

*City of Alexandria, Virginia*

## MEMORANDUM

DATE: OCTOBER 19, 2005

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: CONSIDERATION OF COMMONWEALTH TRANSPORTATION BOARD (CTB) SIX-YEAR IMPROVEMENT PROGRAM (FY 2007-FY 2012) PUBLIC HEARING

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**ISSUE:** The City of Alexandria's Year 2005 testimony to the Commonwealth Transportation Board's Six-Year Improvement Program (FY 2007-FY 2012) Update Public Hearing scheduled for November 10, 2005.

**RECOMMENDATION:** That City Council:

- (1) Approve the listing of transportation projects discussed below for either written testimony or presentation by the Mayor to the Commonwealth Transportation Board (CTB) for the Northern Virginia District at the November 10, 2005, pre-allocation meeting; and
- (2) Direct staff to prepare letters for the Mayor's signature listing the City's recommendations to the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT), as appropriate.

**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 pre-allocation meetings each year in every transportation district in the Commonwealth of Virginia. The meetings provide the local governments, regional bodies (including the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority 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.

Following are staff's recommendations for those projects that should receive funding in FY2007 from Urban Highway System Funds.

- A. **Widen Eisenhower Avenue from Holland Lane to Mill Road** - This project is a

necessary improvement to provide needed vehicular and transit access to the East Eisenhower development in which the U.S. Patent and Trade Office began its relocation in December, 2003. This relocation was completed in FY 2005. The City's current plans are to design the Eisenhower facility in 2006. The facility will be built when funds become available after the design is completed. The total funds available for this project through FY 2012 are estimated to be \$23.4 million. City funds are funding the road's design. Alexandria requests that \$1.925 million be earmarked for this project in FY 2007 and that \$5.0 million be earmarked for this project in FY 2012.

- B. **DASH Bus Maintenance Facility** - Alexandria has been in the process of planning for a new bus maintenance facility, which will be located next to the current facility, which is needed to accommodate the number of buses, which DASH currently operates and plans to operate in the immediate future. Previous annual plans from FY 2005 and previous years allocated \$27.2 million to the construction of a new DASH bus facility. Because of rising construction costs, the FY 2006 Six-Year Plan also allocated \$5.116 million to this project in FY 2006. We request that the CTB maintain the funding stream it indicated in the FY 2006 Six-Year Plan by providing \$2.680 million to this project in FY 2007.

This brings the total estimated budget for the facility to \$35.0 million which is consistent with the approved City CIP for FY 2006 to FY 2011. Any funds remaining from this project account after the project's completion would be recommended for reallocation to the purchase of DASH buses.

- C. **Purchase of DASH Buses** - Alexandria is in the process of designing and building a new bus maintenance facility. As this facility becomes available, DASH will have the space to accommodate a larger fleet. Alexandria is requesting that the \$859,000 allocated to acquire DASH buses in the FY 2006-2011 Six-Year Plan be identified to acquire buses, which will be needed to address serious overcrowding issues, or to start a new bus route(s).

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

- D. **Alexandria Rideshare** - The City annually receives a grant to continue operation of its ridesharing program, known as Alexandria Rideshare. For FY 2007 the City is requesting \$175,419 in State funds. Local matching funds have been requested in the City's operating 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.

- E. **FY 2007 grant request to VDRPT** to defray the public transportation costs to NVTC and its members for administration, fuels, tires, lubricants, and maintenance parts.
- F. **FY 2007 grant request to VDRPT** to defray of the cost borne by NVTC and its members for equipment, facilities and the associated expenses for any approved capital grant.
- G. **FY 2007 grant request to VDRPT** to defray the fuel, tire, and maintenance costs capital costs of VRE.

**FISCAL IMPACT:** The previously described projects will require local matching funds from the City. These funds are planned to be available either in the City's approved FY 2006-2011 CIP, from non-City resources that are anticipated to be available in FY 2007, or have been requested from the FY 2007 operating budget. Local Matching Funds for Federal and State operating and capital assistance received at the Northern Virginia Transportation Commission are included in the City's approved FY 2006 Transit Subsidies budget for Metrobus Replacement and Rehabilitation.

