

Transportation Commission

May 18, 2022

7PM

City Council Workroom and Electronic



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)



Public Comment Period

Agenda Item #1



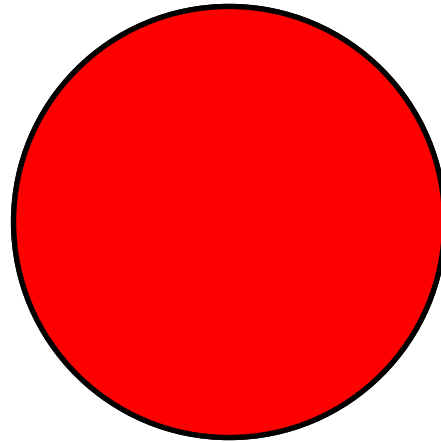
Public Comment

- For speakers not discussing items related to the public hearings.
- For virtual attendees:
 - 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: April 20, 2022

Agenda Item #2



Draft Long-Range Plan (LRP) Commissioner Scores Public Hearing

Agenda Item #3



Long Range Transportation Plan (LRP)

LRP- *Unconstrained* list of transportation projects, programs and studies

1. Project List – capital projects which are not funded (prioritized by the Transportation Commission)
2. Studies List
3. Developer Contingent Project List



2022 Schedule

April

Review LRP Process and Projects List

- Introduction at Retreat and Review Scoring Criteria
- Project List Review at Commission Meeting

May

Discuss draft LRP/Scores

- Receive Commissioner Scores by May 9
- Staff Compile Commissioner and Staff Scores
- Present Draft Ranked List at Public Hearing (May 18)
- Move to bring to June hearing for Adoption

June

Consider for Adoption

- Present final LRP at Public Hearing



Draft Project Scores

Project ID	2018 Rank	2020 Rank	2022 Rank	Name	Oscar Gonzalez	Casey Kane	Jody Manor	Bruce Marsh	Jim Maslanka	Melissa McMahon	Bill Pugh	Draft Average Score
P-13	2	2	1	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	71	54	75	64	67	59	57	63.9
P-14	5	6	2	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	66	54	65	64	63	61	57	61.4
P-5	12	4	3	Sanger Avenue Bridge	68	55	62	62	68	53	60	61.1
P-20 (New)	NA	NA	4	I-395 Bicycle and Pedestrian Bridge	65	51	63	63	56	61	64	60.4
P-22 (New)	NA	NA	4	Safe Routes to Schools Walk Audit Recommendation Implementation	53	56	63	62	67	62	60	60.4
P-1	3	3	6	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	68	54	59	65	60	58	58	60.3
P-17	NA	5	7	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	66	52	69	58	63	53	55	59.4
P-23 (New)	NA	NA	8	Vision Zero High Crash Intersection Improvements	69	55	63	60	52	57	58	59.1
P-3	11	7	9	Madison Street Bike facility	70	51	67	60	52	54	56	58.6
P-21 (New)	NA	NA	9	Telegraph Road Bicycle & Pedestrian Connection	63	53	63	60	55	60	56	58.6
P-12	17	12	11	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	68	51	63	61	54	55	54	58.0
P-19 (New)	NA	NA	11	Union Street Pedestrian and Safety Enhancements	65	50	75	54	54	51	57	58.0
P-2	10	13	13	Commonwealth Avenue non-motorized bridge	68	48	63	63	53	55	51	57.3
P-4	14	10	14	Non-motorized bridge over Cameron Run	68	48	63	63	48	51	58	57.0
P-11	15	9	15	Connection between Potomac Yard Park to Mount Vernon Trail	68	51	63	59	49	52	53	56.4
P-16	NA	11	16	Interim Bike Facility on Eisenhower Ave	68	54	63	56	43	53	57	56.3
P-10	9	14	17	Norfolk Southern Rail spur in OTN converted into multi-use path	62	49	63	57	58	53	50	56.0
P-18	20	19	18	I-395 access to West End Town Center	39	43	63	57	54	51	53	51.4
P-14	8	18	19	Commonwealth Ave. Green Street	53	49	63	52	36	52	52	51.0
P-6	18	17	20	S. Van Dorn Intersection Improvements	39	45	63	51	45	46	41	47.1
P-8	19	16	21	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	29	44	63	50	42	45	53	46.6

Tier 1 High priority for Staff
Tier 2 Medium priority for Staff
Tier 3 Low priority for Staff

Discussion

- Did you have any questions about a project that made you unsure how to score it?
- Do you have any questions about any of the staff tiering?
- Does your individual ranking of any project vary significantly from the group?
 - Do you want to ask questions of why others scored a certain project a certain way?
 - Do you want to change any of your scores?
- Does the prioritization align with larger City goals (equity, sustainability, pandemic recovery, maintaining infrastructure)?



