

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 7, 2010

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER *J*

SUBJECT: CONSIDERATION OF FY 2012 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ) AND REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) PROJECT FUNDING REQUESTS

ISSUE: Consideration of the FY 2012 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Project funding requests.

RECOMMENDATION: That City Council:

1. As recommended by the City's Transportation Commission, approve transportation projects discussed below as those projects for which the City of Alexandria will request CMAQ and RSTP grant funding totaling \$4.19 million for FY 2012; and
2. Authorize the City Manager to apply for these grants, and give him permission to enter into necessary agreements with the State to accept any of these grants that are provided by the Commonwealth.

DISCUSSION: Every year the Commonwealth allocates Federal CMAQ and RSTP money to our region, which the jurisdictions within the NVTa distribute among themselves. These funding allocations 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 substantial amounts of CMAQ and RSTP funding in recent years, as is shown in the following table:

<u>Fiscal Year (FY)</u>	<u>Alexandria Funding</u>
FY 2007	\$3,850,000
FY 2008	\$3,520,000
FY 2009	\$3,080,000
FY 2010	\$2,490,000
FY 2011	\$2,500,000

While it is not likely, based on prior year grants, that all \$3.93 million in City projects will be funded in FY 2012, it is important to put an aggressive funding request forward to garner as much funding as possible.

CMAQ funds are allocated to regions throughout the country that are not meeting Clean Air Act regulations, like the Washington metropolitan region. 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. The City's recommendations must be made to NVTA by September 24, 2010. This year the City's Transportation Commission was pivotal in developing the recommendations for this docket item. 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 in this report.

By the deadline of September 24, 2010, the City of Alexandria needs to submit to the Northern Virginia Transportation Authority (NVTA) a set of proposed projects to be funded by CMAQ and RSTP funds. 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 NVTA Board for approval. These recommendations will be forwarded to the Commonwealth Transportation Board, which will approve the projects by next June.

This year, the Alexandria Transportation Commission participated in developing the recommendations which are set forth in this docket item.

The Commission used the following factors to prioritize the projects:

- Livability
- Connectivity
- Land Use
- Multimodal Choices
- Improving Aging Infrastructure
- Use of Technology
- SOV Reduction
- Safety Improvement
- Potential for Obtaining City Funding for the Project
- Impact on Operating and Maintenance Costs
- Urgency of the project

SUMMARY: The following projects (Funding request of \$3,930,000) are recommended for funding in the following priority order.

FY 2012 RSTP/CMAQ Funding Request

Tier I Requests					
Project	Total	Federal Funds	State Match	Local Match	Prior Grant Funding
1. Preliminary Engineering of Exclusive Transitway Improvements	\$240,000	\$192,000	\$48,000	0	\$1,900,000 (4 Years)
2.DASH Bus Acquisition	\$1,300,000	\$1,040,000	\$260,000	0	\$1,800,000 (1 Year)
3. Transportation Demand Management Analysis and Initiatives/Transit Store	\$400,000	\$320,000	\$80,000	0	\$1,200,000 (5 Years)
4. Bike Racks on DASH Buses	\$180,000	\$144,000	\$36,000	0	\$100,000
5. Bicycle Parking at Major Transit Stops	\$380,000	\$304,000	\$76,000	0	\$0
6. Holmes Run Pedestrian/Bicycle Tunnel Construction, Phase II	\$500,000	\$400,000	\$100,000	0	\$510,000 (2 Years)
7.Bicycle Sharing Initiative	\$180,000	\$144,000	\$36,000	0	\$0
8. Eisenhower Platform Extension	\$500,000	\$400,000	\$100,000	0	\$3.6 million FTA and DRPT funds- No RSTP or CMAQ
9. Braddock Road Metro Multimodal Connections	\$250,000	\$200,000	\$50,000	0	\$0
TOTALS	\$3,930,000	\$3,144,000	\$786,000	0	N/A

FISCAL IMPACT: The proposed projects do not require local matching funds from the City. The match will be provided by the Commonwealth.

