

Docket Item #2

*City of Alexandria, Virginia*

MEMORANDUM

DATE: MARCH 26, 2010

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: BRUCE JOHNSON, DIRECTOR, OFFICE OF MANAGEMENT AND BUDGET

SUBJECT: TRANSMITTAL OF THE PROPOSED FY 2011 - FY 2020 CAPITAL IMPROVEMENT PROGRAM FOR REVIEW BY THE PLANNING COMMISSION

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Attached you will find the Proposed FY 2011 - FY 2020 Capital Improvement Program (CIP) for review by the Planning Commission. The Planning Commission is requested to review the proposed capital improvement projects with regard to the consistency of these proposed projects with the City's master plan. This is pursuant to Section 6.14 of the City Charter, which states "the City Manager shall obtain and transmit to the Council the advisory recommendations of the Planning Commission with regard to the consistency of proposed capital improvement projects with the master plan and the priority and timing of those projects in comparison to the elements in the master plan."

The results of the Commission's review are requested prior to the add/delete work session of City Council, which is scheduled for April 26, 2010. Please feel free to contact either Michael Stewart, CIP Analyst, or I at (703) 746-3737 if you have any questions regarding the proposed projects included in the CIP.

For your information, City Council set the dates below for consideration of the FY 2011 budget, including the FY 2011 - 2020 CIP. Staff presentations and video recordings of the meetings that have already occurred are available on the OMB page of the City's website (<http://alexandriava.gov/Budget>).

Tuesday, February 16, 2010 7:30 p.m.	Work Session on Revenue, Human Resources, and Compensation – Part 1
Saturday, February 20, 2010 9:00 a.m.	Work Session on Revenue, Human Resources, and Compensation – Part 2
Wednesday, February 24, 2010 6:30 p.m.	Work Session on Capital Improvement Program
Monday, March 1, 2010 6:30 p.m.	Work Session on Public Safety

Monday, March 3, 2010 6:30 p.m.	Work Session on Health and Environment
Monday, March 10, 2010 4:00 p.m.	Budget Public Hearing
Monday, March 15, 2010 6:30 p.m.	Work Session on Education and Youth
Wednesday, March 24, 2010 5:30 p.m.	Work Session on Caring Community
Monday, April 5, 2010 6:30 p.m.	Work Session on Transportation and Economic Development
Wednesday, April 14, 2010 5:30 p.m.	Work Session on Financial Sustainability and BFAAC
Saturday, April 17, 2010 9:30 a.m.	Public Hearing on Effective Tax Rate Increase
Monday, April 26, 2010 6:30 p.m.	Work Session on Preliminary Add-Delete List Review
Monday, May 3, 2010 6:00 p.m.	Work Session on Finalization of Add-Delete List Review
Monday, May 3, 2010	Special Legislative Meeting for Adoption of Operating Budget and Capital Improvement Program

Thank you in advance for your assistance in the review of the Proposed FY 2011-2020 Capital Improvement Program.

Attachments: FY 2011 – FY 2020 CIP Overview (hard copy)  
FY 2011 – FY 2020 Proposed Capital Improvement Program (disk)

cc: James Hartmann, City Manager  
Mark Jinks, Deputy City Manager  
Faroll Hamer, Acting Director, Planning and Zoning  
Richard Baier, Director, Transportation and Environmental Services  
Edward Mandley, Director, General Services  
Jim Spengler, Director, Recreation, Parks and Cultural Activities  
Michael Stewart, CIP Analyst, Office of Management and Budget

# CITY OF ALEXANDRIA, VIRGINIA



## *Managing for Results*

# PROPOSED CAPITAL IMPROVEMENT BUDGET



FY 2011  
JULY 1, 2010 – JUNE 30, 2011

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City of Alexandria  
FY 2011 - FY 2020  
CAPITAL IMPROVEMENT  
PROGRAM

(Incorporating the Information Technology Plan)



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## ALEXANDRIA CITY COUNCIL

William D. Euille, Mayor

Kerry J. Donley, Vice Mayor

Frank H. Fannon IV

Alicia Hughes

Rob Krupicka

Redella S. Pepper

Paul C. Smedberg

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Tom Gates, Assistant City Manager

Debra Collins, Assistant City Manager

Bruce Johnson, Chief Financial Officer

Laura Triggs, Director of Finance

Cindy Smith-Page, ASA, Director of Real Estate Assessments

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Prepared by the Office of Management and Budget

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OMB staff wish to acknowledge the General Services staff in the Mail Services Division and the City's ITS Electronic Publishing staff for their assistance in the preparation of this budget document.

