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2-9-10*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: FEBRUARY 3, 2010

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES HARTMANN, CITY MANAGER 

SUBJECT: FEDERAL ISSUES FOR DISCUSSION WITH CONGRESSMAN JAMES P. MORAN

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**ISSUE:** Federal issues for discussion with Congressman James P. Moran.

**RECOMMENDATION:** That City Council approve the items below for which the City will request action by the 2010 Congress.

**DISCUSSION:** Each year, Council presents Congressman James P. Moran and the other members of our federal delegation with a list of federal issues of concern to the City. Many of these in the past have been specific items for which the City sought federal funding. Also included below are non-earmark federal legislative requests.

**RECENT FEDERAL APPROPRIATIONS:** Last year, the City made a number of funding requests to our federal delegation. Congressman Moran and our Senators were successful in having funding included for the following projects in various appropriations measures passed in 2009:

- Potomac Yard/Route 1 High Capacity Transit Project: \$1 million to be shared equally between Alexandria and Arlington (we will continue to seek additional federal funding for this project).
- Implementation of an environmental restoration plan for Four Mile Run: \$500,000 to be shared equally between Alexandria and Arlington (we will continue to seek additional federal funding for this project also).
- Engineering studies to determine what needs to be done to reuse effluent from the Alexandria Sanitation Authority Wastewater Treatment Plant as a coolant for the Alexandria-Arlington Waste-to-Energy plant, and possibly to irrigate median strips of highways and parks near the ASA plant (this would result in the discharge of a lesser amount of nutrients into the Chesapeake Bay eco-system): \$500,000.

- Work to preserve Fort Ward’s fragile earthwork walls, and to provide more effective public accessibility to the historic area of the Fort: \$75,000.
- Crime Scene Investigation Forensic Field Vehicle for the Alexandria Police Department: \$140,000.
- Funding for the Northern Virginia Regional Gang Task Force (NVGTF), a multi-jurisdictional partnership tasked to interdict and disrupt gang activity in Northern Virginia: \$3 million
- Alexandria Seaport Foundation’s “green collar” jobs training initiative for troubled youth: \$200,000.

**REQUESTS FOR NEW FEDERAL APPROPRIATIONS**

**A. Funding for Projects Related to the Relocation of the Washington Headquarters Service**

- (1) **Access from I-395**. The City of Alexandria has been working with the Virginia Department of Transportation, the Department of Defense, and other appropriate parties to design and develop major transportation improvements for those who will work at the new BRAC-133 facility at the Mark Center. Such improvements are necessary due to the impact that single occupancy and transit vehicles used by the workers will have on the existing Seminary/I-395 Interchange and nearby roads. The Seminary Interchange is already at a failing level of service, thereby creating backups which hamper both interstate and local roadway operations. We are working with the community, VDOT, the Department of Defense, and Congressman Moran and the other members of our congressional delegation to identify appropriate improvements. Once appropriate improvements have been identified and costed, we will formally ask our congressional delegation to assist in securing the needed specific level of funding.
- (2) **Fire, Rescue, and Related Emergency Response Needs (\$750,000 one-time; \$2.2 million annually)**. The Washington Headquarters Service (WHS)/BRAC-133 complex is located in the busiest fire-EMS zone of the City of Alexandria and Northern Virginia in terms of demand for fire and emergency services.

The AFD fire-EMS units closest to the Washington Headquarters Service (WHS)/BRAC-133 complex are typically the busiest in the City and are utilized to full capacity every day. All of the City’s 5 medic units are used to their maximum capacity and are often fully utilized by noon each day (i.e., all AFD medic units are on calls, transporting patients, or at the hospital). Due to the connectivity of the Northern Virginia fire and emergency services system, however, this situation is not unique, as Fairfax and Arlington Counties are in a similar position.