The attached chart details all of the City's funding requests for FY 2007 to FY 2012. Unless noted otherwise in this report, all City requests and prior CTB allocations remain unchanged from the FY 2006 to FY 2011 CTB Six-Year Plan. While the City may wish to request reallocations in the future of prior year CTB allocations, specific processes consistent with VDOT requirements and City actions would need to occur prior to any City requests for reallocations.

**ATTACHMENT:** FY 2007 to FY 2012 Proposed Six-Year Improvement Program

**STAFF:**

Mark Jinks, Assistant City Manager

Richard J. Baier, P.E., Director, T&ES

Thomas H. Culpepper, PhD., P.E., Deputy Director/Administration, T&ES

James Maslanka, Division Chief/Transit, T&ES

FY 2007 - 2012 Six-Year Improvement Program  
 Program Request  
 City of Alexandria

UPC	Project		Est Cost (thousands)	Allocations (thousands)							Total	
	Description			Prior Alloc	FY'07	FY'08	FY'09	FY'10	FY'11	FY'12		
57067	Monroe Avenue Bridge Replacement	No Change	567	102								102
8645	King - Beauregard Improvements	No Change	7,808	6,381								6,381
17685	King - Quaker Improvements	No Change	661	661								661
81	Clermont E-D #1	No Change	200	204								204
17678	Mill Road Extension	No Change	1,370	1,370								1,370
52175	Clermont E-D #2	No Change	16,146	16,146								16,146
57071	King Street Metro Platform Extension	No Change	3,061	3,061								3,061
57072	Purchase of New DASH Buses	No Change	8,858	3,807	859	2,143			2,049			8,858
58157	City Share of WMATA Capital Program	No Change	3,802	3,802								3,802
71853	New DASH Maintenance Facility	No Change	35,000	32,322	2,680							35,002
		FY 06-11 SYIP	0	404	1,925	5,293	3,234	4,708	2,864			18,428
77378	Eisenhower Widening	Requested Change	23,428							5,000		5,000
		FY 07-12 SYIP	23,428	404	1,925	5,293	3,234	4,708	2,864	5,000		23,428
	<b>Total</b>		100,334	68,158	5,464	5,293	5,377	4,708	4,913	5,000		98,913

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10-25-05

MEMO ON "THE CONNECTOR MONEY"

To: The Mayor and Members of the Alexandria City Council

From: Jack Sullivan, on behalf of the Seminary Hill Association

Date: October 25, 2005

We appreciate Docket Item #13 being taken off the Consent Calendar this evening and opened for discussion. If allowed to pass without appropriate commentary the item would send the wrong signals to the community.

In July the Seminary Hill Association board unanimously passed a resolution asking Council to transfer the funds still locked into the construction of an Eisenhower connector to other worthy transportation purposes within the City. Representatives of our and other civic associations personally have spoken to most of you on Council about this proposal.

We have had reason to believe that our position was appreciated and being responded to by Council and by City Staff. Several attractive alternative uses for the funds have been suggested, some by Members of Council. Thus, there was considerable concern when the item to maintain the funds for a connector showed up on tonight's agenda.

Rich Baier's memo helps to mitigate our worries. But it potentially leaves the \$16 million as an emotional and divisive political issue as we head into an election next Spring. I suggest that City Council tonight make clear by formal resolution on this item that T&ES should begin immediately the process suggested by Mr. Baier on page 4 of his memorandum, a process to transfer the connector money to more desirable transportation uses. Such an action will be highly reassuring to concerned citizens.

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*City of Alexandria, Virginia*

## MEMORANDUM

DATE: OCTOBER 24, 2005

TO: THE HONORABLE MAYOR AND MEMBERS OF COUNCIL

THROUGH: JAMES K. HARTMANN, CITY MANAGER 

FROM: RICHARD J. BAIER, P.E., DIRECTOR, T&ES

SUBJECT: EISENHOWER AVENUE TO DUKE STREET CONNECTOR FUNDING IN THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) SIX YEAR PROGRAM