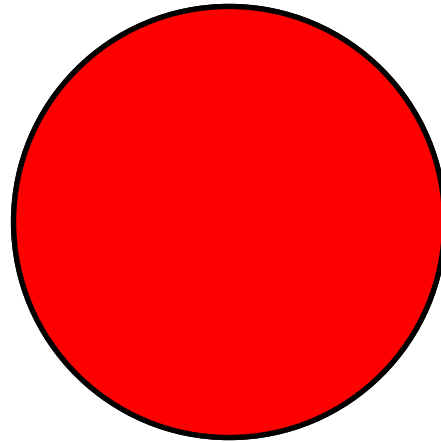
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Recommendation

- The Transportation Commission move to update draft project scores as discussed and to docket the 2022 Long Range Plan for adoption at the June 15 Transportation Commission meeting.



DOT Paratransit Update

Item #4





ALEXANDRIA

DOT

Paratransit Program
Update

Transportation
Commission

May 18, 2022

Alexandria DOT is the City's public transportation service for City residents who can't use regular public transit due to their disability.

Begin in 1984, service only within Alexandria

Modified in 1993 to meet ADA requirements, service area expanded

Operated by the City, not DASH or WMATA

Similar service, but separate from MetroAccess (WMATA's paratransit program)



Program Overview

Managed by T&ES with contractor Support:

- Senior Services - reservations
- Diamond-National Express Transit – transportation provider
- Via – Data & Technology

Service Area

- Alexandria
- Arlington County
- Fairfax County
- City of Falls Church
- City of Fairfax

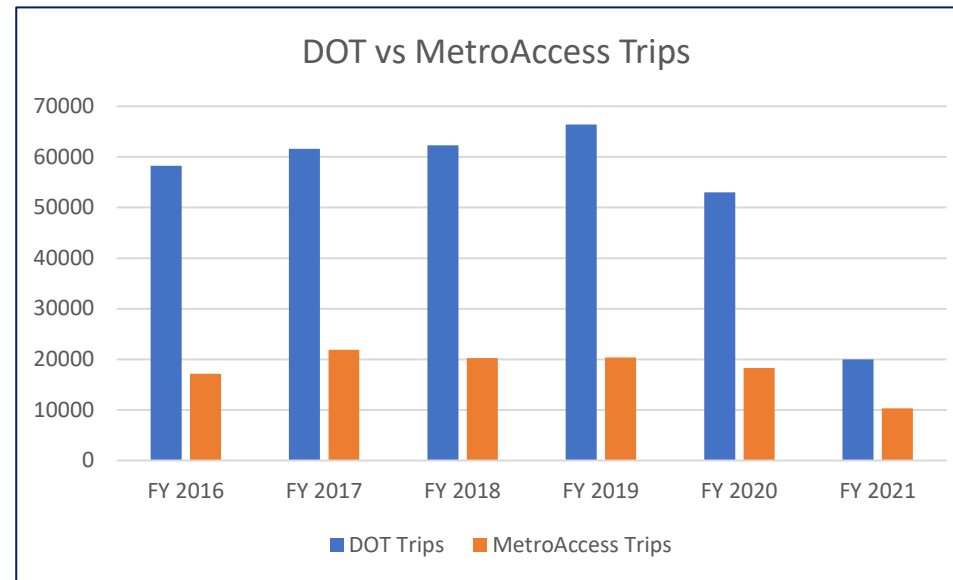
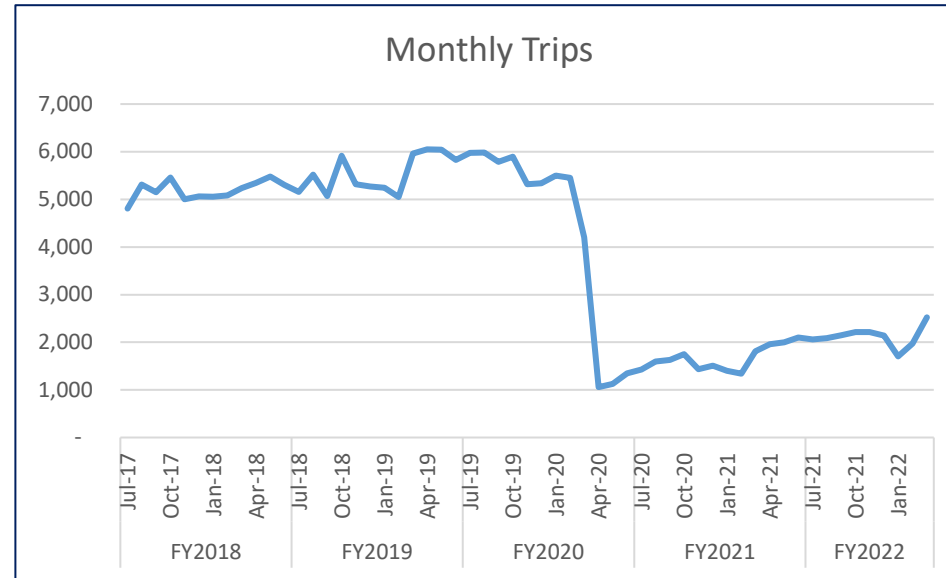
Fares

