

City of Alexandria, Virginia

21
4-9-02

MEMORANDUM

DATE: APRIL 3, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER ^S

SUBJECT: COMMONWEALTH TRANSPORTATION BOARD (CTB) YEAR 2002
REGIONAL FINANCIAL PLANNING AND PROGRAMMING MEETING
(APRIL 15, 2002)

ISSUE: The City of Alexandria's Year 2002 testimony to the Commonwealth Transportation Board for the Regional Financial Planning and Programming Meeting scheduled for April 15, 2002, at Fairfax City Hall.

RECOMMENDATION: That City Council:

- (1) approve the priority listing of transportation projects discussed below for presentation by the Mayor to the Commonwealth Transportation Board (CTB) for the Northern Virginia District at the April 15 financial planning meeting;
- (2) request that staff prepare letters for the Mayor's signature listing the City's priorities to the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT), as appropriate; and
- (3) request that Council support only those VDOT urban construction fund formulas that do not decrease or otherwise lessen the City's current pro-rata share of the State monies.

DISCUSSION: The Commonwealth Transportation Board (CTB) directs the allocation of State and Federal monies from various sources to selected transportation projects. The CTB conducts a series of financial planning and programming meetings (previously titled pre-allocation hearings) each year in every district in the Commonwealth of Virginia. The meetings provide the local governments, regional bodies (including the Northern Virginia Transportation Commission [NVTC], the Transportation Coordinating Council [TCC] and the Washington Metropolitan Area Transit Authority [WMATA]), and interested citizens and organizations a forum to provide input on the transportation needs and priority projects for the coming fiscal year

This year, because of the economic downturn and other factors, the City has been informed by VDOT that it will be necessary to downsize the current transportation plan. It is anticipated that many projects now in the Virginia Department of Transportation's Six-year Improvement Plan might be delayed or eliminated; however, communications with VDOT have confirmed that the

City's top projects, the Monroe Avenue Bridge as well as WMATA/DASH transit, are likely to remain funded and do not appear to be at risk.

The following are staff's recommendations for the prioritizing of those projects that initially were expected to receive funding in FY2003 from Urban Highway System Funds.

1. **Monroe Avenue Bridge** - The present bridge crosses the Metro and CSX railroads perpendicular to the railroad tracks, which causes right angle turns for highway traffic at each end of the bridge. Because of the sharp curves at each end, there is a high frequency of accidents. A new bridge is needed to reduce the accident rate, improve the alignment of the Route 1 Corridor, create better highway geometrics for development and improve the development opportunities in the Potomac Yard area.
2. **Van Dorn Street Highway Construction** - The State has allocated \$1,920,000 in Urban Highway System Funds for a construction project to eliminate safety hazards in the Van Dorn Street corridor between Edsall Road and Pickett Street, including improved traffic signalization, crosswalks, sidewalks, curb and gutter improvements to medians and landscaping. This area was the site of a pedestrian fatality in 1996. VDOT began the project in the fall of 1998 and hired an engineering firm to compile traffic data to be used in the final design plans for possible improvements. The project is scheduled for advertisement this spring, and most of the right-of-way has been purchased.
3. **Purchase Property for the DASH Facility** - City Council has authorized staff to finalize our negotiations for the purchase of land for a new facility for our DASH bus fleet. To meet the demand for transit service additional bus service and consequently more buses, are needed. This new facility will provide the space to store and maintain additional buses. The purchase price of land will be approximately \$5.3 million.
4. **Mill Road Realignment** - The first phase of this project will realign Mill Road in order to remove hazardous curves. The second phase will extend Mill Road west from the Telegraph Road overpass to Eisenhower Avenue beyond the Virginia Department of Motor Vehicles office. The projected cost of this project is \$2.4 million, of which the remaining \$1 million is programmed for FY2003. This project and the 2% match are included in the City's 2003 - 2008 CIP.
5. **DASH Bus Purchase** - To improve the quality of local bus service for our citizens and to plan for future demand, the City will need to purchase additional buses. Previous State allocations of \$2.25 million will largely be used to purchase buses in this fiscal year, with \$3.5 million more in funds needed through FY 2008.