The AFD looks forward to a collaborative working relationship in our shared mission to protect the WHS/BRAC-133 facility and its 6,400+ occupants, while continuing to provide the full range of fire and emergency services to Alexandria's existing residents, businesses, and visitors. In order to fulfill its mission, the AFD requests additional resources. These include:

*Dedicated fire suppression company staffing.* The closest ("first-due") fire-rescue station to the WHS/BRAC-133 complex houses an engine company staffed by three personnel, a paramedic transport unit, and a heavy rescue squad vehicle that is cross-staffed by the engine company crew (i.e., only staffed when the engine, the busiest in the City, is not engaged on a call or other activity). An additional fire suppression unit is desirable. This can be readily accomplished by providing full-time staffing (13 FTEs) for the existing heavy fire-rescue squad at an estimated annual operating cost of \$1.6M.

*Peak-time paramedic transport unit.* The availability of a paramedic transport unit to responsively serve the WHS/BRAC-133 complex can be enhanced by adding another unit to cover peak demand times. "Peak-times" for the City run from approximately 9 a.m. to 9 p.m. daily. With the expected Monday-Friday daylight operating hours for the majority of the 6,400 workers at the WHS/BRAC-133 complex, the impacts of this additional demand can be met by providing a new vehicle (purchase cost: \$250,000). Annual staffing (3 FTEs) costs for a 40-hour a week peak-time paramedic transport unit are estimated at \$400K (an ongoing operating cost).

## **B. Funding for Transit and Other Transportation Projects**

- (1) **Potomac Yard Transitway (\$1 million in FY 2011; additional funding in SAFETEA-LU reauthorization).** For several years, Alexandria and Arlington have been working together, with federal support, to plan for and develop a High Capacity Transit system for Route 1 in the Potomac Yard corridor. According to the implementation study which was done for the Potomac Yard High Capacity Transit project, 22 transit vehicles will be needed to serve the full system. The consultant determined that Alexandria's portion requires 5 transit vehicles and 1 spare. Arlington's portion would require 14 transit vehicles and 2 spares. The estimated cost of the vehicles ranges from \$600,000 to \$3,000,000 depending on the type of vehicle selected. Although we will not need these vehicles for several years, we would like funding for at least a portion of them included in the reauthorization of SAFETEA-LU. The City of Alexandria and Arlington County have been conducting regular coordination meetings to ensure seamless implementation of the proposed high capacity transit system. **This is one of our two top transportation funding priorities.**

- (2) **Eisenhower Avenue Metro Platform Extension (\$1,000,000)**. The Eisenhower Avenue Metro Station can only be accessed from the south side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed, and would appreciate additional federal assistance. **This is our highest priority heavy rail funding request.**
- (3) **Bicycle Initiative (\$2.3 million)**. According to recent data, bicycle trips in Alexandria have dramatically increased in recent years, with a bicycle mode share now nearly five times the national average. Bicycles are also increasingly used by tourists and residents to visit federal parks and other federal sites, and by federal employees to get to their jobs. However, bicycling has not been well integrated into the City’s transit system – particularly with respect to safe, secure bicycle parking, bicycle racks on buses and bicycle sharing programs.

This initiative would improve integration of bicycling and transit by:

- (a) Installing bicycle parking stations at Alexandria’s four Metrorail stops. Bike stations provide safe, secure, covered bicycle parking for federal employees and other commuters (\$750,000).
- (b) Establishing a bike-sharing program to enable customers to use a bicycle from a fleet at one location and return it to another. Visitors, for instance, could ride a bike from a place in Alexandria along the National Park Service’s Mt. Vernon trail, and into D.C. to visit federal monuments and memorials. The one-way rentals are intended for short trips (generally 5 to 10 miles or so), and would also encourage bicycle access to transit. The City seeks to coordinate its efforts with a new program in Arlington County and Washington, D.C.. to create a multi-jurisdictional approach (\$1.25 million).
- (c) Adding bicycle racks to all existing DASH transit vehicles, which are used by many of the City’s federal employees (\$300,000).