Vice Mayor Pepper and Councilmen Gaines and Macdonald have individually requested information on the process by which the Eisenhower Avenue to Duke Street Connector project could be deleted from the Virginia Department of Transportation's (VDOT) Six-Year Improvement Program (SYIP) and currently programmed funding be released for other projects. This memorandum responds to those requests and recommends that for the reasons detailed below why a request for a funding deletion should not be made at this time. By not requesting a funding deletion at this time, the \$16.1 million currently in the VDOT Six-Year Program will remain "banked and frozen" and will be available for reprogramming at a later date if the Council so desires. If Council were to request a reprogramming of the funds at this time without going through the steps outlined below, the City may increase its risk of triggering a repayment by the City of the approximately \$14 million in State/federal funds used to pay for the construction of the Clermont Avenue Beltway interchange in 1997.

**Project Background**

The Eisenhower Avenue to Duke Street Connector (Connector) is Phase II of the Clermont Interchange project that has been under consideration and development since the early 1970's. Following are key events summarizing the history of this project.

- September 1973 – Council Resolution 242 (Attachment 1) calls for the state to construct a new connection to the Capital Beltway (I-95/495) at Clermont Avenue and the city to (1) reconstruct Clermont Avenue between the Beltway and Eisenhower Avenue and (2) seek approval for extending Clermont Avenue into Cameron Station.

- December 1980 – Resolution 769 (Attachment 2) advises that approval has been received for extending Clermont Avenue to the Cameron Station connector off Duke Street (the current connection from Duke Street into Ben Brenman Park), and calls for the state to initiate construction of a new Beltway interchange at Clermont Avenue and improvement of Clermont Avenue between the interchange and Duke Street.
- May 1993 – Resolution 1644 (Attachment 3) approves the Clermont Interchange project as presented at a Location Public Hearing (a two-phase project, Phase I being construction of a new Beltway interchange at Clermont Avenue and *Phase II being construction of a connector between Eisenhower Avenue and Duke Street*) and conditionally endorses a location for the connection between Eisenhower and Duke (referenced as “Line 5” and located along the western edge of Armistead Boothe Park).
- November 1993 – Clermont Avenue Interchange with Interstate 95, Final Environmental Assessment is completed based on the two-phase project approved by Council Resolution 1644 and published with a finding of no significant impact.
- 1997 – Construction of Clermont Interchange (Phase I) is completed and the interchange is opened to traffic. Approximately \$14 million (in 1997 dollars) of State and Federal funding was expended for Phase I of this project.
- March and April 2001 – Resolutions 1995 and 2024 (Attachments 4 and 5) establish a task force to reexamine the alternatives for an Eisenhower Avenue to Duke Street connector as Phase II of the Clermont Interchange Project.
- October 2002 – Eisenhower Avenue to Duke Street Connector Task Force report received by Council and public hearing scheduled. Public hearing was subsequently canceled and no further action was taken.
- July 2003 – The Commonwealth Transportation Board (CTB) transfers \$13.2 million in previously allocated funding to the Eisenhower Avenue to Duke Street Connector project in the FY 2004-2009 Six-Year Improvement Program (SYIP), significantly increasing the scheduled funding for this project from \$1.3 million to \$14.5 million. Based on construction cost escalation factors and inclusion of required local matching funds (2 percent), scheduled funding for this project has since been increased to \$16.1 million in the current FY 2006-2011 SYIP. This “scheduled funding” represents only what the CTB has added and does not represent an actual project cost estimate.

### **Issues Relating to Removing the Project from the Six-Year Improvement Program (SYIP)**

The City may request cancellation of this project and reallocation of programmed funding in two ways, either through regular testimony during the annual SYIP development process, or by submitting a project-specific request to modify a project in the SYIP.

Typically, requests for projects included in the State SYIP and associated funding is managed through oral or written testimony submitted to the CTB during the annual SYIP pre-allocation process, which begins in the fall of each year. Based on testimony received, the CTB prepares a draft or working SYIP for the upcoming year and provides opportunity for review and adjustment prior to final adoption of the SYIP the following June. Each year, Alexandria project requests are presented to Council as draft testimony and the Mayor subsequently submits the Council-approved testimony to the CTB for consideration.