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FY 2011 – FY 2020  
Capital Improvement Program  
Overview



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*The City of Alexandria's Capital Improvement Program (CIP) is a comprehensive plan, which identifies capital projects related to the City's future infrastructure needs and the corresponding funding required to meet those needs.*

The CIP addresses two broad areas of expenditure:

- Protection of the City's investment in existing public facilities or infrastructure (physical assets); and
- Planning and construction of major new public facilities and infrastructure, including new or replacement Information Technology systems.

The adoption of the CIP by the City Council is an indication of its support of both the capital projects that the City intends to pursue, and a plan for the anticipated levels of financing needed to fund these capital projects over the ten-year period.

The adoption of the ten-year CIP is neither a firm commitment to a particular project nor a limitation to a particular cost. As a basic tool for scheduling anticipated capital projects and capital financing, the CIP is a key element in planning and managing future debt service requirements. Only the first year of the CIP (FY 2011) represents a funding commitment for the project to proceed to the next stage, or to be implemented depending on the level of funding provided.

## *Definition of a Capital Project*

- *Greater than \$10,000*
- *Acquires or improves physical assets with useful life of 3 or more years*
- *Not day-to-day maintenance*

The City defines a capital project expenditure (as opposed to an operating expenditure) as an expenditure of more than \$10,000 that acquires, expands, repairs, or rehabilitates a physical asset with a useful life of at least three years. It does not include day-to-day maintenance expenditures such as custodial or janitorial services, minor (less than \$10,000) carpentry, minor electrical and plumbing repairs, or repair or routine replacement of fixtures or furniture.

# FY 2011 – FY 2020 Capital Improvement Program Overview

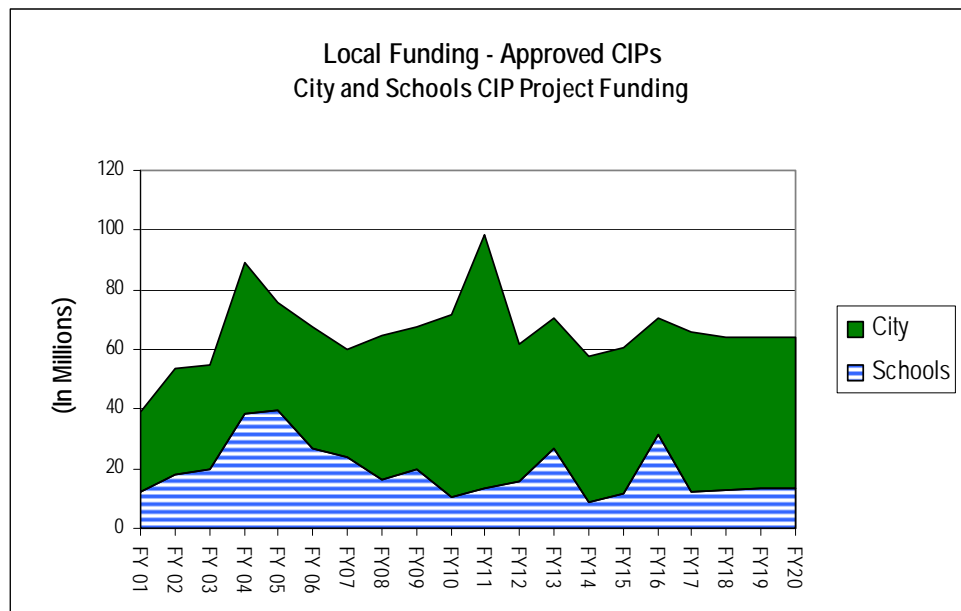
The FY 2011 – FY 2020 Capital Improvement Program represents the first time the City has published a ten-year capital plan rather than a six-year plan. For purposes of more valid, “apples to apples” comparisons, the majority of comparisons to prior year CIP’s illustrated in this document will look at the first six years (FY 2011 – FY 2016) of the Proposed Plan. (In future CIP’s, comparisons between the full ten years of planned project funding will be standard.)

