


City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 4, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES HARTMANN, CITY MANAGER 

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

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

RECOMMENDATION: That City Council approve the items below for which the City will request federal action by the 2009 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 recommendations for modifications to federal legislation, and non-earmark funding requests.

RECENT FEDERAL APPROPRIATIONS: Due to the inability of Congress to enact a federal budget in 2008, Congressman Moran (and Senators Jim Webb and John Warner) were unable to get federal funding for City projects. Consequently, some of this year's requests are repeat requests carried over from our 2008 list.

REQUESTS FOR NEW FEDERAL APPROPRIATIONS

A. Funding for Transit and Other Transportation Projects

1. **Bus Rapid Transit Rolling Stock.** For several years, Alexandria and Arlington have been working together, with federal support, to plan for and develop a Bus Rapid Transit system for Route 1 in the Potomac Yard corridor. According to the implementation study which was done for the Potomac Yard Bus Rapid Transit (BRT) project, 22 buses will be needed to serve the full system. The consultant determined that Alexandria's portion requires 5 buses and 1 spare. Arlington's portion would require 14 buses and 2 spares. We estimate that each vehicle (42-foot hybrid vehicles) would cost about \$600,000. 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.

Planning is also underway for Bus Rapid Transit in the Van Dorn Street-Beauregard Street 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 September 2011, we also request \$4.2 million in federal funds to implement this service as a part of the reauthorization of SAFETEA-LU.

2. Eisenhower Avenue Metro Platform Extension. 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.

3. Potomac Yard Metro. The City requests consideration of partial funding for a new Metro Station in the reauthorization of SAFETEA-LU. With the development that is planned or is under construction in Alexandria, there may 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 to assist in what might be a \$100 million project.

4. Non-motorized Transportation. The 2005 SAFETEA-LU legislation authorized federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-09. The Act included innovative programs such as Safe Routes to School and Transportation Enhancements which have provided recent funding for projects designed to improve conditions for pedestrians and bicyclists in Alexandria.

An innovative section of the bill (Section 1807) created the Non-motorized Transportation Pilot Program which provided four communities with \$25 million each over four years to create a network of non-motorized transportation infrastructure facilities that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers. The four selected communities were Columbia, Missouri; Marin County, California; the Minneapolis area of Minnesota; and Sheboygan County, Wisconsin.

In anticipation of SAFETEA-LU reauthorization, City of Alexandria and Arlington County have been working on plans to jointly seek designation of our jurisdictions to receive Non-motorized Transportation Pilot Program funds. If this program is included in the SAFETEA-LU reauthorization, these funds could support the implementation of portions of Alexandria's 2008 Transportation Master Plan and Pedestrian and Bicycle Mobility Plan. Such improvements might include portions of the trail projects included in the Four Mile Run Master Plan, bridges and tunnels along the Holmes Run Greenway and Cameron Run on Eisenhower Avenue, and a proposed greenway along the old Cameron Run channel that would improve multi-modal access to the Eisenhower Avenue Metro Station.

5. Widening Eisenhower Avenue. The eastern portion of Eisenhower Avenue is not wide enough or configured in a way to support the increased traffic resulting from the development that is occurring there, as well as the changes that have been made to the Beltway as a result of the replacement of the Woodrow Wilson Bridge. While the City has begun to widen a portion of the roadway, we have insufficient funds to complete the project. Since this highway serves a large number of federal workers, and the project is necessitated in part by the replacement of the Woodrow Wilson Bridge, we are seeking \$1.5 million in federal funds to assist the City with this project.

6. I-395 Ramp to DOD Winkler Site. The Department of Defense announced last fall that it will be moving its Washington Headquarters Services and other DOD operations (approximately 6,400 positions) to facilities that it is having constructed in the Mark Center development, just off Seminary Road and Interstate 395 in western Alexandria. Using currently available routes for egress, these new workers could cause a significant impact on the movement of traffic on Beauregard Street and Seminary Road. It may become especially difficult and time-consuming to get from these new offices (or old ones in Mark Center) onto I-395 South.