6. **Washington Metropolitan Area Transit Authority (WMATA) Capital Improvement Projects (CIP)** - The City's share of the WMATA CIP (including the Infrastructure Replacement Program [IRP]) is expected to increase to \$11.5 million by FY 2008 from an FY 2003 funding level of \$3.8 million. The City had requested that \$13.75 million in Urban Funds from the King Street Underpass project be reallocated for the payment of part of the City's future share of the WMATA capital programs. VDOT has previously agreed to this programming of the reallocated funds. However, in order to meet currently projected WMATA obligations through FY 2008, before FY 2006 the City will need to identify funding sources for an additional \$21.5 million. This does not include additional WMATA capital funding which will need to be identified for System Expansion and Core Capacity projects.
7. **King Street Area Metro Station Improvements** - As part of the project to provide a platform extension and new King Street Metro Station entrance on the north side of King Street (at Cameron Street), as well as to improve traffic and pedestrian circulation in the King Street Metro Station area, \$3.0 million in Urban Funds has been previously programmed for this project category.
8. **Beauregard/King Street Intersection** - The need for improvements at the Beauregard Street/King Street (Virginia Route 7) Intersection and on King Street between I-395 and the western City limit was analyzed as part of the Beauregard Street Corridor Study in 1995 and 1996. A task force, comprised of VDOT, Arlington County, and City staff, in 1996 recommended that VDOT construct a full interchange with a six lane King Street being elevated above Beauregard Street. The project is estimated to cost \$33.7 million. The project has previously received \$25.4 million in funding. The remaining cost for the project has been previously programmed in the State's Six Year Plan. This project is included in the City's FY 2003-2008 Capital Improvement Program, with State Urban Funding assumed. The scope of work for the project has been revised to eliminate the grade separation and only study an at-grade intersection which VDOT is reviewing with the affected jurisdictions.

The City is also submitting a grant request to the Virginia Department of Rail and Public Transportation (VDRPT) for department funding assistance to continue the City's Alexandria Rideshare program.

1. **Alexandria Rideshare** - The City annually receives a grant to continue operation of its ridesharing program, known as Alexandria Rideshare. For FY 2003, the City is requesting \$140,080 in State funds. Local matching funds are included in the City's proposed budget. The City has received annual funding for this program from the State since 1991.

Staff recommends that the City should consider endorsing the state and federal grants submitted by NVTC (as shown below) to help defray NVTC, WMATA, local bus systems, and the Virginia Railway Express operating and capital costs.

1. ***FY 2003 grant request to VDRPT for \$101,100,000*** to defray the public transportation costs to NVTC and its members for administration, fuels, tires, lubricants, and maintenance parts.
2. ***FY 2003 grant request to VDRPT for up to \$44,600,000*** to defray the cost borne by NVTC and its members for equipment, facilities and the associated expenses for any approved capital grant.
3. ***FY 2003 VRE grant request to VDRPT to seek up to \$6,600,000*** for fuel, tire, maintenance and administrative costs ***and up to \$9,400,000*** for capital costs.
4. ***FY 2003 application to VDRPT for a grant of \$145,000*** for financial assistance from NVTC for continuing a three-year marketing project to promote transit that began last year.

In addition to the testimony on what projects the City would like to see funded (or remain funded), it also seems appropriate to indicate in the CTB testimony that without additional transportation funding the Northern Virginia region will not be able to solve its transportation problems, which will have a negative impact not only on the region, but also on the tax revenue sources that the state draws from Northern Virginia to help finance state services and capital projects statewide. Additional funding is especially important as the City projects listed in this memorandum do not include all the transportation funding needs that the City will need to address in the future including (but not limited to) the construction of a new DASH maintenance and operations facility, Route 1/Potomac Yard corridor transit improvements, a second entrance to the Eisenhower Metrorail station (as well as to-be-determined road improvements in the Eisenhower Valley), and Metrorail capital improvements such as those discussed in the System Expansion and Core Capacity programs now under review at WMATA. Emphasizing future City funding needs at the CTB hearing will help keep the region's and the City's transportation funding issues in the forefront.