The total cost of the initiative’s three projects is estimated at \$2.3 million. **Our highest priority bicycle project is the installation of bicycle parking stations at the City’s Metro stops.**

- (4) **High Capacity Transit –Van Dorn/Beauregard (\$4.2 million)**. Planning is also underway for High Capacity Transit in the Van Dorn-Beauregard corridor. This is sometimes referred to as the Kingstowne-Pentagon service. Since this new service would serve the Washington Headquarters Services facility at the Mark

Center, which is scheduled to open in 2011, we also request \$4.2 million in federal funds to implement this service.

- (5) **Feasibility Study to Extend the Proposed Columbia Pike Streetcar to BRAC-133 (\$500,000)**. With the Department of Defense's decision to relocate 6,400 jobs to the Mark Center, at Seminary Road and I-395, the City and the federal government have been cooperating to develop a series of transportation improvements which will help it attain its goal of having at least 40 percent of commuters holding these jobs use a transportation mode other than single occupancy vehicle. One option that should be closely studied is to extend the streetcar route that Arlington and Fairfax Counties are planning to build on Columbia Pike through a maintenance facility at the Northern Virginia Community college to Beauregard Street, and then to the Mark Center.

The City Council of Alexandria adopted a transportation plan which calls for some type of high capacity transit service in three of the City's major traffic corridors. The Beauregard-Van Dorn corridor is one of these. The City is about to embark on a preliminary analysis to determine if high-capacity transit can be placed in exclusive right-of-way in this corridor as well as the others.

Last year, Congress appropriated \$350,000 to conduct a study on the feasibility of enhanced transit service along the Route 7 Corridor connecting the King Street Metro Station in Alexandria with the future Columbia Pike light rail service that terminates at Skyline in Fairfax County, and the planned multimodal center in Falls Church and future Metrorail Stations in Tysons Corner. Arlington and Fairfax Counties are now doing detailed environmental studies of the proposed Columbia Pike Streetcar. Since the new BRAC-133 facility in Alexandria is a short distance from this point, the possibility of joining two large civilian military installations together with a streetcar should be explored. The City of Alexandria requests \$500,000 to perform a detailed analysis of the feasibility of constructing a streetcar extension that could link Skyline and BRAC-133. This study would consider any streetcar extension to the BRAC-133 facility as an independent, separate segment and would complement, but not be a part of, current Columbia Pike streetcar planning activities. **This is one of our two top transportation funding priorities.**

C. **Transportation Projects for Inclusion in the SAFETEA-LU Reauthorization** (we are not requesting funding for these in FY 2011)

- (1) **Potomac Yard Metrorail Station (\$25 million)**. The City requests consideration of partial funding for a new Metrorail Station in the reauthorization of SAFETEA-LU. With the increased development that has occurred and continues to occur in the Alexandria and Arlington portions of Potomac Yard, there appears to be a need for another Metro Station there. The City is examining various sources of federal, state, local, and private funding that could be used for

this project if it is undertaken. We are hopeful that the federal government could provide approximately \$25 million over three years under any new SAFETEA-LU legislation.

- (2) **Active Transportation Programs (\$750,000)**. The City is working on a policy, a program and at the project-by-project level to encourage a mode shift to active transportation – mobility options powered solely by human energy such as bicycling and walking. In past years, Alexandria has invested local funds to improve its pedestrian and bicycle infrastructure. Achieving a dramatic mode shift, however, requires intensive, concentrated funding of active transportation systems rather than discrete, piecemeal projects. The City supports inclusion in the SAFETEA-LU reauthorization of a permanent grant mechanism to fund active transportation programs. If such a program is enacted, the City will seek to carry out projects that complete Alexandria’s network of active transportation infrastructure including sidewalks, bikeways and trails that connect people with public transportation, workplaces, schools, residences, and other activity centers. The City’s current Transportation Master Plan and Pedestrian Bicycle Mobility Plan identify more than \$36 million of needed network improvements.