The City is requesting \$1 million to study the alignment and design feasibility of the construction of a ramp to serve the DOD/US Army & Federal facility workers with a direct connection from I-395 to the DOD campus itself. Such a ramp may negate the need to construct a costly triple left turn lane at the congested grade intersection of Seminary Road and Beauregard Street.

The construction of the direct ramp is estimated to cost \$40 million. City staff understands that federal Defense Access Road funds may be used for such a purpose. At a later time, the City may also seek the delegation's assistance, if necessary, in getting approval for the ramp project from the Federal Highway Administration.

7. Four Mile Run Pedestrian Bridge. See B.1, below.

B. Funding for Our Natural and Cultural Resources

1. Implementing the Four Mile Run Master Plan. 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 \$8.5 million in additional federal support for the project, and will use it for two purposes:

- \$1,500,000 (awarded jointly to Alexandria and Arlington) for aquatic and riparian habitat improvement in the Four Mile Run; and

- \$7 million to construct a Pedestrian Bridge between Eads Street and Commonwealth Ave. (we believe this funding could be provided in legislation reauthorizing federal transportation funding).

2. Windmill Hill Park Bulkhead Replacement. Due to the continued erosion of the bulkhead and surrounding shoreline at Windmill Hill Park in Old Town, along the Alexandria side of the middle Potomac River, the City has embarked on a comprehensive Bulkhead replacement and natural shoreline development. The City's consultants have investigated a variety of concepts using different shoreline and engineering schemes, and a variety of hard and soft stabilization treatments including bulkhead, riprap revetment and natural shoreline with the addition of wetlands. Also included in the concept development is a future promenade along the bulkhead and the provision for a kayak launch. The City, in partnership with U.S. Army Corps of Engineers, seeks Federal funding for the implementation of the approved designs. More specifically, we are asking for \$5 million in federal funds (to be matched 75/25 by the City) to replace the bulkhead.

3. Flood Control for Cameron Run. In June 2006, following heavy rains, homes and offices adjacent to parts of Cameron Run experienced devastating flooding. The flood waters exceeded the Federal Emergency Management Agency (FEMA) 100 year flood plain elevation by approximately 2 to 3 feet. Subsequent to the flooding, a United States Army Corps of Engineers (USACE) study concluded that the major cause of the flooding was sediment that had accumulated in a section of channel in the Interstate 95 (Capitol Beltway) right-of-way. Unfortunately, even though the City of Alexandria had dredged and maintained Cameron Run as it passed through the City, similar action had not been taken on that portion of the waterway southeast of the City. The City recommends that flood protection measures be implemented in that portion of Cameron Run downstream from the City. These measures should be designed so that they result in no net increase in the backwater elevation of Cameron Run.

4. Reclamation and Reuse of Effluent from the Alexandria Sanitation Authority Wastewater Treatment Plant. 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 plant dates back to 1956 and has been expanded and upgraded a number of times over the years. The main purpose of the most recent upgrade, completed in 2006, was to protect the water quality of the Potomac River and the Chesapeake Bay by removing significant amounts of nutrients. Nevertheless, additional upgrades are needed to remove nitrogen to the limits of technology. One means of doing this is to reuse some of the effluent, rather than discharge it into Hunting Creek, a tributary of the Potomac River.

The ASA and the City believe that a portion of the effluent could be used as a coolant for the Alexandria-Arlington Waste-to-Energy plant, and possibly to irrigate median strips of highways or roads near the ASA plant. Prior to doing this, however, studies are needed to ensure that the effluent will not cause problems to the Waste-to-Energy plant processes, and to determine the design needed to transport the effluent. The City requests \$2 million in federal funding to pay for these studies.

5. **Fort Ward.** As Virginia prepares to commemorate the 150th anniversary of the American Civil War, localities where the War was fought are preparing to take part in this commemoration.

