CMAQ-RSTP ALLOCATION PLAN

- The City submitted an initial plan to the NVTa for these funds, and NVTa made a final allocation of the funds, which was adopted by the Commonwealth Transportation Board in May, 2011. This is illustrated on the following.

CMAQ-RSTP PLAN FOR CMAQ AND RSTP FUNDS ADOPTED BY THE CTB IN MAY, 2011

	FY12	FY13	FY14	FY15	FY16	FY17
Preliminary Engineering of Exclusive Transitway Improvements	\$240,000					
Dash Bus Replacement	\$1,300,000	\$1,950,000	\$2,500,000	\$2,050,000	\$2,100,000	\$2,870,000
Bike Sharing		\$400,000				
Bike Racks on DASH Buses	\$180,000					
Holmes Run Pedestrian/Bicycle Tunnel Construction	\$500,000					
Bike Parking				\$25,000	\$225,000	
Mt Vernon Trail		\$50,000	\$450,000			
Transit Store			\$500,000		\$500,000	
Transit Analysis Study				\$500,000		
TDM	\$400,000	\$700,000	\$500,000	\$500,000	\$500,000	\$700,000
Braddock Road Parking Tech			\$250,000	\$900,000		
Total	\$3,000,000	\$3,100,000	\$4,200,000	\$3,975,000	\$3,325,000	\$3,570,000

CMAQ-RSTP REVISIONS FOR SEPTEMBER, 2011

- After the CTB adopted the FY2012-FY2017 CMAQ-RSTP plan, and City Council adopted a city budget which earmarked additional real estate tax funds for transportation, staff reappraised the plan to account for changing transportation needs. While all projects remained as before, funding levels have changed to reflect current City priorities.
- Staff placed the following plan before the Transportation Commission on September 7, 2011 and they endorsed it after receiving comments from the general public.

PROPOSED FY2013-FY2018 CMAQ- RSTP ALLOCATION PLAN

	FY13	FY14	FY15	FY16	FY17	FY18
DASH Bus Replacement	\$1,950,000	\$2,660,000	\$2,030,000	\$2,080,000	\$2,820,000	\$2,160,000
Bike Sharing	\$400,000	\$100,000	\$110,000	\$120,000	\$260,000	\$270,000
Bike Parking			\$25,000	\$225,000		
Mt Vernon Trail	\$50,000	\$450,000				
Transit Store		\$500,000		\$540,000		\$560,000
Transit Analysis Study			\$500,000			
TDM	\$700,000	\$500,000	\$510,000	\$530,000	\$760,000	\$560,000
Braddock Road			\$600,000	\$550,000		
Parking Tech			\$250,000	\$260,000	\$270,000	\$280,000
Total	\$3,100,000	\$4,210,000	\$4,025,000	\$4,305,000	\$4,110,000	\$3,830,000

QUESTIONS?

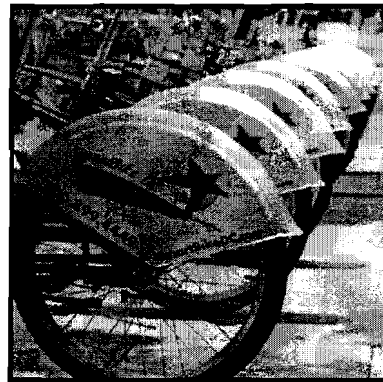
1. DASH Bus Replacement (Capital)

- **Description:** New, energy-efficient buses to replace aging fleet. Recent guidance from FHWA indicates that this is an allowable CMAQ/RSTP expense without a need to comply with FTA regulations.
 - **Schedule:** Buses can be acquired one year after they have been ordered.
- **Project Cost:** Each new bus is estimated at \$650,000. plus yearly inflation.
- **FY2013-17 Funding Request:** In \$1,950,000 in FY2013, \$2,660,000 in FY2014, \$2,030,000 in FY2015, \$2,080,000 in FY2016, \$2,820,000 in FY2017 and \$2,160,000 in FY2018. (Adjusted for inflation)



2. Bicycle Sharing Initiative (Capital)

- **Description:** Provides short-term bicycle rental from unattended urban locations near Metro. Alexandria's program would be a pilot program which could be incorporated into a regional effort including DC and Arlington, which has been working regionally to hire a provider/operator.
 - **Schedule:** Installation/operation targeted for FY2013
- **Project Cost:** \$50,000/bike station
- **FY2013-2017 Funding Requests:** \$400,000 in FY2013, \$100,000 in FY2014, \$110,000 in FY2015, \$120,000 in FY2016, \$260,000 in FY2017, and \$270,00 in FY2018.