- Within Alexandria – Free (*as of Sept 2021*)
 - Up to 5 miles outside City - \$4
 - More than 5 miles outside City - \$6
-

Program Stats: Trips

- Distribution of trips*
 - 70% within Alexandria
 - 21% within 5 miles
 - 9% more than 5 miles
- Types of trips*
 - 80% Ambulatory
 - 20% non-ambulatory

*Based on Pre-COVID trips



Program Stats: Clients

~1,900 Clients certified

~500 Active Clients (*Prior to COVID*)

Median age – 71

26% require a wheelchair accessible vehicle

70% female

30% male



Client Feedback

Transportation to/from **Medical Appointments** is the most common trip type, followed by **Personal Errands**

95% of clients providing feedback felt **safe** in the vehicles and that they were **clean**

Majority of clients providing feedback would like to see the program **expand to DC**, followed by Prince William County

79% of clients still **prefer to call** for reservations, but 21% would use an app or website



Key Budget Numbers

FY 22 Operating Budget -
\$1.6 million

Revenue Impact of fare-free
DASH service ~\$75,000

Per Trip Cost - \$51

MetroAccess Per Trip Cost -
\$152



Challenges

Program has not been updated in several decades

Number of clients increases as population ages

Cost of the service is increasing (*MetroAccess too*)

Inefficient reservation and routing process

Limited reporting and data



Alexandria Mobility Plan

Policy – Make Transit Easier To Use



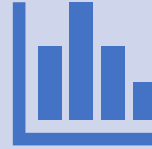
Strategy 7. Modernize the paratransit program for the city's aging population

Actions

- Develop more customer-friendly service that is scalable for increased demand
- Identify opportunities to improve cost-effectiveness for long-term program management for DOT Paratransit and MetroAccess services
- Explore partnerships with existing City services, neighboring jurisdictions, and on-demand service providers to improve the effectiveness and efficiency of serving the travel needs of seniors and persons with disabilities



Progress toward Modernizing the DOT Program



Winter 2021 - CivStart
Partnership with Stae to
analyze existing client and
trip data



Summer 2021 Request for
Proposals for Service
Provider and Reservation
and Client Management
Software



Upcoming Changes

Partnership with VIA for Reservation Management and Routing – launching Summer 2022

- Online bookings & an app
- Better reporting features
- More efficient routing
- New client communication features (e.g. texts, certifications)
- Improved client tracking and updating

Improvements with transportation provider - Diamond

- Sub-contracting with UZURV (a TNC)
- More efficient booking process

Expanded service area into Washington, DC – Council Approval June 14

- Potential for future expansions into Maryland and Prince William County



Future Improvements

Look at pricing to incentivize travel behavior (Shared & Off-Peak rides)

Look at trip patterns for potential weekly shuttles

Online certification for eligibility

Travel Training (advances AMP Goal *Supporting Travel Options*)

Exploring potential grant opportunities



Consideration of Endorsement of Low- and No-Emissions Grant Application

Item #5





Background: Grant Information

- **The *Low-No Program*:**

- Supports the transition of transit fleets to the lowest polluting and most energy efficient vehicles.
- Provides funding for the purchase or leasing of zero-emission and low-emission transit buses and supporting facilities.