A series of forts and batteries was built to protect Washington, D.C., during the Civil War. Fort Ward, which is owned by the City of Alexandria, is one of the few that remain. It is also the best preserved of what was an extensive system of Union forts known as the Civil War Defenses of Washington.

In order to assist in preserving the fort's fragile earthwork walls, and to provide more effective public accessibility to the historic area, the City is requesting \$100,000 in funding (from Save America's Treasures or another federal program) to install a walkway throughout the historic area that meets ADA (Americans with Disabilities Act) guidelines. This project would serve a preservation purpose by preventing visitors from climbing the fort's fragile earthwork walls, and also provide a much-needed means by which a variety of public audiences, including the disabled, elderly and school groups, could access the historic area more effectively. The walkway would also enhance the public's understanding and appreciation of Fort Ward by providing a clear tour route that would be interpreted with informational signage.

C. Public Safety Needs

1. **Crime Scene Investigation Forensic Field Vehicle.** The Alexandria Police Department needs a specialized vehicle that it can use to provide its Crime Scene Investigation (CSI) Unit with the ability to respond to major crime scenes involving multiple units of the Alexandria Police Department, other City departments, or law enforcement units from outside the City. This vehicle would be equipped and outfitted to accommodate every need of the forensic investigator, including lasers and other specialized equipment that could not otherwise be taken into the field. The vehicle would be called out to those scenes where multiple CSI investigators are involved in processing a complex crime scene involving numerous items of evidence or multiple fatalities. A vehicle such as this is commonly found in police departments in this region and throughout the country, but the City of Alexandria has been unable to fund the purchase of one. The price of a fully equipped 24' CSI unit would be approximately \$107,000, and the City would appreciate federal funding for this purchase.

2. **Security Upgrades at the Alexandria Jail.** 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 Detention Center now is only 40 feet from one of the Bridge ramps that are under construction.

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 the property. 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.

D. Funding for Troubled Youth

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. As in the past, Loudoun County is expected to be the financial agent and Herndon will continue to serve as the grant administrator. We understand that Congressman Wolf will take the lead on getting these funds. Among the projects for which the regional funding will be used are the following City initiatives:

- **Gang Intervention Prevention Education Program** – This Alexandria program follows nationally recommended outreach models for youth at-risk of joining gangs or in gangs and needing help to end their involvement. Professionals, police officers, school social workers and community members refer young people who appear to be disengaged in the school and community, and thus likely candidates for recruitment by gangs, to the program. These outreach workers meet with the young people and their families and assess the needs of these young people and their families, and then identify appropriate services for them. The services are provided for up to six months, and three months after the services have ended, a follow-up visit is made to determine whether further prevention and intervention services are needed.
- **Gang Prevention & Intervention Coordinator** – This person acts as the single point of contact for gang prevention and intervention initiatives and staffs the various Alexandria government and community Gang Task Forces and Policy Boards (including the School Drop-Out Prevention subcommittee of the Gang Task Force, which works closely with the Alexandria School Board and School Superintendent). The Gang Prevention and Intervention Coordinator also provides staff services to the City’s mentoring partnership, which consists of 11 mentoring programs throughout the city. He provides gang awareness presentations to parents and community organizations that provide mentors to young Alexandrians (this is one of our major gang prevention initiatives). Finally, the Gang Prevention & Intervention Coordinator also works in collaboration with the Northern Virginia Regional Gang Task Force on regional programs, such as tattoo removal, that have proven effective in reducing crime in Northern Virginia.
- **Northern Virginia Gang Task Force Investigator**—This police officer works with other officers from local, state, and federal law enforcement agencies throughout Northern Virginia to safeguard communities against gang violence, while also implementing educational and intervention programs for the region. Law enforcement agencies develop and share intelligence about, and coordinate their response to, gang activity; they provide a common level of enforcement across the region. The multi-jurisdictional approach no longer restricts police response by boundaries. Prosecution is another important element, and the NVGTF coordinates activities with federal and local prosecutors, particularly on the prosecution of serious criminal gang offenders.

