



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

*Agenda item # 7*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

March 21, 2019

#### MOTION

**Made By: Ms. Hynes, Seconded By: Mr. Johnsen**

**Action: Motion Carried, Unanimously**

**Title: Addition of a Public Transportation Project to the Six-Year Improvement Program for Fiscal Years 2019-2024 for the WMATA Platform Improvement Program - Summer 2019 Virginia Supplemental Mitigation Plan**

**WHEREAS**, the Washington Metropolitan Area Transit Authority operates the Metrorail transit system in the National Capital Region, including Northern Virginia; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority has determined that the concrete platforms at 20 of its 45 outdoor Metrorail stations are in need of reconstruction after several decades of constant use and exposure to the elements; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority plans to reconstruct the concrete platforms at the 20 outdoor Metrorail stations in need of repair in a three year capital program beginning in May 2019 with the six Metrorail stations south of Reagan National Airport on the Blue and Yellow Lines in Alexandria and Fairfax County in Northern Virginia; and,

**WHEREAS**, the reconstruction of the six Metrorail station platforms south of Reagan National Airport beginning in 2019 will be the first major capital program of projects that will utilize the new dedicated capital funding approved by Virginia, Maryland and the District of Columbia in 2018; and,

**WHEREAS**, the reconstruction of three of the six Metrorail station platforms south of Reagan National Airport will necessitate the full closure of all six stations and the suspension of all Metrorail service south of the airport from May 25 to September 2, 2019, ("Summer 2019 Metrorail Platform Improvement Project") ; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority estimates that on a typical weekday during the morning peak period about 17,000 commuters originate trips from the six Metrorail stations to be closed during the Summer 2019 Metrorail Platform Improvement Project, which represents approximately eight percent of morning peak period entries system wide; and,

**WHEREAS**, the Washington Metropolitan Area Transit Authority also estimates that, based on past experience, approximately 60 percent of daily Metrorail riders will take advantage of the free substitute bus shuttles that it will operate during the Summer 2019 Metrorail Platform Improvement Project to connect back to Metrorail; and,

**WHEREAS**, the Department of Rail and Public Transportation solicited proposals for additional transportation mitigation strategies that local jurisdictions and transit systems in Northern Virginia could implement with state financial assistance during the Summer 2019 Metrorail Platform Improvement Project; and,

**WHEREAS**, the Department of Rail and Public Transportation evaluated funding requests for 55 transportation mitigation strategies totaling approximately \$5 million from the City of Alexandria, Fairfax County, the Potomac and Rappahannock Transportation Commission, the Northern Virginia Transportation Commission, the Virginia Department of Transportation and Virginia Railway Express/Amtrak; and,

**WHEREAS**, the Department of Rail and Public Transportation recommends that the Board approve the addition of \$3,650,000 to the FY19-24 Six Year Improvement Program to support the proposed transportation mitigation strategies to be implemented in response to the Washington Metropolitan Area Transit Authority's Summer 2019 Metrorail Platform Improvement Project.

**NOW THEREFORE BE IT RESOLVED**, the Board authorizes the use of deallocated project funding of \$3,650,000 for the proposed transportation mitigation strategies to be implemented in response to the Washington Metropolitan Area Transit Authority's Summer 2019 Metrorail Platform Improvement Project.

**BE IT FURTHER RESOLVED**, the Department of Rail and Public Transportation will disburse the funding on a reimbursement basis through its established mid-cycle grant process.

####

## CTB Decision Brief

### **Funding for Summer 2019 Metrorail Platform Improvement Program Mitigation Plan**

#### **Issue:**

The Washington Metropolitan Area Transit Authority (WMATA) plans to suspend all Metrorail service south of Reagan National Airport between May 25 and September 2, 2019 to conduct major station repairs and other construction improvements. Six Metrorail stations in Alexandria and Fairfax County will be closed during this period. WMATA is planning to operate shuttle buses to replicate and mitigate the effects of the suspended Metrorail service. Local jurisdictions and transit providers in Northern Virginia could implement various additional mitigation strategies with the assistance of state funding.

#### **Facts:**

There are 45 outdoor stations with concrete platforms in the Metrorail system. 20 station platforms, including 12 in Virginia, need major repairs after being exposed to constant use and the elements for 35-40 years. WMATA is planning a three year capital program to reconstruct the platforms at these 20 stations. WMATA plans to expedite this work during three summer rail shutdown periods in 2019, 2020 & 2021, which will allow platforms at multiple stations to be worked on at the same time. This is the first major capital program of projects that will use the new dedicated capital funding approved by Virginia, Maryland and DC in 2018.