STAFF:

Mark Jinks, Deputy City Manager
 Bruce Johnson, Chief Financial Officer
 Richard J. Baier, P.E., LEED AP, Director, T&ES
 Abi Lerner, Deputy Director of Transportation and Transit, 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

RSTP/CMAQ APPENDIX

Nine projects are proposed for CMAQ or RSTP funding in FY 2012. These are briefly described below, in priority order:

1. Preliminary Engineering of Exclusive Transitway Improvements

The City of Alexandria adopted a new version of the transportation element of the City's Master Plan in the fall of 2007. One of the key recommendations in the Plan is to study and implement exclusive transitways in three key travel corridors in the City. When implemented, transitways will enable transit vehicles on them to travel faster than on general purpose roadway lanes, thus making transit more attractive to the users of the transportation facilities in the City.

The Transportation Commission ranked this project as the first priority on its list of recommendations and recommends that \$240,000 be allocated to this project. This will supplement the previously approved \$1.9 million in grant funding for this ongoing long term project.

2. DASH Bus Acquisition

For DASH to maintain its fleet, the fleet must be replaced its after their useful life has been reached. In addition, new buses are added to address high demand on existing routes and to serve new transit markets. DASH needs to replace seven vehicles in FY 2012.

The Transportation Commission recommended that the buying of two replacement buses for DASH for \$1.3 million be second priority for CMAQ/RSTP projects.

3. Transportation Demand Management Advancement

The City's Transportation Demand Management program is tasked with the goal of reducing the number of single person occupied vehicles (SOV's) during peak travel times. To do this, the program has developed an extensive set of techniques to convince City residents and City employees to use such modes as transit, carsharing, teleworking, and methods of ridesharing. Staff monitors the effectiveness of these services extensively and will produce a long range plan over the next year to outline the programs goals and activities.

Also under the TDM umbrella is funding the operations of the City's transit store. This has occurred through the use of RSTP funds since the store opened in 2002. Another set of funds, through this grant, will keep the store in operation providing transit assistance and transit media.

The Transportation Commission decided to recommend that this program receive \$400,000 as the City's third priority. These funds will supplement \$1,200,000 of funds previously awarded to this ongoing program.

4. Bike Racks on Buses

Currently, the Alexandria Transit Company (DASH) is the only system in the Metropolitan Washington area that does not provide bike racks on its buses. Bus racks are mounted on the front of the bus, and fold up when not in use. Racks can hold two or three bicycles securely. Providing bicycle racks on buses helps encourage more multimodal trips, expands ridership, and improves bicycle access.

Bicycle racks for buses range in cost, but staff estimates a cost of \$4,000 per bus for the equipment, installation, and training.

A bike-on-bus program for the Alexandria Transit Company would cost \$280,000. In FY 2011, the City received \$100,000 of RSTP funds for this project. The Transportation Commission determined that this project should fund the remaining \$180,000. This project was ranked as the fourth priority.

5. Bicycle Parking at Major Transit Stops

Bicycle commuting has risen dramatically 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 Metro stops. These shelters range in size from 10'x20' to 10'x40' and are designed to provide a low-cost, high-capacity solution that will also encourage short bicycle trips to complement public transit usage. A complete program to implement bicycle parking improvements at all major transit stops in Alexandria would be \$550,000. However, the City proposes to begin the program with pilot installations at two or three heavily-used locations for \$380,000. The Transportation Commission ranked this \$380,000 project as its fifth priority.

6. Holmes Run Pedestrian/Bicycle Tunnel Construction, Phase II

The Holmes Run greenway provides access under Interstate 395 and Van Dorn Street via two tunnels. These tunnels were originally service tunnels and have only recently been adapted for use by bicyclists and pedestrians. However, the tunnels are in a serious state of disrepair. During periods of heavy rains, the tunnels flood, ruining the lighting and depositing sediment and debris onto the fair weather crossing of Holmes Run. Seepage from adjoining concrete embankments creates water hazards. The tunnels are extremely small, presenting both real and perceived safety hazards for users and vandalism is common.

An engineering study has begun to determine exactly which improvements will be needed to improve this important regional resource. The City has \$510,000 from previous RSTP/CMAQ allocations. The Transportation Commission recommended that that this project for \$500,000, be assigned the sixth priority.