2. Alexandria Seaport Foundation. The Alexandria Seaport Foundation has a proven record of working with troubled youth and preparing them for apprenticeship programs with the Carpenters Union. There is a need to extend this program to other construction and technical trades. Plumbing and Electrical trades have advanced considerably in their complexity in recent years and are now responding to a "green" global economy. These trades are highly specialized and many young people do not possess the necessary skills in math to enter either the pre-apprenticeship training or apprenticeship training programs. The Seaport Foundation has proposed a program that would work with the Alexandria school system at an earlier age to ensure that youth who are interested in learning a trade or craft will be properly prepared to do so. The Foundation will be the operator of this type of program and work with the Alexandria Court Service Unit to identify appropriate participants.

The program will feature in-school math workshops presented by building trades craftspeople. Starting in fifth grade, these workshops will focus on the two math subjects with the highest failure rates: fractions and geometry. Starting in eighth grade, there will also be twice weekly, after-school math enrichment classes specifically designed to prepare young people for the "green collar" jobs becoming available in the electrical and plumbing trades.

The City and the Seaport Foundation request \$200,000 for this new program.

OTHER REQUESTS OF THE CITY'S FEDERAL DELEGATION

Funding for the Land and Water Conservation Fund. The Land and Water Conservation Fund was created by Congress in 1965 to provide federal funding that could assist states and localities with providing and preserving recreation sites and facilities. Appropriations for this program have declined annually since 2001. The City asks its delegation to restore significant funding to the Land and Water Conservation Fund.

USDA Free Lunch Program. The federal government has provided nutritionally-sound, free or reduced-price lunches for children who meet income-eligibility requirements for many years. Among the programs where these lunches are provided are the City Park and Recreation Department's after school recreation and summer recreation youth programs. Many of the participants in this program would not have nutritious lunches without it. The City asks its delegation to fund this program at levels to meet the needs of all the children it serves.

Childhood Obesity. Park and recreation agencies help the nation in meeting its goals to promote health and wellness, including the reduction of childhood obesity. Programs such as those managed by the Center for Disease Control's Division of Nutrition and Physical Activity, the Carol M. White Physical Education Program, and the Preventive Health Services block grant program are important to these efforts, and the City requests the delegation to support appropriate funding levels for them.

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 reliance on fossil fuels and reduce total energy use. Unfortunately, no funding has been provided for this programs. The City supports the provision of an appropriation for this important program.

CDBG Program. The Community Development Block Grant Program provides communities with funds to address a number of community development needs, including affordable housing and housing rehabilitation. CDBG funding is important to the City in meeting these needs. Longstanding reductions in CDBG funding have made it difficult for communities to meet their housing needs. The City requests its delegation to support an appropriation of at least \$4.5 billion in FY 2010 for formula funding for CDBG programs.

HOME Funding. The federal HOME program is another federal program that provides grants and loans to states and local governments to help low income families rent or purchase affordable housing, or to make housing available to such families through construction, acquisition, and/or rehabilitation. In recent years, appropriations to the HOME program have decreased significantly. So that this program may better assist those in need of affordable housing, the City of Alexandria requests its delegation to support an increase in HOME formula appropriations to at least \$2 billion for FY 2010.

Medicaid Regulatory Changes. The 2005 Deficit Reduction Act included a number of items intended to reduce the cost of the Medicaid program. In 2007, the Bush administration published rules to implement this legislation that caused great concern to those who use the services that would be affected, as well as those responsible for the care of these Medicaid consumers. A strict application of these rules would lead to reductions in service eligibility and reimbursement rates, and losses for Virginia community services boards (CSBs) and other Medicaid service providers. Some of the problems that could result from the implementation of these rules include:

- A significant reduction in transition support for those moving from an institutional setting to a community setting;
- New and expensive reporting requirements; and
- Limits on rehabilitation programs, which are designed to help people with serious mental illness or intellectual disabilities acquire and maintain the skills they need to live in community-based settings.