During summer 2019 WMATA will close six Metrorail stations and suspend all service on the Blue and Yellow Lines south of Reagan National Airport. This service shutdown will coincide with construction of the 395 Express Lanes, further exacerbating potential traffic impacts.

Station platforms in Alexandria at Braddock Road, King Street and Eisenhower Avenue will be reconstructed and reconstruction work will begin at the Van Dorn Street station. While stations at Huntington and Franconia-Springfield in Fairfax County will also be closed, platform reconstruction work at those end line stations will occur in fall 2019 with minimal disruption to Metrorail service. Platform reconstruction at Van Dorn Street will also be completed in fall 2019.

WMATA estimates that about 17,000 commuters enter the six affected stations to begin trips on a typical weekday morning. WMATA also estimates that approximately 60% of daily Metrorail riders will take advantage of free substitute bus shuttles to connect back to Metrorail. During the summer 2019 shutdown period WMATA is planning to implement a comprehensive shuttle bus network to replicate the suspended Metrorail service and mitigate its impacts. WMATA will also increase service on current Metrobus routes in the shutdown area. WMATA will fund the shuttle bus network through a capital cost of contracting agreement. More information can be found at [www.wmata.com/platforms](http://www.wmata.com/platforms).

During WMATA's previous SAFE TRACK program in 2016 & 2017, when various Metrorail segments were fully or partially shut down for several days to a few weeks at a time to allow for track repairs, DRPT provided state funding assistance for 50% of the cost of supplemental transit

services operated by Northern Virginia transit systems as mitigation for those Metrorail service disruptions.

In February 2019, DRPT solicited funding requests for transportation strategies that local jurisdictions and/or transit providers in Northern Virginia could implement to supplement the planned WMATA shuttle bus network as additional mitigation if state funding to pay for such strategies were to be made available. DRPT received and evaluated proposals from the City of Alexandria, Fairfax County, PRTC/Omniride and the Northern Virginia Transportation Commission (NVTC). Additional mitigation strategies that can be implemented by VDOT and Virginia Railway Express/Amtrak were also considered. Funding requests for 55 mitigation strategies totaling approximately \$5 million were submitted for consideration.

In evaluating the proposed strategies, the following goals were considered:

- To provide options to impacted transit riders and those that travel major corridors to minimize a shift to single occupant vehicle use during the shutdown period and beyond.
- To educate local communities on potential changes in travel patterns that may impact normal commuting patterns.
- To manage demand by incentivizing the use of transit, ridesharing, flexible work schedules, and telework.

Strategies were reviewed to ensure that they are realistic, not duplicative and that they complement the mitigation plan developed by WMATA. WMATA and NVTC assisted DRPT with the evaluation of proposed mitigation strategies.

Strategies recommended for funding include:

- Supplemental DASH and Fairfax Connector transit service – including additional peak hour trips, express service, and extended hours of the King Street Trolley
- Alternative modes of transportation including peak hour water taxi service from Old Town Alexandria to the DC Waterfront Metrorail station, enhanced Capitol Bikeshare
- Community outreach and engagement on transportation alternatives, vanpool formation
- Expanded park and ride options, free shuttles from underutilized park and ride locations to VRE stations
- Highway operational enhancements – signal modification, restriping, bus on shoulder, additional police support
- Reduced VRE step-up ticket cost to expand Amtrak usage
- Post-Platform Shutdown Marketing Campaign to bring users back to the system

Upon evaluation of all of the proposed mitigation strategies, DRPT recommends a total Regional Mitigation Strategy Program of \$4.6 million. DRPT has identified \$3,650,000 in deallocated project funding (largely from Northern Virginia projects) to support delivery of the mitigation strategies. DRPT will award funding through its established mid-cycle grant process and funds will be provided on a reimbursement basis. Implementation of the strategies will be monitored continually to allow for real-time adjustments based on utilization.

Additional platform projects are planned for the Orange Line as part of the three year program and will require similar considerations. DRPT will evaluate the effectiveness of the Blue/Yellow Line mitigation strategies in order to apply lessons learned as future projects proceed.

**Recommendation:** DRPT recommends that the CTB approve the addition of the WMATA Regional Mitigation Strategy Program to the FY19-24 Six Year Improvement Program and the allocation of \$3,680,000 in deallocated project funds for transportation mitigation strategies to be implemented in response to WMATA's summer 2019 Platform Improvement Project.

**Action Required by CTB:** Approve the amendment of the FY19-24 Six Year Improvement Program and allocation of deallocated project funds of \$3,650,000.

**Options:** Approve, Deny, or Defer.