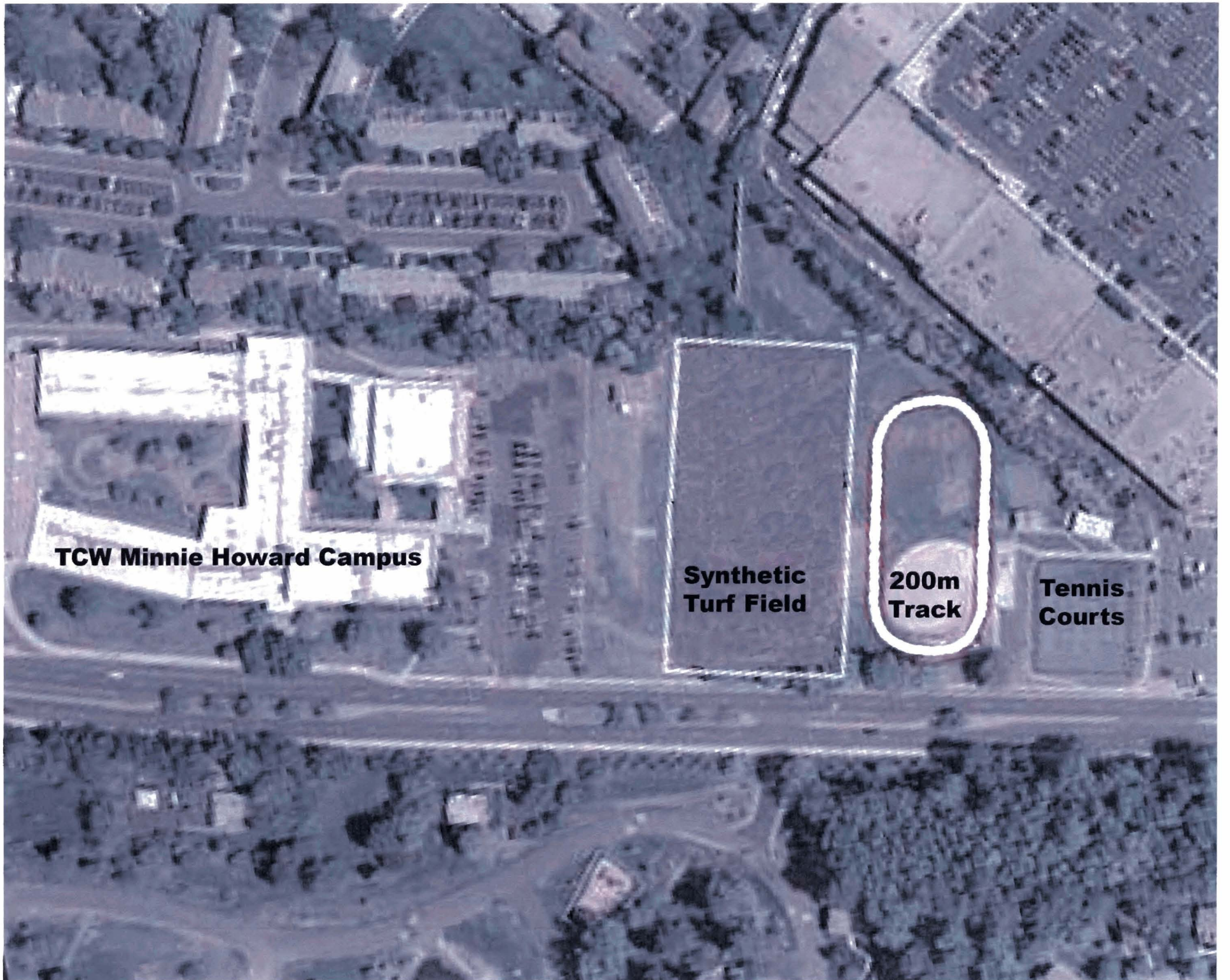


Gary Carr

2

4-18-09





TCW Minnie Howard Campus

**Synthetic
Turf Field**

**200m
Track**

**Tennis
Courts**

2
4-18-09
1

POSSIBLE SOLUTIONS TO ALEXANDRIA TRANSIT REVENUE SHORTFALLS

TO:

Honorable William D. Euille, Mayor, City of Alexandria (& WMATA board member)

Vice Mayor Redella "Del" S. Pepper

Councilman Ludwig P. Gaines

Councilman Rob Krupicka

Councilman Timothy Lovain

Councilman Paul Smedburg

Councilman Justin Wilson

City Manager James K. Hartmann

Richard Baird, Director of Transportation & Environmental Service, City of Alexandria

Thomas Culpepper, Deputy Director of Transportation & Environmental Service, City of
Alexandria

James Maslanka, Division Chief of Transit, City of Alexandria

Sandy Modell, General Manager of Alexandria Transit Company (DASH)

THIS DOCUMENT INCLUDES:

1. COMMENTS MADE BY LINDA D. LEE AT CITY COUNCIL MEETING 4/18/2009.

REQUESTED BY MAYOR EUILLE.

2. OTHER TRANSIT RELATED ISSUES I DID NOT GET TO DISCUSS AT MEETING.

COMMENTS MADE BY LINDA D. LEE AT CITY COUNCIL MEETING 4/18/2009:

1. We **NEED** our transit service.

2. On 4/18/2009 I made the rounds of Congress to meet with staff members of

Virginia Representative James Moran

Virginia Senator Jim Webb

Virginia Senator Mark Warner

to discuss our concern as transit riders (especially those of us who don't have cars) about the proposed cuts to City of Alexandria **DASH** and **Metrobus 10A** service. Also, to discuss the suddenness with which cuts came up and the lack of official information available about those cuts and how it was released to us.