- **The *Bus and Bus Facilities Program*:**

- Assists in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, or purchasing buses and bus-related facilities.



Selection Criteria

Evaluation Criteria

- Demonstration of need
- Demonstration of benefits
- Planning and local/regional prioritization
- Local financial commitment
- Project implementation strategy
- Technical, legal and financial capacity

Additional Priority Considerations



Grant Requests



- In 2018, the City committed to shifting to an all-electric bus fleet by the year 2037.
- In FY 23 and FY 24, 25 buses (including 5 trolleys) are meeting useful life and need to be replaced (DASH Fleet Replacement plan).
- To replace retiring buses with electric buses (+ associated charging infrastructure) will cost approximately \$30M.
- DASH is ultimately planning for a fleet of up to 140 buses and needs to upgrade the electrical capacity of the existing DASH building to handle the ultimate charging needs for the DASH campus – including the new facility.
- To be strategic and seek max available funding, staff broke requests into projects totaling \$44.7 million scalable up to \$50 million (to account for updated estimates during FTA review).

Summary of Projects

Project Description	Funding Request
Upgrade 15 FY23 replacement buses to electric (includes 5 trollies)	\$17,050,000
Build Electric capacity at DASH Facility	\$10,000,000
Upgrade 10 FY24 replacement buses to electric	\$10,750,000
Upgrade 6 Smart Scale clean diesel buses to Electric	\$2,500,000
Install 16 Chargers to support electric buses	\$2,400,000
Workforce Development	\$2,000,000
Total Cost	\$44.7 Million



Summary of Funding Requests & Costs

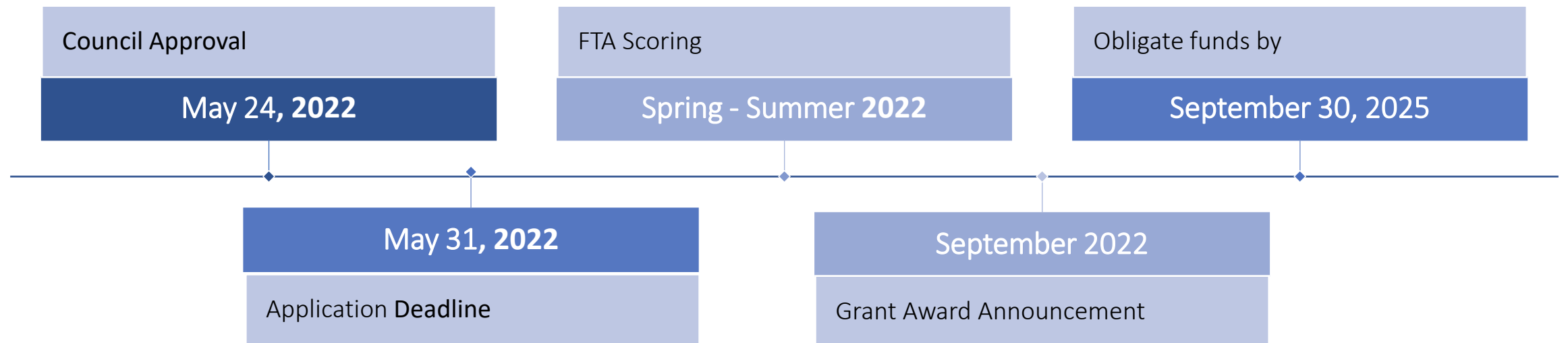
Cost	Funding Requests
Total Project Cost*	\$44.7 Million
Federal Request	\$38.5 Million
Local Match	\$6.2 Million
Available Local Match Sources	DASH Fleet Replacement CIP FY23 - \$5.9m FY24 - \$4.8m

* Requesting authorization for up to \$50 million to account for new costs as project is further refined





Next Steps



Recommendation

- That the Transportation Commission provide a letter of endorsement to City Council for the Low and No-Emissions Grant Application



Commissioner Updates

Agenda Item #6



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
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Items for Consent

Agenda Item #7



Other Business



Adjourn Transportation Commission Meeting

Next meeting: June 15, 2022