We would like to initiate one of these projects (Hooff’s Run Pedestrian-Bike Bridge) soon, and request \$750,000 in federal funds to do so. The City’s Transportation Master Plan and the Eisenhower East Small Area Plan identify a key pedestrian-bicycle connection between Eisenhower Avenue at Mill Road and South Payne Street in southeast Old Town. The project corridor is known as the Millrace Connector and the Old Cameron Run Channel Greenway. The connection would provide a major pedestrian-bicycle path between the Eisenhower Avenue Metro station and the Mount Vernon Trail at Washington Street, opening a new route for federal workers seeking to use active transportation to major federal employment centers such as the PTO. In 2009, as part of the Woodrow Wilson Bridge Project, the Virginia Department of Transportation constructed a trail from South Payne Street that currently dead-ends at the east side of Hooff’s Run. On the west side of Hooff’s Run, the Alexandria Sanitation Authority will relocate and reconstruct a trail along the south edge of its property as part of its planned expansion through 2015. Construction funding for the bridge proposed in this project will provide a key missing link between these two independent projects. In 2010, the City will begin preliminary engineering for the bridge site and associated trails as part of a \$210,000 Public Lands Highway Discretionary Program grant secured by Congressman Moran’s office in FY 2006.

- (3) **Four Mile Run Pedestrian Bridge (estimated cost: up to \$7 million)**. As part of the Four Mile Run restoration efforts, a pedestrian/bicycle bridge is planned at the end of Commonwealth Avenue in Alexandria, allowing users to cross over the waterway into Arlington. The bridge will link two significantly long spans of Four Mile Run where there is currently no pedestrian, bicycle or automobile

connection. In 2008, Alexandria received funding to conduct a competition for the design of the bridge. The competition is currently underway, while the bridge itself is not funded. The City requests funding for the construction of the bridge as called for in the Master Plan. Although the original cost was anticipated to be up to \$7 million, the City realizes that it will not be possible to achieve this level of funding and will review the options of significantly decreasing the projected cost.

**D. Funding for Our Natural and Cultural Resources**

- (1) **Redevelopment of Alexandria's Waterfront (Total, multi-year needs: \$41.7 million)**. One of America's historic and cultural treasures, Alexandria's Potomac River waterfront faces significant challenges in the 21<sup>st</sup> Century. Enormous progress has been made in the past several decades in reclaiming the waterfront for public and water-based uses. That progress masks the very high level of reinvestment that is needed to restore its ability to support recreation and water-based transportation, to safeguard against the damages of flooding and storms, to replace outdated and failing shoreline treatments, and address some considerable environmental issues. Historic Old Town floods regularly and is vulnerable to large storms; the City's Marina is completely outdated; and a number of bulkhead areas are falling into the river. Some of these needs are eligible for federal funding. Over a period of years, we would like federal assistance for the following projects:

*Shoreline Protection.* The entire City shoreline needs new/rebuilt bulkheads or riprap. More specifically, we would like funding to rebuild the bulkhead from Founder's Park to Windmill Hill Park, as well as additional spot replacements elsewhere along the shoreline, at an estimated cost of \$21 million. Riprap needs to be rebuilt or replaced from the northern boundary of the City to Founder's Park, and spot replacements are needed elsewhere along the shoreline, at an estimated cost of \$12.7 million.

*Flood Mitigation.* Flooding in Old Town (which occurs primarily at the foot of King Street and along the Strand) causes periodic damage to historic buildings and Alexandria residences. Among the measures that will help minimize the flooding are: Flood proofing of publicly-owned historic structures; raising the height of certain streets near the waterfront by several inches; installing baffles in sewers near the waterfront to prevent stormwater from flowing from the sewers back into the street; and installing berms in riverfront parks. The estimated cost of this flood mitigation is estimated at \$8 million.