3. Bicycle Parking at Major Transit Stops (Capital)

- **Description:** Funding for modular, enclosed bicycle parking “stations” at Metro stops. Shelters/stations (10’x40’) may provide parking for up to 80 bikes, provide 24/7 access, require less space and funding. Stations include vandal/theft deterrents.
 - **Schedule:** Installation targeted for FY2016. Installation of modular stations can begin 7-8 weeks after project funding and agreements are in place.
- **Project Cost:** Project for \$380,000 funded in FY2012. Requesting \$25,000 in FY2015 and \$225,000 in FY2016.
- **Funding Request:** \$25,000 in FY2015 and \$225,000 in FY2016



4. Rebuilding the Mt. Vernon Trail Parallel to Abingdon Drive

- **Description:** This project will widen out the Mt. Vernon Trail parallel to Abingdon Drive, south of Slater's Lane.
 - This project is scheduled to occur in FY2013
- **Project Cost-** \$500,000
- **FY2013-2017 Funding Request:** \$50,000 in FY2013 and \$450,000 in FY2014.

5. Transit Store

- **Description:** Fund the continuing operation of the Alexandria Transit Store.
- **Project Cost:** Approximately \$250,000 per year
- **Funding Requests:** \$500,000 in FY2014 and \$540,000 in FY2016, and \$560,000 in FY2018.

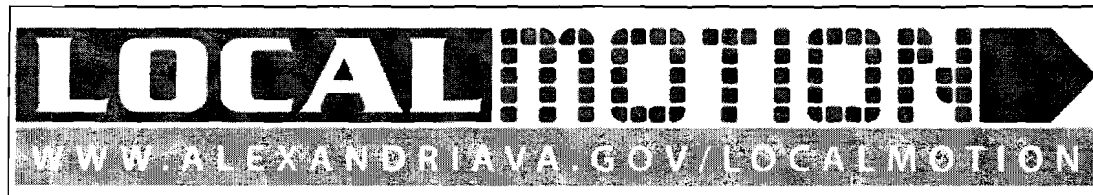


6. Transit Analysis Study

- **Description:** Conduct a study of the effectiveness of all transit services being provided in Alexandria (WMATA, DASH, and Private Shuttles) , and to suggest service change options which will provide better transit services to the City's residents.
- **Project Cost:** \$500,000
- **Funding Request:** \$500,000 in FY2015

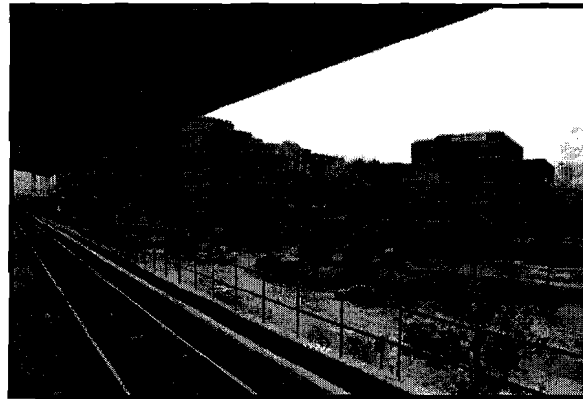
7. Transportation Demand Management (TDM) Programs (Operating)

- **Description:** Funding for operating costs of existing TDM program to promote non-SOV travel using electronic outreach, events and education; and to monitor the effectiveness of these efforts. Consistent with Transportation Master Plan and Eco-City Charter.
 - **Schedule:** Ongoing
- **Project Cost:** Provides additional TDM services, consistent with the Long Term TDM Plan, beyond the basic TDM funding provided annually by the Virginia Department of Rail and Public Transportation
- **FY2012 Funding RequestS:** \$700,000 in FY 2013, \$500,000 in FY2014, \$510,000 in FY 2015, \$530,000 in FY2016, \$760,000 in FY2017, and \$560,000 in FY2018.



8. Braddock Road Metro Multimodal Tunnel (Study and Capital)

- **Description:** Project would study Braddock Metro area to develop preliminary designs and probable costs for tunnels and shared-use paths to improve multimodal access and improve mobility options to the station.
 - **Schedule:** To begin in FY2015
- **Project Cost:** Project currently estimated at \$1,150,000
- **FY2013-2017 Funding Request:** \$600,000 in FY15 and \$550,000 in FY16.



9. Parking Technologies

- **Description:** This project will fund various techniques for improved parking management and will fund the installation of multi-space meters, real-time parking management, performance parking implementation, and/or pay-by-phone parking as a means of cutting emissions.
- **Project Cost:** Expenses noted below.
- **FY2013-2017 Funding Requests:** \$250,000 in FY2015, \$260,000 in FY2016 , \$270,000 in FY2017, and \$280,000 in FY2018.