*The City Manager’s Proposed FY 2011-FY 2020 Base Capital Improvement Program totals \$612.4 million in local funding, and \$627.7 million in total funding. The first six years of the base plan total \$366.9 million in local funding, which represents an increase of 3.1 percent in local funding over last year’s CIP.*

*Including all three options for additional funding and spending on public infrastructure, the CIP totals \$454.9 million, which represents an increase of 14.2% over last year’s All Funds CIP.*

FY 2010 Approved to FY 2011 Proposed "6 Year" and "10 Year" Plans				Change FY'10 Approved to FY'11 "6 Year"	
	FY 2010 Approved	FY 2011 "6 Year"	FY 2011 "10 Year"	\$	%
City Base CIP	\$355.8	\$366.9	\$612.4	\$11.1	3.1%
Special Revenues	\$14.5	\$11.3	\$15.3	-\$3.2	-22.1%
<b>TOTAL BASE CIP</b>	<b>\$370.3</b>	<b>\$378.2</b>	<b>\$627.7</b>	<b>\$7.9</b>	<b>2.1%</b>
Sanitary Sewers	\$28.1	\$46.9	\$15.5	\$18.8	66.9%
Stormwater Utility	-	\$16.6	\$29.0	-	-
Transportation Tax	-	\$13.2	\$13.2	-	-
<b>GRAND TOTAL CIP</b>	<b>\$398.4</b>	<b>\$454.9</b>	<b>\$685.4</b>	<b>\$56.5</b>	<b>14.2%</b>

The chart below shows the portion of local CIP funding dedicated to Schools capital projects versus City capital projects from FY 2001 – FY 2020. The peak in FY 2011 represents the second and largest year of funding for the New APD Headquarters. The two smaller peaks in FY 2013 and FY 2016 represent the planned construction of two new replacement elementary schools.



*City Council gave the City Manager specific guidance on the CIP for FY 2011 – FY 2020.*

The budget guidance given by City Council in November 2009 contained language specific to the Capital Improvement Program. The language contained the following instructions:

- The levels of “pay-as-you-go” cash capital and borrowing through general obligation bonds should not exceed those assumed in the FY 2010 Approved CIP; and
- Proposed a stormwater utility fee as necessary and appropriate for the provision of additional stormwater management capital projects.

City Council also directed that the City Manager could propose additional CIP projects above those currently funded if deemed necessary, but an appropriate source of revenue for additional projects must also be identified for consideration.

The City Manager’s Proposed Capital Improvement Program (CIP) will focus most available resources allowable under Council guidance on maintaining existing City and School facilities and public infrastructure. The prioritization process included funding most projects that involved repairs, renovations and upkeep of public facilities and infrastructure. Some major renovation projects had to be delayed to later years, but largely all those projects have been planned for some time in the decade. A limited amount of resources within the allowable funding levels are planned for a small number of new facilities and expanded or improved infrastructure on a staggered basis over the next 10 years.

Three additional options are proposed for Council consideration above the base operating budget and CIP as allowed by the Council budget resolution. In our opinion the case for these improvements is so strong that the question is not whether these programs need to be significantly enhanced, but when and exactly how to pay for them.

- To increase storm water management capacity and protect our region’s waterways and the Chesapeake Bay a Storm Water Management fee is proposed that would cost the average homeowner \$48 a year. \$19 million in improvements would be funded over 10 years by this fee and additional borrowing secured by this fee.

- To meet sanitary sewer capital and operating needs, another option is presented for an increase in the sanitary sewer usage fee (to \$1.25 per 1000 gallons of water used from \$1.00). The average residential user would pay \$17.50 more a year – a 25% increase. These funds and the borrowing it will allow would provide \$13 million more over the next 10 years. Without these funds we also may have difficulty meeting Clean Water standards. Previously, the City has committed to having users pay for these improvements through this fee and a fee imposed on new development.

- To provide for much needed transportation improvements, an option of a 3 cent tax on commercial real estate for this purpose is provided for Council consideration. Although no additional real estate tax on commercial properties for transportation purposes is included in the base budget per Council guidance, a 3 cent tax is proposed as an option, which is allowed by the Council resolution. Such a fee would provide for the capital and related operating costs of high capacity transit corridors, peak period bus service, METRO station improvements, and alternative transportation initiatives. Without such a tax, these improvements cannot be funded from existing available revenue sources.