FISCAL IMPACT: The following projects, described previously, require local matching funds from the City. These local matching funds are available either in the City's proposed FY 2003-2008 CIP or prior CIPs or from non-city resources that are anticipated to be available.

1. Monroe Avenue Bridge
2. Van Dorn Street Safety Improvements
3. Purchase of Property for DASH Facility
4. Mill Road Realignment and Extension
5. DASH Bus Purchase
6. Washington Metropolitan Area Transit Authority CIP
7. King Street Metro Station Area Improvements

8. Beauregard/King Street Intersection Improvements
9. Alexandria Rideshare

Local Matching Funds for Federal and State operating and capital assistance received at NVTC is included in the City's proposed FY 2003 Transit Subsidies budget for Metrobus Replacement and Rehabilitation.

STAFF:

Mark Jinks, Assistant City Manager

Bernard Caton, Legislative Director

Richard Baier, Director, Transportation and Environmental Services

Doug McCobb, Deputy Director, Transportation and Transit Services, T&ES

Betsy Massie, Division Chief, Transit Services, T&ES



21

4-9-02

April 8, 2002

Hon. Kerry Donley, Mayor
and members of the Alexandria City Council
City of Alexandria
301 King Street, City Hall
Alexandria, VA 22314

Re: April 9, 2002 - Docket Item 21
Commonwealth Transportation Board Year 2002

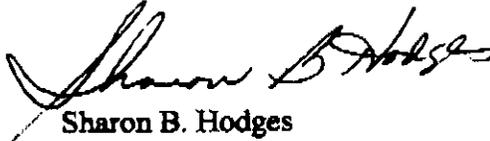
Dear Mayor and Members of City Council:

We have reviewed the City Manager's memorandum regarding the City of Alexandria's Year 2002 testimony to the Commonwealth Transportation Board (CTB) for the Regional Financial Planning and Programming Meeting. We were pleased to see that the Mill Road Realignment is still included in the City's recommendations for prioritizing projects that were expected to receive funding in FY 2003.

In previous years the Eisenhower Avenue connector has been included as part of the City's testimony before the CTB. For 2002 this is not the case. We fully understand that there has been an economic downturn, as well as other contributing factors that have affected funding for many projects. However, we feel it is imperative and request that you keep the Eisenhower Avenue connector issue in the forefront at the Regional Financial Planning and Programming Meeting on April 15, 2002.

Thank you for your efforts regarding this matter.

Sincerely,


Sharon B. Hodges
Executive Director

cc: Philip Sunderland, City Manager
Mark Jinks, Assistant City Manager
Richard Baier, Director, T&ES

City of Alexandria, Virginia

21
4-9-02

MEMORANDUM

DATE: JUNE 7, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: VIRGINIA DEPARTMENT OF TRANSPORTATION'S TENTATIVE SIX-YEAR PROGRAM 2002 - 2008

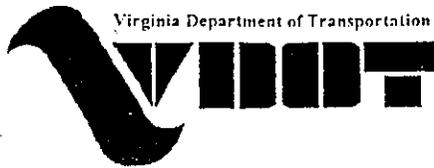
Recently, VDOT Commissioner Philip Shucet briefed the Commonwealth Transportation Board (CTB) on changes to the Virginia Department of Transportation's tentative Six-Year Program 2002-2008. The Six-Year Program outlines CTB's plan to distribute available funds for ports, airports, public transit, rail and highway construction projects in FY 2003, and it also shows how the CTB plans to distribute anticipated available funds for the next five fiscal years, through FY 2008. Commissioner Shucet outlined the reasons for the changes to the Six-Year Program, which were:

1. Revenues (State and Federal) have decreased by \$1.8 billion
2. Maintenance cost have increased by \$900 million
3. Construction costs have been revised which added \$950 million
4. Debt service obligations totaled \$600 million

The revised Tentative Six-Year Program allocates a total of \$7.2 billion over the next six fiscal years, \$2.9 billion less than the Six-Year Program released in December 2001, or a reduction of 29%. The reductions were accomplished by moving some projects from construction to development and by elimination of some projects altogether. The Program is divided into two phases: development and construction. Projects in the development phase are in the planning stage with funding available for initial scoping, preliminary engineering and right-of-way purchase, but with no funding provided for construction. Projects in the construction phase have enough funding to begin building within the next six fiscal years. One hundred seventeen projects were moved from construction to development, and 179 projects were removed totally from the Program.

Fortunately, none of the City of Alexandria's projects was removed from the Six-Year Program, although two projects, the King and Beauregard Intersection and the Eisenhower-to-Duke Connector, were both moved from construction to development. Other jurisdictions in Northern Virginia did not fare as well, as exhibited by the attached list of Projects Eliminated from Six-Year Program (Attachment I), as well as Projects Moved from Construction to Development (Attachment II).

cc: Mark Jinks, Assistant City Manager
Richard Baier, P.E. Director, T&ES
Doug McCobb, Deputy Director/Transportation, T&ES
Betsy Massie, Division Chief/Transit, T&ES



May 15, 2002

Northern Virginia Projects Eliminated from Six-Year Program

This Six-Year Improvement Program is divided into two phases for highway projects: development and construction. Projects in the **development phase** are in the planning stage; funding is not yet available for their construction. Projects in the **construction phase** have enough funding to begin construction within the next six years.

The following 15 projects, out of 179 statewide, are removed from the plan due to inadequate funding. No Urban projects have been eliminated:

INTERSTATE PROJECTS

I-66 in Prince William County:

Add one lane in each direction from Route 29 at Gainesville to Route 15 at Haymarket. Previously in Feasibility Plan for design only; now eliminated from plan.

I-66 in Fairfax/Prince William Counties

Improvements to weigh station. Previously in Feasibility Plan for design only, now eliminated from plan.

I-66 in Prince William County

Improvements to the east and westbound rest areas. Previously in Feasibility Plan for design only, now eliminated from plan.

PRIMARY PROJECTS

Route 1 in Fairfax County: Widening from four to six lanes for three miles between Route 235 South and Route 235 North. Previously in Feasibility Plan for design and right of way acquisition; now eliminated from plan.

Route 1 in Prince William County: add left turn lane at Crest Drive. Previously scheduled for advertisement summer 2002; work is expected to be done through developer proffer.

Route 7 in Fairfax County: Add left turn lane at the intersection of Lewinsville Road. Previously in Feasibility Plan, now eliminated from plan. Note: VDOT has re-timed traffic signal and extended existing left turn lane to ease congestion.

Route 7 – add a third lane in each direction from the Loudoun line to Reston Parkway (1.5 miles). Previously scheduled for advertisement in 2003; now included for PE and RW only.

Route 50 – build interchange at 10th Street/Courthouse. Previously scheduled for construction advertisement in 2005; included for PE and RW only.

Route 193/Georgetown Pike – traffic calming measures from Route 7 to Route 123 (12 miles). Was scheduled for advertisement 2002; now included for PE and RW only.

Route 236/Little River Turnpike – spot improvements between Pickett Road and Lake Drive. Was scheduled for advertisement in 2004, now included for PE and RW only.

LOUDOUN COUNTY

Route 15 – improvements from White's Ferry Road to Lucketts Road. Was scheduled for construction in 2003, now included for PE and RW only.

CITIES AND TOWNS

Alexandria

- **King Street** - widening to six lanes from I-395 to Beauregard Street. Previously scheduled for advertisement in 2005; moved to development phase.
- **Clermont Avenue** – extend from Eisenhower Avenue to Duke Street. Previously scheduled for advertisement in 2006; moved to development phase.