While this process could be used to request cancellation of the Eisenhower Avenue to Duke Street Connector (Clermont Interchange, Phase II) project, cancellation at this time is not recommended for the following reasons:

1. The project was originally included in the SYIP based on Council Resolution 1644. A Council resolution rescinding that action with regard to Phase II of the Clermont Interchange project would be the first step needed to cancel this project.
2. There is not an adequate record of public involvement consistent with VDOT's *Policy Manual for Public Participation in Transportation Projects* leading to a decision by the City that the connector should not be constructed as called for in Resolution 1644. As noted in previous correspondence received from VDOT (Attachment 6), the process for and record of public involvement in any decision not to construct the connector will be a determining factor in whether or not reimbursement of any Phase I cost by the City to VDOT will be required.
3. A determination must be made by VDOT and the Federal Highway Administration (FHWA) that cancellation of Phase II of the Clermont Interchange Project would not result in a failure to complete any mitigation of environmental impacts caused by Phase I of the project that were to be included in Phase II. If such impacts are identified, appropriate mitigation will be required. The FHWA office that would make this determination is the same office which has recently raised issues about the "city's second right of refusal" in regard to buying Hunting Towers and Hunting Terrace.
4. A determination must be made by CTB if any reimbursement by the City of state or federal funds used to construct Phase I will be required. This reimbursement could total as much as \$14 million (approximately).
5. There is not currently an identified alternative project (or projects) in the City at a level of development adequate to justify expenditure of any reprogrammed funds.
6. The City is currently mid-stream in the Landmark-Van Dorn focused area plan planning process. One of the areas being looked at in this study is looking at ways to improve the public transit and pedestrian access in the West End (such as from Cameron Station to the

Van Dorn Metrorail Station). In addition, the City is planning in June of 2006 to begin the West Eisenhower area plan study. It is possible that transportation improvements proposed in either of those small area plan studies could be eligible for VDOT funding and that the funds derived from any cancellation of the connector project could be used to finance those transportation improvements.

7. Taking no action at this time to request reprogramming of the \$16.1 million in the SYIP preserves those funds. Alternatively, taking action at this time to request reprogramming of those funds puts the City at risk for triggering the Claremont Beltway interchange reimbursement payment. As a result a take no action at this time decision preserves the \$16.1 million for the City while taking action at this time puts the City at risk for losing the \$16.1 million.

If Council wishes not to study any future connection between Eisenhower and Duke (i.e., a “No Build” alternative), staff recommends the following process for requesting cancellation of the connector project and reallocation of associated funding in order to substantially increase the likelihood that reimbursement for Phase I will not be required:

1. Based on the Eisenhower Avenue to Duke Street Connector Task Force Report, and after the Landmark-Van Dorn and Eisenhower West Small Area Plans are complete, Council consider and approve an action identifying the “No Build” alternative as the preferred connector alternative and direct staff to work with VDOT to conduct a Location Public Hearing on that basis. Approximately three months would be required to schedule, prepare materials for, advertise, conduct and compile the results of this Locator Public Hearing and to return to Council.
2. Simultaneous with follow up on item 1, (1) alternatives could be developed for Council consideration as projects to propose to CTB for funding in lieu of the connector, and (2) a request could be drafted for future submission to the CTB requesting cancellation of the connector project and reprogramming of associated funding, and presenting the City’s rationale for cancellation without reimbursement of Phase I cost.
3. Upon receipt of the results of the public hearing, Council consider and adopt a resolution rescinding approval of “Line 5” as the location for the connector and approving the “No Build” alternative as the preferred alternative.
4. Following adoption of the resolution in item 3, consider and approve the draft request to the CTB for cancellation of the connector project and reprogramming all associated funding. Further direct staff to follow up with VDOT, FHWA and the CTB on this request, responding to any requests for additional information and keeping Council informed as to the progress and final disposition of this request.

5. Staff would then prepare draft testimony for projects other than the connector for Council consideration and submission to the CTB during the next year's SYIP pre-allocation hearings. This testimony would go to Council next October prior to the scheduled hearings in November.

Staff will be pleased to provide any additional information Council may need concerning this matter; otherwise, we look forward to discussing this with Council as may be desired.