- (2) **Four Mile Run Restoration Efforts (\$1 million jointly with Arlington)**. For several years, Alexandria and Arlington have worked jointly with the Army Corps of Engineers and the Environmental Protection Agency, and strong support from Congressman Jim Moran and Virginia's Senators, to develop an environmental

restoration plan for Four Mile Run. The localities plan to make physical, ecological, and aesthetic improvements to the stream corridor, while preserving its flood protection functions. Arlington and Alexandria are now implementing some of the initiatives needed to enhance the aquatic (in-stream) and riparian (adjacent-to-stream) habitats of Four Mile Run, and to increase access to Four Mile Run and the parkland surrounding it. We request federal funding to continue the aquatic and riparian habitat restoration efforts underway in the Four Mile Run corridor.

- (3) **Reclamation and Reuse of Effluent from the Alexandria Sanitation Authority Wastewater Treatment Plant (\$2 million).** The Alexandria Sanitation Authority's (ASA) Wastewater Treatment Plant provides sewage treatment for 350,000 residents of Alexandria and a portion of Fairfax County. The original 1956 plant has been upgraded a number of times, most recently to improve the water quality of the Potomac River and the Chesapeake Bay by removing nutrients.

Last year we requested \$2 million in federal funds to design a process to transport a portion of the effluent to the Alexandria-Arlington Waste-to-Energy plant, to be used as a coolant there (this would lessen nutrients in effluent discharges). It appears that we will receive \$500,000 in FY 2010, which will allow us to begin the design process. More detailed planning undertaken by the City since our request last year indicates that the total design cost will exceed \$2.5 million. The City requests additional federal funding to help pay for this work.

- (4) **Improvements to Allow the Lyceum to Better Serve Those Who Are Disabled (\$250,000).** The Lyceum, Alexandria's History Museum, on South Washington Street, traces its existence to 1839 when it was built to provide a place for lectures, scientific experiments and quiet reading. Since then, it has served as a Civil War hospital, a private home, an office building and the nation's first Bicentennial Center. Since becoming a City museum in 1985, it has provided exhibitions, school programs, and lectures and concerts on a regular basis. In order to better serve the public, the building is in need of a replacement for the "Elevette" that provides the only access to the building's second floor to public visitors with physical impairments.

When originally installed in the early 1970's, the current lift equipment was designed to transport only museum staff and bulk supplies—not the general public—between Lyceum floors. However, with increasing use of the second level for programs, meetings and events in recent years, use of the Elevette for those with mobility impairments has increased substantially. Frequently it breaks down, and it needs to be replaced, at an estimated cost of \$500,000. The City would appreciate a Save America's Treasures grant or other federal funding to pay for half of this cost (with the City paying the other half).



- (5) **Habitat Restoration along the Holmes Run Corridor (\$32,700)**. A healthy native plant population needs to be reestablished along the Holmes Run Corridor. This could be done at a relatively low cost through the creation of “Native Wildflower Conservation Plots,” and the removal of invasive species. A large number of native plant species in the corridor are under intense pressure from exotic species. A significant amount of the native species will likely be lost without intervention. The City has developed a management plan that will identify prime habitat for native plants in the Holmes Run Corridor and then designate and manage specific areas as permanent “Native Wildflower Conservation Plots.” The plan includes four phases spanning two years. The City does not have sufficient funding for the program, and is seeking \$32,700 in federal funding for the project. These funds will cover the cost of a part-time, temporary employee to develop and implement a volunteer training program and a public education program.

**E. Public Safety Needs**

- (1) **Establishing a Dedicated Emergency Operations Center for the City of Alexandria (\$1 million)**. The City of Alexandria is requesting \$1 million to establish a dedicated local emergency operations center (EOC) for the City. The City does not currently have a permanent EOC. Construction of a dedicated EOC is expected to cost \$3.8 million. The City will seek other sources for the balance of funding required.