Fairfax City

- **Lee Highway** - widen from four to six lanes from Eaton Place to Chain Bridge Road. Previously scheduled for construction advertisement in 2004; moved to development phase.
- **Chain Bridge Road** – add northbound lane between Route 29/50 and existing three-lane section. Previously scheduled for advertisement in 2004; moved to development phase.

Herndon

- **East Elden Street** – widen to four and six lanes from Van Buren Street to the town limits (.9 miles). Previously scheduled for 2004 construction advertisement, moved to development phase.

Leesburg

- **Battlefield Parkway** – construct two lanes from Kincaid Boulevard to East Market Street (.46 miles). Previously scheduled for 2006 construction advertisement; moved to development phase.

Manassas

- **Dumfries Road** – widen from two to four lanes between Hastings Drive to city limits. Was scheduled for advertisement in 2002; moved to development phase.
- **Wellington Road** – construct overpass. Was scheduled for construction advertisement in 2006; moved to development phase.



May 15, 2002

Northern Virginia Projects Moved from Construction Phase to Development Phase

PE: preliminary engineering

RW: right of way acquisition

PRINCE WILLIAM COUNTY

I-66 HOV and Widening – add one regular lane and one HOV lane in each direction from Route 234 in Manassas to Route 29 at Gainesville. Project was scheduled for construction advertisement summer 2002. Now included for PE and RW only.

I-66 and Route 29/Gainesville Interchange – build new interchange. Was scheduled for construction bids summer of 2005. Now included for PE and RW only.

Route 1 Bridge at Neabsco Creek – replace bridge and widen approaches. Project was scheduled for construction advertisement summer 2003. Now, included for PE and RW only.

Route 28 – widening to six lanes between Godwin Drive and Vint Hill Road. Previously scheduled for construction advertisement in spring 2007. Now included for PE only.

Route 123/Route 1 – build interchange. Was scheduled for advertisement spring 2005; now included for PE and RW only.

Route 215 (Vint Hill Road) – relocate one-mile section of roadway from Route 28 to existing Route 215. Previously scheduled for construction advertisement in spring 2007, now included for PE only.

Route 234/Route 1 – build interchange. Was scheduled for advertisement early 2005; now included for PE and RW only.

FAIRFAX COUNTY

I-95 Widening – add a fourth lane in each direction from Newington to Route 123 at the Occoquan. Project was scheduled for construction advertisement in summer 2004; now included for PE and RW only.

Route 7 in Fairfax County: Add a third lane in each direction between Reston Parkway and the Dulles Toll Road (6.6 miles). Previously in Feasibility Plan, now eliminated from plan.

Route 7/15 Bypass in Loudoun County: Widening from four to six lanes. Previously in Feasibility Plan, now eliminated from plan.

Route 15 in Loudoun County: Safety improvements from Lucketts Road to the Maryland State line. Previously in Feasibility Plan for design only, now eliminated from plan.

Route 28 in Fairfax County: Add advance traffic signal detection on Route 28 northbound approaching New Braddock Road. Previously scheduled for advertisement in 2002, now eliminated from plan.

Route 29 in Fairfax County: widen from four to six lanes for 1.9 miles between the Capital Beltway and Espana Court. Previously in Feasibility Plan for design and right of way only, now eliminated from plan.

Route 50/27 in Arlington County: bridge replacement at Washington Boulevard. Previously scheduled for advertisement in 2005, now eliminated from plan.

Route 50 at Annandale Road: install raised median along Route 50 and the service road. Previously scheduled for advertisement in 2002, now eliminated from plan.

Route 50 in Loudoun County: widen from two to four lanes for 2.7 miles between Route 15 and Lenah Road. Previously in Feasibility Plan for design and right of way only, now eliminated from plan

Route 120/Glebe Road in Arlington County: replace bridge over Route 50. Previously scheduled for advertisement in 2005, now eliminated from plan.

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