7. Bicycle Sharing Initiative

Bicycling is a practical, cost-effective and efficient way to move through Old Town and Carlyle/East Eisenhower areas of Alexandria which are both compact, dense areas of mixed use development with many low-speed streets and existing on- and off-street bicycle facilities and parking. While the City is making improvements on many fronts to encourage more sustainable transportation choices, one major goal in the City's new Transportation Master Plan is to implement a pilot bicycle sharing program. Public bicycle rental programs (also known as "bike sharing") aim to provide short-term bicycle rental available at unattended urban locations.

A Bicycle Sharing Pilot Initiative would seek to identify an appropriate bike sharing technology and up to 25 locations in Old Town and Carlyle for bike sharing stations, to accommodate as many as 500 bikes. While the pilot initiative would primarily provide feasibility information and make key recommendations about future development, it should provide the option of implementing a pilot project in either Old Town or Carlyle. The Transportation Commission recommended that this \$180,000 project receive the City's seventh highest priority. This project is also part of a regional bike sharing program for which a TIGER II Grant Application was submitted for funding by the Transportation Planning Board in August, 2010.

8. Eisenhower Platform Extension

The Eisenhower East area of Alexandria recently has begun to transform itself into a new town within a town. The latest ridership estimates show that the station will grow from handling approximately 4,000 trips per day to over 10,000 trips per day. Since much of this activity is north of Eisenhower Avenue, and the current Metro station is south of this roadway, the addition of another station entrance north of Eisenhower Avenue is required to minimize the number of conflicts between pedestrians using the station and motor vehicles.

The City has previously received \$3.6 million from FTA Section 5309 funds and matching Commonwealth funds for this project. This project is estimated to cost \$20,000,000. The Transportation Commission recommended that this project as its eighth priority and should receive \$500,000.

9. 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. The Transportation Commission recommends that this \$250,000 project receive the City's ninth priority.

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**Docket Item #24:
CMAQ/RSTP funding**

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 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.**

CMAQ/RSTP Process

- July– Transportation Commission reviews candidate projects
- September – Transportation Commission completes review, holds public hearing and makes recommendations to City Council
- September – City Council consideration
- September 24, 2010– Project(s) due to NVT A for consideration