The City is located in the National Capital Region (one of our nation’s highest risk areas) is directly across the Potomac River from the District of Columbia and the only Virginia locality in the region that does not have a dedicated EOC. Alexandria is a densely populated jurisdiction with dozens of high profile facilities that easily could become emergency incident sites without advance notice. These include the Wilson Bridge, the BRAC-133 complex, the Federal Courthouse, the Patent and Trademark Offices, numerous other high-rise and other buildings that house over 30,000 federal employees, and associated contractors.

When a disaster or major emergency occurs, all City staff spend several hours setting up a temporary EOC in two classrooms at the Fire Department’s Professional Development Center, using valuable time and resources that more appropriately should be allotted to planning and response efforts. If a large-scale incident were to occur, all EOC staff will be needed for immediate planning, coordination, and direct response activities.

When the temporary EOC is activated, the Fire Department loses two-thirds of its classroom space, negatively affecting its ability to perform ongoing training and other activities. Furthermore, these classrooms measure in total only about 3,000 square feet and are too small to adequately house a fully functional EOC.

Preliminary plans are for a nearly 8,700 square foot modern EOC with appropriate state-of-the-art technology. The City is building a new Police Headquarters building. Once complete, office space currently located at the current Public Safety Center, will be vacated and available to house the new EOC.

- (2) **Security Upgrades at the Alexandria Jail (\$270,000)**. The City of Alexandria Detention Center houses on average, 165 local and State inmates per day. Following the terrorist attacks on September 11, 2001, the Detention Center began housing greater numbers of high profile, federal inmates, which brought on special security issues. With partial support from the federal government, expensive security upgrades were implemented shortly thereafter. A recent safety audit of the Detention Center revealed that additional safety and security upgrades are needed. In addition, as a result of the Woodrow Wilson Bridge expansion, the structure now is only 40 feet from one of the Bridge ramps.

The Sheriff's Office requests funding for a detection system around the perimeter of the property, to ensure that individuals are not inappropriately entering or leaving. Additional video surveillance and barbed wire fencing is needed to enhance the perimeter security system. The total cost of these security improvements is estimated at \$270,000. Since the improvements are needed primarily because of the presence of federal prisoners, the City requests federal funding to pay for them.

- (3) **Elevated Tactics System Platform (\$160,000)**. The Alexandria Police Special Operations Team (SOT) has a need to safely and effectively access a second story or other elevated positions, to either gain a tactical advantage or to perform a rescue in high threat situations. The Department lacks state-of-the-art equipment to accomplish this dangerous task, and this hampers its effectiveness. The proposed resolution is an equipment platform that can be raised from the top of a vehicle to allow SOT officers to safely approach and gain access to elevated positions. It has an estimated cost of \$160,000.

#### **F. Other Funding Needs**

- (1) **Funding to Combat Gangs**. Northern Virginia localities have worked together to combat problems related to gangs, using federal funds made available to the region in recent years. They have formed the Northern Virginia Regional Gang Task Force (NVGTF), a multi-jurisdictional partnership tasked to interdict and disrupt gang activity in Northern Virginia. The NVGTF is preparing a regional proposal for continued federal funding. We understand that Congressman Wolf will take the lead on getting these funds, and we ask our delegation to support Congressman Wolf on this initiative.

- (2) **Mt. Vernon Avenue Solar Lighting (\$300,000)**. A group of business owners on Mt. Vernon Avenue has been developing a proposal to install solar lighting on both sides of a 3-block stretch of the street, between Custis and Uhler Avenues. These lights would be at a level much lower than the existing street lights, and would make the Avenue much more pedestrian-friendly after dark. Those who are promoting this proposal would like to use it as a demonstration project, so they (and the City) could determine whether such lighting would be desirable in other portions of the City. Under the demonstration project, 36 lights would be installed in the 3-block area, at a cost of approximately \$300,000. The City is seeking federal funding for this project.
  
