

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 22, 2006

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

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

SUBJECT: COMMONWEALTH TRANSPORTATION BOARD (CTB) FY 2008 – 2013 SIX-YEAR IMPROVEMENT PROGRAM

**ISSUE:** The City of Alexandria's funding requests for the Commonwealth Transportation Board's FY 2008 – 2013 Six-Year Improvement Program (SYIP).

**RECOMMENDATION:** That City Council:

- (1) Approve the funding recommendations for transportation projects discussed below as the City of Alexandria's request to the Commonwealth Transportation Board for funding in the FY 2008-2013 Six-Year Improvement Program; and
- (2) Request that staff prepare a letters for the Mayor's signature to convey the City's requests to the Commonwealth Transportation Board.

**DISCUSSION:** The Commonwealth Transportation Board (CTB) directs the allocation of State and federal transportation funding to specific transportation projects through annual adoption of a Six-Year Improvement Program (SYIP). Each fall, the CTB solicits funding requests from local jurisdictions and regional bodies (including the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority and the Washington Metropolitan Area Transit Authority), and conducts pre-allocation hearings throughout the State for interested citizens and organizations to provide input on transportation needs and priorities for the coming fiscal year. Based on requests and public input that is received and the State revenue forecast, the CTB works with Virginia Department of Transportation and Department of Rail and Public Transportation staff to allocate available funding among specific transportation projects and initiatives. The CTB releases a draft SYIP each spring for review and comment, and acts by July 1 to adopt a final plan, as is required by State law.

Following are staff's recommendations for project funding in the FY 2008 – 2013 SYIP based on addressing the needs of four priority projects: (1) construction of the DASH bus maintenance facility; (2) construction of the widening of Eisenhower Avenue between Holland Lane and Stovall Street; (3) construction of improvements at the intersection of King Street and

Beauregard Street; and (4) purchase of additional buses for DASH transit services. In preparing the following recommendations, a number of which have near-term funding needs, it will be necessary to ask the CTB to reallocate funds previously allocated by the CTB to the Eisenhower Avenue to Duke Street Connector to higher priority projects in order to proceed with implementation as currently planned. Within the context of this SYIP, the funding proposed to be reallocated in the near-term from the Connector project is fully rescheduled to later years.

As summarized in the attached table (Attachment 1), staff recommendations are:

1. **Route 1 Bridge Replacement (Monroe Avenue Bridge):** Construction of this project is underway and is fully privately funded. Staff recommends that this project be deleted from the SYIP and the \$0.1 million in prior year funding be transferred to the Eisenhower Avenue widening project.
2. **Construction of Improvements at the Intersection of King and Beauregard Streets:** Final plans for construction of this project are currently being prepared and the project will be ready to begin construction in late 2009. In order to fully fund the estimated \$11.5 million construction cost, staff recommends that \$4.5 million be transferred to this project from the \$13.4 million accumulated balance in prior year allocations to the Eisenhower Avenue to Duke Street Connector project, and (2) that \$0.6 million be programmed in FY 2008, as shown in the FY 2007 SYIP.
3. **Eisenhower Avenue to Duke Street Connector:** To fully replace prior year allocations to this project that are requested to be reprogrammed to fund needed near-term projects (widening of Eisenhower Avenue and improvements at King and Beauregard), staff recommends that \$1.6 million, \$2.4 million, \$3.6 million and \$5.3 million be allocated to this project in FY 2010, FY 2011, FY 2012 and FY 2013, respectively.
4. **Purchase of Replacement and Expansion DASH Buses:** In order to replace buses reaching the end of their service life and acquire additional buses needed to expand transit services, staff recommends allocations of \$2.7 million in FY 2008, \$2.7 million in FY 2009, \$1.9 million in FY 2010, \$2.7 million in FY 2011 and \$1.6 million in FY 2012.
5. **Construction of a DASH Bus Maintenance Facility:** Staff expects the City will enter into a design/build agreement for construction of this facility in 2007, which has a budget of \$35 million. This is the amount requested last year by the City and funded by the State in the SYIP. The actual costs and maintenance facility project elements which can fit within the project budget will be determined as a result of the competitive design/build construction contract process. Through allocations in prior SYIPs, \$34.9 million is now available to construct this project. To fully fund this project, staff recommends that \$0.1 million be programmed in FY 2008 as shown in the FY 2007 – 2012 SYIP.
6. **Widening of Eisenhower Avenue from Holland Lane to Stovall Street:** Staff is currently preparing the final design of this project and construction can begin in 2009, the estimated cost of which is \$18.0 million. To fully fund this project, staff recommends that: (1) \$8.4 million be transferred from the \$13.4 million accumulated balance in prior year

allocations to the Eisenhower Avenue to Duke Street Connector project, (2) \$102,000 be transferred to this project from the Route 1 bridge replacement project being removed from the SYIP, and (3) \$1.7 million, \$2.4 million and \$1.5 million be allocated to this project in FY 2008, FY 2009 and FY 2010, respectively.