In 2008, Congress enacted legislation that postponed any implementation of most of the administration's proposals until April 1, 2009. The City asks its legislative delegation to take action to extend this temporary moratorium and amend or repeal those sections of the 2005 legislation that led to these rules.

STAFF:

Bernard Caton, Legislative Director

18
2-10-09

City of Alexandria, Virginia
MEMORANDUM

DATE: FEBRUARY 10, 2009
TO: THE HONORABLE MAYORS AND MEMBERS OF CITY COUNCIL
FROM: JAMES K. HARTMANN, CITY MANAGER
SUBJECT: DOCKET ITEM #18: FEDERAL ISSUES FOR DISCUSSION WITH CONGRESSMAN MORAN – TRANSPORTATION ISSUES

For your information as background for tonight’s planned discussion with Congressman Moran attached is a set of questions asked by Councilman Lovain, and the answers provided by staff.

Attachment

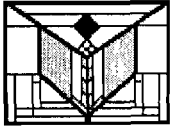
Staff: Bernard Caton, Legislative Director
Tom Culpepper , Deputy Director, Transportation and Environmental Service




Mark Jinks/Alex
02/10/2009 04:08 PM

To
cc
bcc
Subject Fw: Memo on discussion with Rep. Moran

----- Forwarded by Mark Jinks/Alex on 02/10/2009 04:08 PM -----



Bernard Caton/Alex
02/09/2009 03:41 PM

To timothylovain@aol.com
cc Jim.Hartmann@alexandriava.gov,
Mark.Jinks@alexandriava.gov,
Michele.Evans@alexandriava.gov,
rich.baier@alexandriava.gov,
Tom.Culpepper@alexandriava.gov
Subject Re: Memo on discussion with Rep. Moran 

Tim--Regarding the issue of why SAFETEA-LU items are on here: (1) we have never differentiated with Council on which program the funding will come from, or whether it is an authorization or an appropriation--the main purpose of going to Council is just to get its okay that we ask; and (2) we have always gone through Moran for all our requests (and in more recent years, through Webb and John Warner).

Please give me a call if you want to discuss this further (703-926-2588).
Bernie
timothylovain@aol.com



timothylovain@aol.com
02/09/2009 03:30 PM

To Tom.Culpepper@alexandriava.gov
cc Jim.Hartmann@alexandriava.gov,
Mark.Jinks@alexandriava.gov,
Michele.Evans@alexandriava.gov,
Bernard.Caton@alexandriava.gov,
rich.baier@alexandriava.gov
Subject Re: Memo on discussion with Rep. Moran

Thanks, Tom,

Chris Zimmerman told me Arlington now wants to start the Transitway with a streetcar and implement it even before the Columbia Pike section of the streetcar line. I am well aware that the plan was to do BRT initially, but I think times have changed.

There is also the issue of why we're leading our Moran asks with SAFETEA-LU reauthorization

requests. Jim is an appropriator and we should be focusing on our FY10 appropriations requests.

As I mentioned, I think our reauthorization request with the Transitway should be a request to authorize the Transitway under the Small Starts Program. Assuming we decide to take federal money, that would begin the process of getting us in line for the feds paying for about half the total cost of the project (whether it's streetcar, BRT or half-and-half).