- (3) **Alexandria Seaport Foundation (\$200,000)**. The City of Alexandria Juvenile Court Service Unit, in partnership with the Alexandria Seaport Foundation and the Northern Virginia Regional Gang Task Force, requests funding (\$200,000) to continue and expand the Green Apprenticeship program which serves youths identified by the Courts and prepares them for careers in sustainable building trades. Specifically, the funding would support the integration of related in-school, after-school, summer, out-of-school, community college and employee-based instruction and training. The program will serve individuals who reside in both Alexandria and Arlington.

#### **OTHER REQUESTS OF THE CITY'S FEDERAL DELEGATION**

**National Capital Region Land Conservation Act**. In 1930, Senator Arthur Capper of Kansas and Representative Louis Cramton of Michigan successfully promoted federal legislation to preserve open space and parkland in the Washington Metropolitan area. Known as the Capper-Cramton Act, it authorized federal land purchases (including the land for the George Washington Memorial Parkway) and created the National Capital Park and Planning Commission. This legislation has gone largely unused in recent years as a funding mechanism for park and open space acquisition.

Last June, Congressman Moran introduced the National Capital Region Land Conservation Act (H.R. 2986), which seeks to amend and breathe new life into the Capper-Cramton Act. The proposal would authorize the Secretary of the Interior and the National Park Service to make grants to Maryland, Virginia, West Virginia, and the District of Columbia, and their political subdivisions to acquire land in the greater Washington Metropolitan area for conservation, environmental and recreational purposes. The federal grants could pay for up to half the acquisition cost. Senator Benjamin Cardin (Md.) has introduced identical legislation in the Senate; cosponsors of the Senate bill include Senators Warner and Webb.

The City commends Congressman Moran and Senators Warner and Webb, and strongly supports their efforts.

**Do Not Call, Write, or Solicit.** Unscrupulous individuals can easily take advantage of persons with dementia. Sales persons and even charitable solicitors contact these people by phone or mail and, knowingly or unknowingly, get these people to make financial commitments that they cannot afford.

Several years ago, Congress enacted legislation allowing anyone to put his or her name on a “Do not call” list, to stop annoying telephone calls from people they do not know. A similar list would be helpful to family members of persons with dementia. The purpose would not be to stop annoying calls, but rather, to end telephone and mail solicitations to individuals who lack the cognitive ability to make a wise response.

**Energy Efficiency and Conservation Block Grant Program.** In 2007, Congress enacted the Energy Efficiency and Conservation Block Grant Program as part of the Energy Independence and Security Act of 2007. The program was aimed at reducing total energy use and our reliance on fossil fuels. The first round of funding for this program was provided in 2009 through the American Recovery and Reinvestment Act. The City requests the provision of regular annual appropriations to this important program.

**Appropriations to the Housing Trust Fund (Affordable Housing), and Other Housing Requests.** The National Association of Housing and Redevelopment Officials (NAHRO), the National Community Development Association (NCDA) and the Northern Virginia Affordable Housing Alliance (NVAHA) are seeking funding of \$1 billion for the national Housing Trust Fund in the FY 2011 budget.

For several years, NAHRO has called for a new federal program for the production of affordable units of rental and homeowner housing. The enactment of legislation authorizing the Housing Trust Fund (HTF) in 2008 was a major victory for this program, but the immediate funding prospects for this program remain in doubt. The City supports this much-needed appropriation.