**FISCAL IMPACT:** The SYIP projects require local matching funds from the City. These funds are available either in the prior approved CIPs, from non-City resources that are anticipated to be available in FY 2008, or from future Capital Improvement Program budgets.

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 2007 Transit Subsidies budget for Metrobus Replacement and Rehabilitation.

**ATTACHMENT:** FY 2008-2015 Six-Year Improvement Program Programming Request

**STAFF:**

Mark Jinks, Deputy City Manager

Bruce Johnson, Director, OMB

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

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

James Maslanka, Division Chief/Transit, T&ES

Morgan Routt, Management and Budget Analyst, OMB

**FY 2008-2013 Six-Year Improvement Program  
 Programming Request  
 City of Alexandria, Virginia**

Project			Allocations								
UPC	Description	Plan Year	Estimated Cost	Prior Year Funding	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Total
(Values in Thousands of Dollars)											
57067	Rte 1 - Bridge Replacement	FY 07-12	567	102							102
		FY 08-13	0	0							0
8645	Rte 7 - Intersection Improvements at Beauregard	FY 07-12	7,012	6,381	631						7,012
		FY 08-13	11,500	10,869	631						11,500
52175	Clermont Avenue - 4 Lane (PE only in SYIP)	FY 07-12	2,093	13,362							13,362
		FY 08-13	2,093	500			1,600	2,400	3,600	5,262	13,362
57072	Purchase of Buses	FY 07-12	3,731	4,590							4,590
		FY 08-13	16,110	4,590	2,660	2,660	1,900	2,700	1,600		16,110
71853	DASH Bus Maintenance Facility	FY 07-12	35,000	34,893	108						35,001
		FY 08-13	35,000	34,893	108						35,001
77378	Eisenhower Avenue Widening	FY 07-12	18,000	3,921	3,265	2,928	2,016	2,219	2,007		16,356
		FY 08-13	18,000	12,397	1,685	2,400	1,518				18,000
Total Funding		FY 07-12	66,403	63,249	4,004	2,928	2,016	2,219	2,007		76,423
		FY 08-13	82,703	63,249	5,084	5,060	5,018	5,100	5,200	5,262	93,973

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Attachment



26  
11-28-06

November 28, 2006

The Honorable William D. Euille, Mayor, and  
Honorable Members of the City Council  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

RE: Docket Item 26 for 11/28/06 City Council Meeting

Dear Mayor Euille and City Council Members:

I am writing on behalf of the Eisenhower Avenue Public/Private Partnership in regards to docket item #26 for the November 28<sup>th</sup> meeting.

The City Manager is recommending the reallocation of funds set aside for the long-delayed project to provide Eisenhower Avenue access to Duke Street to pay for other transportation purposes in the City.

We strongly believe that the City Council should deny this recommendation and view it as being against the best interests of the citizens of the Eisenhower Valley and the City at large, inasmuch as it is contrary to approved use of these funds as established by the Commonwealth and bears no relation to improving current and future traffic conditions in and around the Eisenhower Valley. We know firsthand that a key concern of Eisenhower Valley residents and businesses is the establishment of a grid system of streets in Eisenhower West. This proposed permanent depletion of funds granted by the State for the express purpose of establishing connectivity between the Eisenhower Valley and the remainder of the City is an ill-advised proposition.

This spring, a similar item was approved by the City Council to request that VDOT allow the reallocation of \$2.8 million in that fund for the purchase of DASH buses and for the widening of East Eisenhower Avenue. At that time, questions were raised about the merit of taking these funds as well as concerns about restoring the borrowed funds in future years. This transfer was portrayed as necessary to deal with a short term funding problem because the State budget was stalled. Frankly, that is not the situation now nor should this questionable practice be continued without at least VDOT's consent of the reallocation and the Commonwealth's assurances that the City need not repay the State these funds if they are expended for uses not approved in connection with the State's appropriation of such funds.

The Clermont/ Connector fund was originally set aside by the State in good faith that the City would fulfill its commitment and complete the Eisenhower Connector interchange project by providing access to Duke Street. The commitment has not been honored and

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Alexandria, VA 22314

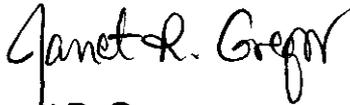
703.684.5124  
info@eisenhowerpartnership.org

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the traffic problems on Eisenhower Avenue only continue to worsen. Meanwhile, as more residents and businesses move into the Valley each year, the existing and oft-voiced grave concerns about ensuring public safety and alleviating traffic congestion for public safety vehicles remains unaddressed and with this recommendation, virtually ignored.

We urge you to reject this proposal. The Partnership can support a temporary borrowing from the Clermont project fund, but not a permanent reprogramming. If you choose to move forward, we ask you make a clear commitment this move is a temporary borrowing. Further, if those funds are to be temporarily reprogrammed, we recommend a portion be used for a feasibility/environmental impact study of traffic in Eisenhower Valley, a purpose directly related to the intent of the Clermont/Connector fund. Thank you.

Sincerely yours,



Janet R. Gregor  
Executive Director

Cc: James Hartmann  
Mark Jinks  
Rich Baier