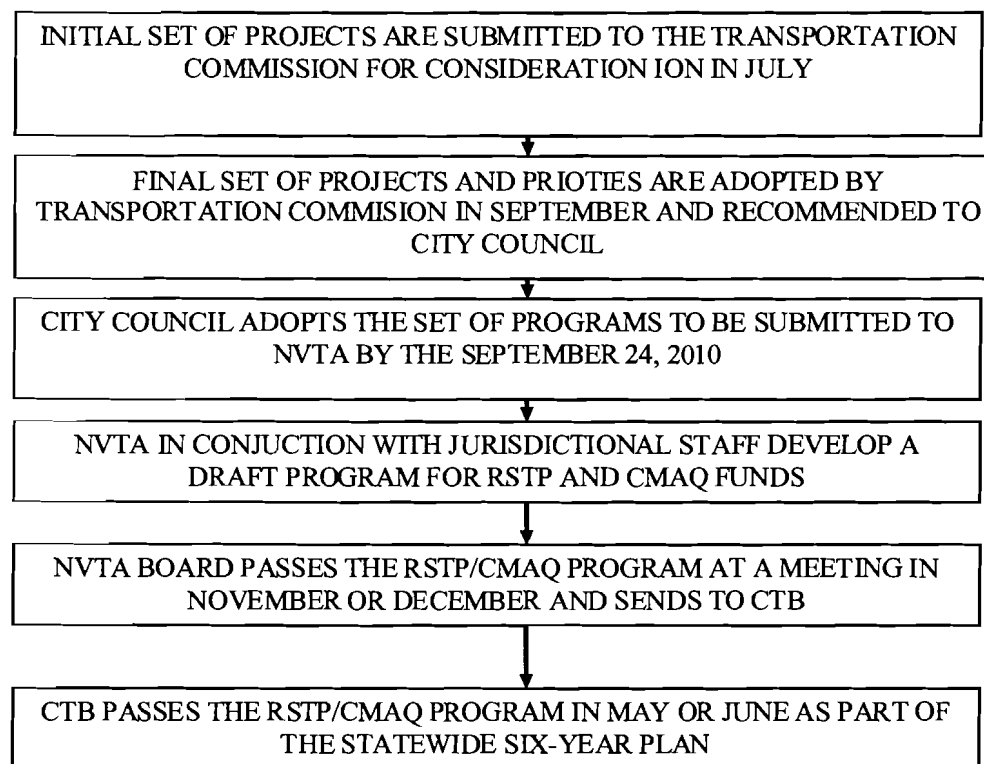
CRITERIA USED TO RANK CANDIDATE RSTP-CMAQ PROJECTS

The Commission used the following factors to prioritize the projects:

- Livability
- Connectivity
- Land Use
- Multimodal Choices
- Improving Aging Infrastructure
- Use of Technology
- SOV Reduction
- Safety Improvement
- Potential for Obtaining City Funding for the Project
- Impact on Operating and Maintenance Costs
- Urgency of the project

RSTP/CMAQ PROCESS

RSTP/CMAQ DECISION PROCESS



FINAL RSTP-CMAQ RECOMMENDATIONS

	Project	Pre-FY2011 Grant Funding	FY2011 Request	FY2011 Funding	FY2012 Request
1.	Exclusive Transitways	\$1,400,000	\$600,000	\$500,000	\$240,000
2.	DASH Bus Replacement	\$0	\$3,000,000	\$1,800,000	\$1,300,000
3.	TDM Programs	\$1,100,000	\$300,000	\$100,000	\$400,000
4.	Bicycle Racks on Buses	\$0	\$280,000	\$100,000	\$180,000
5.	Bicycle Parking/Metro	\$0	\$380,000		\$380,000
6.	Holmes Run	\$510,000	\$500,000	-	\$500,000
7.	Bicycle Sharing	\$0	\$500,000	-	\$180,000
8.	Eisenhower Ave Station	\$3,600,000	\$500,000	-	\$500,000
9.	Braddock Metro Tunnel	\$0	\$250,000	-	\$250,000
Totals		N/A	\$6,310,000	\$2,500,000	\$3,930,000

1. Preliminary Engineering of Exclusive Transitways (Study)

- **Description:** Funding to study/design the three citywide transit corridors that were identified in the Transportation Master Plan.
 - **Schedule:** The first study is underway; this request would provide ongoing funding for planned additional studies of the three corridors
- **Project Cost:** Project currently funded at \$1.9 million. Total project cost is undetermined.
- **FY 2012 Funding Request: \$240,000**
 - Partial funding possible for this project

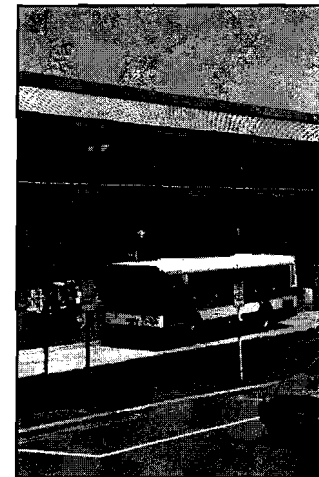
CMAQ/ RSTP Project History		
FY	Funded	Amount
2011	Yes	\$500,000
2010	Yes	\$100,000
2009	Yes	\$800,000



2. 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.
- **FY2012 Funding Request:** \$1,300,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History		
FY	Funded	Amount
2011	Yes	\$1.8M
2010	No	\$0
2009	No	\$0

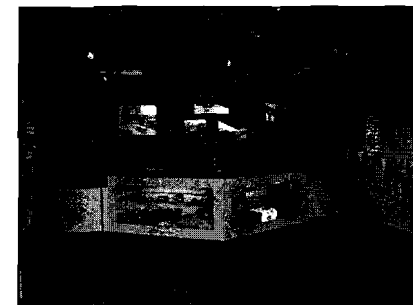


3. Transportation Demand Management (TDM) Programs (Operating)

- **Description:** Funding for operating costs of existing TDM program and Transit Store 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:** \$700,000 annually (a Virginia Dept. of Rail and Public Transportation grant provides baseline operating costs). \$300,000 bi-annually for Transit Store operations.
- **FY2012 Funding Request:** \$400,000 in CMAQ/RSTP provides necessary funding for Transit Store operations and TDM program support.
 - Partial funding possible for this project.