#### Attachments

cc: Michele Evans, Assistant City Manager  
Mark Jinks, Assistant City Manager  
Tom Culpepper, Deputy Director, T&ES  
Ignacio Pessoa, City Attorney  
Eileen Fogarty, Director, Planning and Zoning  
Kimberley Fogle, Division Chief, Planning and Zoning

RESOLUTION NO. 242

WHEREAS, the City of Alexandria plans to construct Eisenhower Avenue between relocated Route I and Van Dorn as a major arterial; and

WHEREAS, the existing Van Dorn access to the Beltway is completely inadequate; and

WHEREAS, the City does not agree with the previous State plans for possible relocation of Van Dorn Street; and

WHEREAS, Cameron Station access road was originally designed with the ability to be extended southward; and

WHEREAS, Clermont Avenue north of the Beltway is now a City street; and

WHEREAS, Fairfax County has long desired to close Clermont Avenue at a point south of the Beltway; and

WHEREAS, Clermont Avenue is sufficient distance from Van Dorn and Telegraph Road Interchanges to allow for a properly designed additional connection to the Beltway; therefore

BE IT RESOLVED BY THE CITY COUNCIL OF  
THE CITY OF ALEXANDRIA, VIRGINIA:

1. That the State, in its forthcoming widening of the Capital Beltway (495), is requested to install a connection to the Beltway at Clermont Avenue as shown on the attached prints or similar to same as possible.
2. That the City will be responsible for reconstruction of Clermont Avenue between said connection and Eisenhower Avenue.
3. That the City will endeavor to get approval for a defense access project for additional extension of Clermont Avenue to Cameron Station as shown on the attached prints.

This resolution shall be in effect from its passage.

Adopted September 28, 1973

\_\_\_\_\_  
Mrs. Helen Vickers, Clerk of the City of  
Alexandria, Virginia

RESOLUTION NO. 769

WHEREAS, the City of Alexandria, since 1970, has shown in its Master Plan a new connection to the Beltway at Clermont Avenue; and

WHEREAS, in 1973, the City of Alexandria and Fairfax County as a part of a boundary change agreement did agree that said new connection would only serve the City of Alexandria; and

WHEREAS, the Secretary of the Army by letter of June 12, 1980, approved plans for the connection of Clermont Avenue to the Cameron Station connector off of Duke Street and will provide right-of-way for said road from within Cameron Station; and

WHEREAS, the Secretary of the Army by same letter endorsed the construction of a Clermont Avenue connection to the Beltway; and

WHEREAS, the City of Alexandria has updated its Master Plan and Major Thoroughfare Plan for the Cameron Valley area and they call for the construction of said Clermont Avenue Beltway Connection;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA, at its Regular Public Hearing Meeting of December 13, 1980, that:

1. The Virginia Department of Highways and Transportation is hereby requested to initiate a program for the construction of a Diamond Beltway Connection to Clermont Avenue and the improvement of Clermont Avenue between the Beltway and Duke Street as shown on the attached plans dated February 20, 1980 and May 22, 1980.
2. The City Council of the City of Alexandria agrees to participate in this project and to pay its proportionate cost in accordance with Statutory formula.
3. The City of Alexandria agrees to donate the right-of-way it has already acquired to the project.

ADOPTED: December 13, 1980

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Mrs. Helen Holleman City Clerk

CLERMONT AVENUE INTERCHANGE AND CONNECTION  
BETWEEN INTERSTATE 95 AND DUKE STREET  
PROJECT U000-100-109

RESOLUTION NO. 1644

WHEREAS, a Location Public Hearing was conducted on May 6, 1993, in the City of Alexandria by representatives of the Commonwealth of Virginia, Department of Transportation, after due and proper notice, for the purpose of considering the proposed location of the Clermont Avenue Interchange and connection between Interstate 95 and Duke Street, Project U000-100-109, PE103 in the City of Alexandria and Fairfax County, at which hearing aerial photographs, drawings and other pertinent information were made available for public inspection in accordance with State and Federal requirements; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in said public hearing; and

WHEREAS, representatives of the City of Alexandria were present and participated in said hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program this project; and

WHEREAS, the Federal Highway Administration (FHWA) is required by Federal law to establish logical project termini for environmental evaluation purposes; and