Tim

-----Original Message-----

From: Tom.Culpepper@alexandriava.gov

To: TimothyLovain@aol.com

Cc: Jim.Hartmann@alexandriava.gov; Mark.Jinks@alexandriava.gov;

Michele.Evans@alexandriava.gov; Bernard.Caton@alexandriava.gov;

rich.baier@alexandriava.gov

Sent: Mon, 9 Feb 2009 12:58 pm

Subject: Memo on discussion with Rep. Moran

Tim,

Responding to your comments below:

1. The first part of item A.1 - This pertains to the Crystal City/Potomac Yard Transit Corridor we've been working on with Arlington for several years. The initial operating plan for this corridor calls for bus-based service, as was reflected in the approved environmental document. Despite the recent calls for trolleys in Crystal City, bus-based service is still the initial plan for both Arlington and Alexandria. Conversion to another type service (trolley) is a future alternative that may be pursued.
2. The second part of item A.1 - For the Kingstowne/Van Dorn/Beauregard/Shirlington BRT, the HOT lanes concession is proposing to fund express bus service with peak/off-peak headways of 20 and 30 minutes, respectively. We believe the service headways should be about half of what Fluor/Transurban is proposing. This request is to provide supplemental capital and operating funding to improve service with reduced headways, particularly during peak periods.
3. Item A.5 - The widening as originally envisioned is fully funded at \$18 million, which was assembled by pulling urban program funding from various other projects. As final design progresses, it appears that improvements to Mill Road between the I-95/495 ramps and Eisenhower Avenue may be more extensive (and costly) than originally envisioned. In particular, additional right-of-way may be needed, and is so, that will not be inexpensive. Although we do not yet have an additional cost for this, any federal money for this project would either help cover these potential additional costs or restore some of the funding that was pulled from other projects to fund the widening project.

4. Item A.6 - In early December, this request was put in an economic stimulus request. Subsequent to that request, the state offered to fund the Interchange Modification Study for the DOD connection to I-395. It appears this information simply didn't catch up with the preparation of this memo. What we should be asking is for Moran to encourage approval of this interchange modification and help ensure that federal money will be available for design and construction in the event the modification is approved. This money might most logically be put into the Defense Access Roads program, but we don't really care where it goes, as long as it's available for the project.

Let me know if you have more questions or need additional information.

Tom Culpepper, Deputy Director
Transportation & Environmental Services
City of Alexandria, Virginia
703.838.4966 Phone
703.519.3356 Fax

Mark Jinks/Alex
02/08/2009 02:11 PM

To Tom Culpepper/Alex@Alex
cc Rich Baier/Alex@ALEX, Bernard Caton/Alex@Alex, Michele Evans/Alex@Alex
Subject Fw: Memo on discussion with Rep. Moran

Could you look at these issues and get back to me on Monday morning with a response on each item raised? Thanks

----- Forwarded by Mark Jinks/Alex on 02/08/2009 02:09 PM -----

Jim Hartmann/Alex
02/08/2009 02:00 PM

To "Timothy Lovain" <timothylovain@aol.com>, "Mark Jinks" <Mark.Jinks@alexandriava.gov>
cc
Subject Re: Memo on discussion with Rep. MoranLink

Thanks. Suggests serious issues with understanding. Sorry. Ill get with Mark who will deal with this through Rich and Tom.

Thanks for giving me the opportunity to fix this before Tuesday.

From: timothylovain
Sent: 02/08/2009 01:03 PM EST
To: Jim Hartmann
Subject: Memo on discussion with Rep. Moran

Jim,

The transportation sections of the memo regarding our discussion with Rep. Moran Tuesday night have some serious problems.

First, the memo says it's about appropriations, but then immediately goes into two items for SAFETEA-LU reauthorization---quite different and not under Jim's committee jurisdiction.

And the first item asks for money for BUSES for the Transitway. That mode choice hasn't been made yet and you know what Arlington and I prefer. (And we should be asking for the project be authorized under the Small Starts Program.)

Then the second item asks for money for the Kingstowne/Van Dorn/Beauregard/Shirlington BRT project, but that project is due to be funded by the HOV/HOT Lane concession.

Then later, the memo asks for money for widening Eisenhower Avenue because it says we don't have enough. But staff told the Transportation Commission on Wednesday night that now we do have enough money for that project.

And then the memo asks for money to study the BRAC ramp, but hasn't VDOT agreed to pay that?

Help!

Tim

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!