CMAQ/ RSTP Project History

FY	Funded	Amount
2011	Yes	\$100,000
2010	Yes	\$150,000
2009	Yes	\$300,000



4. Bike Racks for Buses (Capital)

- **Description:** Bicycle racks to be placed on DASH buses, which is the only bus system in DC urban core without racks. Bike-on-Bus trips are increasing regionally because of improved multi-modal connections. Racks were not previously installed on DASH buses because the old bus barn did not have space or facilities to wash buses. Project partially funded in FY2011.
- **Schedule:** Installation targeted for FY2012
- **Project Cost:** \$280,000. Based on recent installation costs in Fairfax County of \$4,000/bus plus contingency.
- **FY2012 Funding Request:** \$180,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2011	Yes	\$100,000
2010	No	\$0
2009	No	\$0



5. 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 FY2012. Installation of modular stations can begin 7-8 weeks after project funding and agreements are in place.
- **Project Cost:** New project. \$380,000. Based on manufacturer’s estimate of \$90,000/unit plus contingency.
- **FY2012 Funding Request: \$380,000**
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2011	No	0
2010	No	0
2009	No	0



6. Holmes Run Pedestrian/Bicycle Tunnel (Capital)

- **Description:** Improve existing grade-separated crossings of I-395 and Van Dorn St. to address accessibility, safety (crime and travel) and promote regional connectivity
 - **Schedule:** Design/Engineering of 30% plans to begin in 2010.
- **Project Cost:** Project currently funded at \$510,000. Estimated at \$3-4 million for design and construction.
- **FY2012 Funding Request: \$500,000**
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2011	No	\$0
2010	No	\$0
2009	Yes	\$260,000

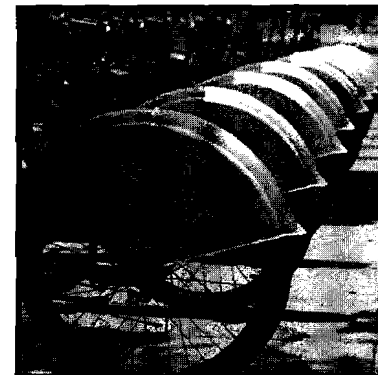


7. Bicycle Sharing Initiative (Capital)

- **Description:** Provides short-term bicycle rental from unattended urban locations near Metro. Alexandria’s program would 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 FY2012
- **Project Cost:** \$10 million for regional program. Based on proposal to provide capital funding for five years and operating for two years.
- **FY2012 Funding Request:** \$180,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2011	No	0
2010	No	0
2009	No	0



8. Eisenhower Ave Platform Extension (Capital)

- **Description:** This project would construct a new platform on the north side of Eisenhower Avenue at the Metro Station to help accommodate a projected increase to more than 10,000 riders daily from the current level of 4,000 daily. The platform would improve access to the station by reducing street level conflicts at Eisenhower Avenue and providing an entrance more proximate to Carlyle.
 - **Schedule:** TBD
- **Project Cost:** Funding in the amount of \$3.6 million is in place from FTA and Virginia DRPT. Total cost of project is \$20 million.
- **FY2012 Funding Request:** \$500,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History

FY	Funded	Amount
2011	No	0
2010	No	0
2009	No	0



9. Braddock Road Metro Multimodal Tunnel (Study)

- **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 FY2012
- **Project Cost:** New project currently estimated at \$250,000
- **FY2012 Funding Request:** \$250,000
 - Partial funding possible for this project

CMAQ/ RSTP Project History		
FY	Funded	Amount
2011	No	0
2010	No	0
2009	No	0