## **Process to Develop the Proposed CIP for FY 2011 – FY 2020**

### **Development of Departmental Submissions**

The appetite for capital investment in the Alexandria community continues to exceed the City's funding limitations for the fourth consecutive year. The FY 2008 – FY 2013 Approved CIP identified \$85.3 million of projects above what the City projected for revenues under the approved tax rates and tax structure. This shortfall number was \$61.3 million in the FY 2009 – FY 2014 Approved CIP. And then in the FY 2010 – FY 2015 Approved Capital Improvement Plan, the gap between requested capital expenditures and the City funding capacity had grown to \$124.1 million. For FY 2011, the gap between funding requests and funding limits grew to over \$200 million.

The City Manager's goal for the FY 2011 – FY 2020 CIP was to confront and deal with the funding shortfall directly and build a ten-year plan that meets the most critical needs of the City and community while assuming realistic funding levels in each year.

In order to accomplish the goal of a true, balanced ten-year plan, the first step required City staff to differentiate between the most needed projects and other less important projects (i.e. necessary vs. desirable), and then determine realistic time constraints and logistical considerations for the higher priority projects. Departments were instructed to only request funding for projects that maintain existing City assets or service levels. The only exceptions to this guidance allowed for projects that answered a public safety concern or a specific pressing business need, or where additional funding was needed to finish a partially-completed project. The \$200 million funding gap persisted despite Departments honoring this guidance.

*The funding gap for the CIP continued to grow in the FY 2011 – FY 2020 Proposed CIP to over \$200 million.*



## CIP Steering Committee and Priority Setting Process

The CIP Steering Committee is comprised of four department heads, OMB staff, ACPS staff, and two Deputy City Managers, and is charged with recommending CIP project priorities to the City Manager from among the many requested and needed projects within the City. The specific plan and priorities for the City Manager's FY 2011 - FY 2020 Proposed CIP were initially developed by the City's internal staff CIP Review Committee and then finalized by the City Manager.

Member Departments of the CIP Steering Committee began generating project requests for the FY 2011 CIP in July 2009. As projects were identified, Departments were asked to categorize them into one of three potential groups. These groups were:

- Group 1: Ongoing Maintenance – annualized funding streams that cover an ongoing maintenance need for an existing City asset;
- Group 2: Major, Stand-alone Maintenance Projects – specific large renovation or restoration projects that are necessary cyclically or periodically, but can be scheduled for a specific time period. These projects also pertain to existing City assets; and
- Group 3: New, Improvement Projects – projects that result in a new or expanded level of service and can be scheduled.

Once Departments categorized the project submissions, the CIP Steering Committee reviewed all the requests and made adjustments to the identified project categories as necessary. Once this exercise was complete, the Steering Committee had a rough order of initial priority, with Group 1 projects considered the highest priority. Group 2 projects were scheduled next for an appropriate time period given logistical and funding constraints. Group 3 projects were considered the lowest initial priority. This methodology is a slight variation on staff prioritization exercises from past CIP's.

A second component of the Department submissions pertained specifically to Group 1 projects. For these ongoing maintenance funding streams, Departments were required to either identify industry standards to benchmark annual levels of effort, or to produce lists of specific deferred maintenance items planned to be addressed. These specific maintenance project plans were to extend a minimum of three years into the future. This process was further validation that the City has been steadily falling behind in many aspects of regular facility maintenance.

The Steering Committee discussed all Group 1 projects at length and reviewed evidence speaking to both the essential nature of the projects as well as the requested level of funding. An objective of the FY 2011 CIP is to establish a consistent and sufficient level of annual funding for both City and School Group 1 projects that can be the assumed baseline for the CIP each and every year.