**STAFF:**

Bernard Caton, Legislative Director



**COA Contact Us: comments on docket item #7, for 2/16 CC mtg**

william.euille, frank.fannon, kerry.donley,

**Janet Gregor** to: alicia.hughes, council, delpepper, paulcsmedberg,  
rose.boyd, jackie.henderson, elaine.scott

02/15/2010 05:33 PM

**Please respond to Janet Gregor**

1 attachment



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2-16-10

**Time: [Mon Feb 15, 2010 17:33:30] Message ID: [19054]**

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Janet  
**Last Name:** Gregor  
**Street Address:** 2813 Davis Avenue  
**City:** Alexandria  
**State:** VA  
**Zip:** 22302  
**Phone:** 703-838-9054  
**Email Address:** jrgregor@comcast.net  
**Subject:** comments on docket item #7, for 2/16 CC mtg  
Attached you will find a letter from the Northern Virginia Streetcar  
Coalition in support of the federal funding request for a  
feasibility  
study to extend the Columbia Pike Streetcar over to BRAC-133. The letter  
**Comments:** includes comments on the federal  
funding request for the Potomac Yard  
Transitway. These requests are part of docket item # 7 for the City  
Council meeting  
scheduled for February 16th.  
**Attachment:** 182bee0ac8784f9421ffed5abbc6d90f.doc



February 15, 2010

Dear Mayor Euille and Members of the City Council:

Board members:

**Tim Lovain**  
Chairman  
City of Alexandria

**Inta Malis**  
Arlington County

**James McClellan**  
At-Large

**Sasha Gong**  
Fairfax County

**Eddy Cettina**  
At-Large

Contact:  
202.329.1648

On behalf of the newly formed Northern Virginia Streetcar Coalition, I am writing to urge your support for federal funding for a feasibility study to extend the Proposed **Columbia Pike Streetcar** to BRAC-133 (docket item #7, Request B. 5." Funding for Transit and Other Transportation Projects"). In addition, we would like to provide comments on the request for the **Potomac Yard Transitway** (docket item #7, Request B. 1).

The Northern Virginia Streetcar Coalition was just formed to advocate for a connected streetcar network for the City of Alexandria and Arlington and Fairfax Counties. Extension of the planned Columbia Pike Streetcar would be a logical first step in this effort since the proposed route ends adjacent to the border of Alexandria on the west end and plans call for continuing the streetcar line through Crystal City to the north end of Potomac Yards.

Extending the Columbia Pike streetcar line over to BRAC - 133 should include the Alexandria campus of Northern Virginia Community College. The Alexandria campus is interested in pursuing the idea of being the site for a streetcar maintenance facility as part of a new workforce training curriculum. Streetcars are considered a sustainable form of transit so training maintenance workers is just the sort of "green" job that is a priority for the Northern Virginia Community College system and for our nation's future job growth.

Streetcar systems are sprouting all across the country and the federal government is making new funds available for such projects. This feasibility study will help Alexandria to partner with Arlington and Fairfax Counties on their streetcar proposals.

The Northern Virginia Streetcar Coalition believes strongly that in addition to the Metro rail and bus system and regional bus network, streetcars will be a vital part of a regional system that enhances economic competitiveness; supports sustainable land uses and increases access for residents throughout the region. Streetcars help reduce short car trips and offer a broader range of transit options for commuters.

In addition, we would like to comment on the funding request for the Potomac Yard Transitway. This request would help fund the cost of transit vehicles for the Potomac Yard corridor that includes both Alexandria and Arlington. Since Arlington is committed to the use of streetcar for its portion, we believe this request should not preclude Alexandria from using its funding portion for the purchase of streetcars. There is a commitment to have a “seamless” transit system for the Potomac Yard Transitway and it appears that streetcars would best achieve this seamless mode of transit. We recommend clarifying that streetcars would be considered a transit vehicle for the Potomac Yard Transitway. With this clarification, the Coalition supports this funding request.

The Coalition stands ready to work with the city to help advance these federal funding requests. We urge your approval to have our congressional delegation seek federal funding for the streetcar feasibility study and include streetcars in the Potomac Yard Transitway request. Thank you.

Sincerely yours,

Timothy Lovain, Chairman  
Northern Virginia Streetcar Coalition Board

Cc: Representative Jim Moran  
Arlington County Board of Commissioners  
Fairfax County Board of Supervisors  
Alexandria Planning Commission members