WHEREAS, the study established as logical termini Interstate 95 and Duke Street and can be considered as a two-phase project: Phase I consisting of the interchange with I-95, a connection to Eisenhower Avenue, and a bikeway connection between Eisenhower Avenue and Clermont Avenue in Fairfax County, and Phase II consisting of a connector from Eisenhower Avenue to Duke Street; and

WHEREAS, the Alexandria City Council recognizes FHWA's legal obligation to evaluate project environmental impacts between logical termini; and

WHEREAS, Section 33.1-44 of the Code of Virginia requires a local commitment of matching funds for construction urban street projects before a project is allowed to proceed; and

WHEREAS, the Virginia 2010 Statewide Highway Plan identifies a project corridor for improvements from I-95 to Duke Street in the City of Alexandria; and

WHEREAS, the Alexandria City Council understands that additional study of the transportation infrastructure for Phase II may be required before it is constructed; and

WHEREAS, the Council has considered all such matters;

NOW, THEREFORE, BE IT RESOLVED, that City Council hereby approves the location of the proposed project as presented at the public hearing and endorses Line 5 as a part of Phase II but recognizes that additional study of Phase II may be needed based on the operational experience of Phase I, and

That the Council hereby commits the City funds that are necessary to match the State and Federal shares for constructing Phase I of the project.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Alexandria, Virginia, to be affixed this 25th day of May, 1993.

ADOPTED: May 25, 1993

  
PATRICIA S. TICER MAYOR

ATTEST:

  
Beverly I. Jett CMC City Clerk

## RESOLUTION NO. 1995

WHEREAS, City Council wishes to establish a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project.

NOW, THEREFORE, BE IT RESOLVED BY THE  
CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That there is hereby established an *ad hoc* task force known as the Eisenhower Avenue-to-Duke Street Connector Task Force.

2. That the task force shall consist of nine members as follows:

2 Members of City Council

2 Alexandria business owners, or representatives of businesses, at least one of whom shall represent a business interest located in the Eisenhower Valley.

3 citizens residing generally in the area encompassing the following citizen groups:

Cameron Station  
Holmes Run Committee  
Wakefield Tarleton Civic Association  
Strawberry Hill Civic Association  
Summer's Grove  
Townes of Cameron Park

2 citizens at-large

3. That the Mayor shall appoint the two members of City Council, and select a convener, and the City Council shall appoint the citizen members of the task force.

4. That staff assistance shall be provided to the task force by the City's Department of Transportation and Environmental Services.

5. That the Virginia Department of Transportation be invited to provide technical assistance to the task force.

6. That the functions of the task force shall be:

a. Review Alternate 5 endorsed by City Council in Resolution No. 1644 adopted by City Council on May 25, 1993.

b. Review additional, alternative alignments to Duke Street that may be feasible between Telegraph Road and South Van Dorn Street.

c. Review a no-build alternative.

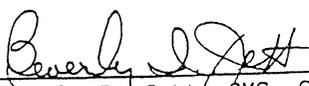
d. Analyze each of the above alternatives from an economic development, environmental, traffic, neighborhood impact and financial standpoint and recommend to the City Council the best alternative to pursue.

- e. Prepare for City Council a final report approximately one year from the date of the first meeting of the task force.

ADOPTED: March 13, 2001

  
KERRY J. DONLEY MAYOR

ATTEST:

  
Beverly I. Jett CMC City Clerk

RESOLUTION NO. 2024

WHEREAS, by Resolution 1995, on March 13, 2001, City Council established a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project; and

WHEREAS, the task force voted on April 11, 2002, to select two alternatives for future discussion: a connector at Roth Street (Alternative D), and a "no build" alternative with improvements to Van Dorn Street and Telegraph Road at Duke Street; and

WHEREAS, on April 11, 2002, the task force noted that its membership does not include any citizen representation from the specific neighborhoods east of Quaker Lane, and recommended that Council expand its membership by two positions to be filled by residents living within the boundaries of the Taylor Run, Clover-College Park, Quaker Hill, Seminary Hill and Rosemont Civic Associations; and

WHEREAS, the City Council has reviewed the April 11, 2002, actions of the task force and has determined to modify Resolution 1995 in the following ways;