*All Department project requests were initially prioritized into three projects groups.*

*The CIP Steering Committee reviewed and prioritized over 240 existing, new, or revised projects.*

*CIP projects were first categorized into two categories: Maintain and Improve.*

*Group 1 (ongoing maintenance) project funding levels should be justified annually, but should not be competitive with projects that expand or improve service levels.*

*Subgroups Maintain Group 1 through Improve Group 2 were funded in the FY 2010 and FY 2011 proposed plans. The 1-Penny Priority Group was shown next. The remaining groups were unfunded in the proposed plan.*

Once the Steering Committee initially agreed upon appropriate funding levels for the Group 1 projects, they were purposefully set aside from the remaining prioritization exercises. The City and Schools Group 1 funding total starts around \$20 million in FY 2011 and gradually grows to around \$34 million by FY 2020. It is anticipated that after several years of appropriately scheduled maintenance and significant catch-up on deferred maintenance, this level of annual investment will begin to decline. For now, while it will be important to review justification for these Group 1 funding requests each year, it is equally as important that these funds be given priority during the strict competition for funds that occurs each year. The City cannot afford to sacrifice its current assets in order to grow its service levels.

Once the Steering Committee set the Group 1 baseline for the CIP, it was a simple mathematical equation to determine the level of remaining funding available below the funding guidance limits set by City Council. The next step was to discuss the Group 2 project requests. While these projects are every bit as important as Group 1 projects, both the scope and timing of the projects are often flexible. The Steering Committee heard justifications from requesting Departments covering both the funding levels and scheduling. A scheduling window was identified for these projects, with both earliest desirable and latest possible completion dates. Using these windows an initial prioritization was set, with earlier implementation dates being considered inherently more essential.

The Steering Committee underwent the same exercise for Group 3 project requests as it had for Group 2 projects. The only significant difference in the Group 3 exercise was that certain projects were deemed likely candidates for exclusion for the ten-year plan and were tentatively removed from the list.

Once the Steering Committee completed discussion of the entire FY 2011 – FY 2020 submission, a new strategy had to be implemented. In past years, the Steering Committee, City Manager, and City Council have primarily focused on the first year of the CIP, with significant discussion covering the second and third years and only a small amount of discussion of projects in the last three plan years. Because the FY 2011 CIP is intended to be a fully developed and balanced ten year plan, having the Steering Committee deliberate on decisions for all ten years would have taken far more time than was practical.

Instead, the Office of Management and Budget took the input from the CIP Steering Committee and produced a "Straw Man" CIP that sought to fit Group 2 projects within acceptable windows whenever possible, and provide funding for Group 3 projects when available and prudent. This OMB Straw Man CIP was then returned to the Steering Committee for comments and concerns. These changes were incorporated where the Committee agreed and a recommended ten-year plan was presented to the City Manager.

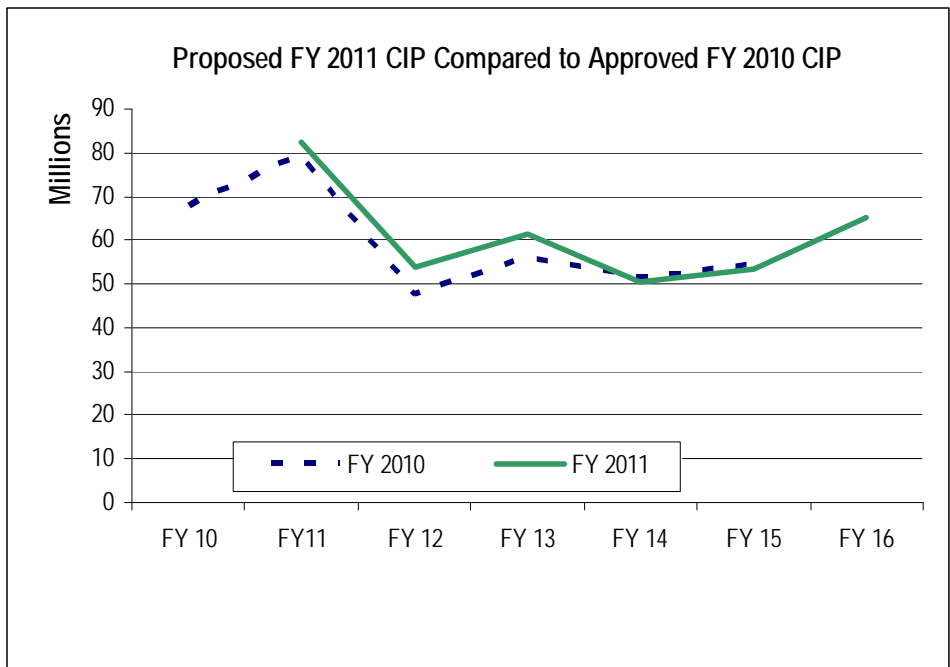
# FY 2011 – FY 2020 Capital Improvement Program Overview