HISTORY: I found out about the AT2 on Monday, 4/13/2009 from one of the DASH Bus drivers. On Tuesday evening, 4/14/2009, I found out about the 10A service cuts from flyers left at BRADDOCK ROAD METRO by the Kaplans (David & Kim)). On Wednesday evening, I met the Kaplans at the WMATA Board Meeting in the Arlington County Council Chambers, where we all spoke on keeping the 10A service and began planning our strategy for saving our transit.

3. Ideas I put forth for increasing DASH revenues (which Mayor Euille liked):

a. **DASH DAY/WEEKEND PASSES** to be sold at Ramsey House Visitors' Center, the Lyceum, and hotels in the city. (DC Circulator sells day passes from the parking meters). Sandy says **DASH PASSES** are a good revenue source for DASH, but **MONTHLY DASH PASS** sales are down, because:

1. **METRO** does **NOT** accept them;
2. Many people are using **SMARTRIP**.

b. Complimentary hotel Transit Package with **METRO SMARTRIP CARD**, perhaps with a scene from Alexandria (like the **OBAMA** cards), the funding to go to Alexandria Transit. This would allow the tourists the advantages of **SMARTRIP** and help our city transit funds too.

OTHER ISSUES I DID NOT GET TO DISCUSS:

1. **SECURITY/SAFETY** getting to and from BRADDOCK METRO in the evening (after dark). I live just a few blocks from BRADDOCK METRO, but I choose to go to the PENTAGON STATION and wait 30 MINUTES for the 9A METROBUS, rather than get on the 10A that is sitting there. Why? Because it is not safe for me to walk home from BRADDOCK METRO. In fact it is NOT SAFE for ANYONE!! The alley north is not well lit. The south side (towards KING STREET METRO) is well lit, but still not safe (a cabbie was murder there not long ago.) We need buses running at night to get us to our neighborhood safety zone (where we feel safe to walk).

POSSIBLE SOLUTION: Perhaps a DASH CIRCULATOR BUS to circulate the neighborhoods in old town, after the regular DASH buses go to bed, and to run until the METRORAIL closes for the night.

POSSIBLE ROUTE: Leave BRADDOCK METRO, follow current AT2 route to POWHATAN ST. Follow POWHATAN ST to SLATERS LANE (this allows residents of Potomac Greens to have a safe walk home too.) pick up AT4 route to SOUTH PAYNE ST. Continue on SOUTH PAYNE ST to KING ST. Head NORTH on KING ST to KING ST METRO. Leave KING ST METRO heading SOUTH on KING ST to WEST ST. Turn left on to WEST ST, follow WEST ST to BRADDOCK METRO. Perhaps, also have a bus going in the reverse direction.

Might this route be a possible midday/weekend route also?

2

4-18-09

Smart Grid Presentation
Before the city of Alexandria Council
April 18, 2009, 9:30 AM by
Raymond V. Petniunas-703-212-4926

1. Introduction

The American Recovery and Reinvestment Act of 2009 has allocated \$4.6 Billion for investments in the Smart Grid. Local Governments with utilities can organize community programs for a Smart Grid and apply to the Department of Energy (DOE) for Stimulus Funds.

2. Recommendation

I would suggest that this Honorable Council consider an Alexandria Community Plan for a Smart Grid program with Dominion Power. This Smart Grid program could also be integrated with the Eco –City Alexandria conservation programs.

3. What is a Smart Grid?

The Smart Grid applies high-speed information technology to today's electrical system, allowing monitoring by the utility and its customers of real time information. It allows consumers to control the use of electricity, when to use it, and reduce its cost. Through smart meters, consumers are aware of the hour-by-hour costs of electricity.

For the Utility, it allows its control over the grid and the local delivery area. It allows the Grid to monitor all electricity to the customer from transmission lines, all the way up to the generator, and their utility systems. The process would include monitoring all appliances, plug in vehicles, transmission lines, and thus allowing better control of the electric system, making it more efficient.

4. Components of a Smart Grid

There are several components to a Smart Grid. Please see the attachment. These components:

a. Combine present today's electricity grid with high speed

1. Utility Resource Consulting Inc.
Alexandria, VA

- technology communications networks for better interaction between the customer, the utility, and the grid
- b. Provide customers real-time pricing and usage information (Smart Meters)
 - c. Include sensors that provide electricity readings throughout the system and allow quicker restoration of electricity outages
 - d. Reduce transmission congestion for more efficient electricity flow
 - e. Allow plug in electric vehicles to charge their batteries from the grid; and allow them to charge the grid, when needed, thus creating revenues for the City of Alexandria
 - f. Allow connection to renewable resources such as wind and solar, which can also charge the grid

5. Benefits of a Smart Grid

There are several benefits to the utility and to the consumers. These benefits include:

- a. Lower carbon footprint in Alexandria
- b. Lower electricity rates for Alexandria businesses/consumers
- c. Business/consumer demand management control
- d. Greater grid and local system reliability
- e. Job creation in Alexandria

6. Future Process:

Again, I recommend the City Council consider a community plan with Dominion Power and create goals and objectives for the Smart Grid with the Eco-City Alexandria Plan. The City should work with Dominion Power, which can get funding from the Stimulus Bill to create an Alexandria Smart Grid. This would go a long way to create a futuristic model electric city for Alexandria.

7. Results:

Create reduced carbon footprint in Alexandria, and in the long term, create a carbon free model city.

The Smart Grid Can Deliver