NOW, THEREFORE, BE IT RESOLVED BY THE  
CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That the term of the Eisenhower Avenue-to-Duke Street Connector Task Force be extended until October 15, 2002.
2. That five members be added to the task force from the area encompassed by the following civic and homeowner groups: Seminary Hill, Quaker Hill, Clover-College Park, Taylor Run, Rosemont, and the Carlyle Towers Condominium Unit Owners Association.
3. That the expanded task force continue to consider the eight Eisenhower-to-Duke options that have been reviewed to date by the original task force.
4. That a session for the five new task force members be held as soon as possible and no later than 10 days following their appointment, at which these members are briefed on the work of the task force to date, in particular the eight options that have been under consideration.

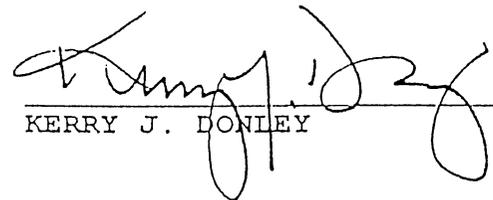
5. That the expanded task force, no later than October 1, 2002, select its top two "build" options and its top single "no build" option. The expanded task force shall reach these "top" selections by applying the objective evaluation criteria that have been used to date by the task force in its review of the various options. Also, in reaching these selections, the expanded task force shall consider any significant cut-through and other traffic effects north of Duke Street associated with the different options ("build" and "no build"), as well as reasonable mitigation measures designed to reduce those effects, with the effects and the measures being reported to the task force by staff and their consultants.

6. That the staff provide a report to Council, as soon as possible following the expanded task force's selection under paragraph (5), that reports on the expanded task force's selections, provides the staff's own objective analysis of the eight options considered by the task force, and provides further information and analysis to assist Council in making a final determination regarding an Eisenhower-to-Duke connector.

7. That the expanded task force shall complete its work and finalize its selections, under paragraph (5), no later than October 1, 2002.

8. That Resolution 1995 be amended by the above paragraphs of this resolution, and otherwise remain in force and effect.

ADOPTED: April 23, 2002

  
KERRY J. DONLEY MAYOR

ATTEST:

  
Beverly I. Jett, CMC City Clerk



CITY MANAGER'S OFFICE  
ALEXANDRIA, VA

COMMONWEALTH of VIRGINIA <sup>2002</sup> SEP 13 A 11:00

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

THOMAS F. FARLEY  
DISTRICT ADMINISTRATOR

PHILIP A. SHUCET  
COMMISSIONER

September 12, 2002

Mr. Philip Sunderland  
City Manager, City of Alexandria  
301 King Street  
Alexandria, VA 22314

Dear Mr. Sunderland:

Recent concern regarding the repayment of Federal and State funds to construct the Clermont Interchange have been made in association with the decision to construct a connector between Eisenhower Avenue and Duke Street. The purpose of this letter is to address these and assist those in choosing a preferred option.

The original environmental assessment for the Clermont Interchange included a connection between Eisenhower Avenue and Duke Street. Construction was split into two phases. The interchange with the Capital Beltway has since been completed. Approximately 14 million dollars of Federal and State funds were allocated for this purpose. Various options, including a "no build" option, are currently under review for the connector. Concerns have been voiced that selecting the "no build" option will require the repayment of Federal and State monies by the City of Alexandria. This is not correct.

The process for reaching the decision, rather than the decision itself, will be the determining factor on reimbursement. It is very unlikely repayment will be necessary provided a good faith effort is made in considering the merits of each option, including "no build" and public participation, is factored in the decision. To this end, information has been provided by Mr. George M. Foote describing the process to date. Further coordination will occur between the State's representative, Mr. Reginald Beasley, and City of Alexandria staff as the recommendation of the Duke Street Connector Taskforce is made to the City Council. Finally, the repayment concerns should not be a determining factor in the decision.

I trust the above is helpful for the City Council in making a decision. Please do not hesitate in contacting me if I can be of further assistance,

Sincerely,

Thomas F. Farley

cc: Roberto Fonseca-Martinez, FHWA  
Commissioner Philip A. Shucet, VDOT  
Richard Baier, City of Alexandria