	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
<b>Group 1 Projects - City</b>	<b>\$11,704,147</b>	\$14,262,867	\$17,869,808	\$17,790,860	\$17,925,059	\$20,122,332	\$19,331,679	\$22,341,100	\$21,942,594	\$21,742,594	\$21,002,594	\$194,331,487
<b>Non-Capacity CIP - Schools</b>	<b>\$300,000</b>	\$5,968,267	\$10,194,616	\$7,113,000	\$9,000,000	\$11,365,000	\$11,000,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$106,506,883
<b>IT PLAN</b>	<b>\$3,393,131</b>	\$4,300,000	\$2,500,000	\$2,770,000	\$2,500,000	\$2,500,000	\$2,132,500	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$26,702,500
<b>Group 2 Projects</b>												
Public Safety Center Slab	\$0	\$1,330,000										\$1,330,000
Edsall Road	\$1,000,000	\$1,000,000										\$1,000,000
Chiniquap (renovations)	\$0	\$0	\$1,600,000				\$1,000,000		\$2,000,000			\$6,600,000
k-9 Facility Renovation	\$0	\$0	\$0				\$270,000					\$270,000
CAD/RMS Replacement System	\$0	\$600,000	\$1,000,000	\$14,000,000	\$19,000,000	\$10,000,000	\$6,800,000					\$34,600,000
City Hall HVAC	\$0	\$0			\$1,200,000	\$200,000						\$18,000,000
Burn Building	\$0	\$0			\$200,000	\$200,000	\$250,000					\$200,000
Athletic Field Restrooms	\$0	\$0			\$100,000	\$3,000,000	\$300,000	\$300,000		\$100,000		\$6,200,000
Marina Dredging	\$0	\$0										\$600,000
Market Square Renovations	\$0	\$0					\$500,000	\$3,250,000	\$3,000,000			\$6,750,000
Madison/Montgomery Street	\$350,000	\$0					\$1,000,000	\$1,000,000	\$1,000,000		\$1,000,000	\$5,000,000
Street Reconst. Rev Sharing	\$0	\$0						\$1,435,000				\$1,435,000
Pistol Range	\$0	\$0						\$2,000,000				\$3,000,000
Pavement Repairs in Parks	\$0	\$0						\$2,500,000	\$2,500,000			\$10,000,000
Artificial Turf Field Program	\$1,425,500	\$0						\$400,000	\$400,000			\$800,000
Median Conversion	\$0	\$0										\$0
<b>Subtotal Group 2 Projects</b>	<b>\$2,775,500</b>	<b>\$2,930,000</b>	<b>\$2,600,000</b>	<b>\$14,000,000</b>	<b>\$20,500,000</b>	<b>\$13,200,000</b>	<b>\$10,120,000</b>	<b>\$10,885,000</b>	<b>\$9,900,000</b>	<b>\$5,600,000</b>	<b>\$6,500,000</b>	<b>\$96,235,000</b>
<b>Group 3 Projects</b>												
APD Facility	\$0	\$44,860,200	\$2,000,000									\$46,860,200
Other ACP's Capacity (modulars, etc.)	\$0	\$7,596,000	\$2,100,000									\$9,696,000
Fire Station 210 (Eisenhower Ave)	\$1,450,000	\$2,135,000	\$11,210,000									\$13,345,000
Emergency Ops Center	\$0	\$200,000	\$3,500,000	\$19,500,000								\$1,950,000
School Site #1 (P.H. w/ RPCA Space)	\$0	\$0	\$205,545	\$205,545								\$411,090
4 Mile Run Park&Stream (STAG March)	\$300,497	\$0	\$205,545	\$205,545								\$6,200,000
Fire Station 203 (Cameron Mills)	\$0	\$0		\$600,000		\$5,600,000	\$20,500,000	\$5,000,000				\$21,000,000
School Site #2	\$0	\$0					\$500,000					\$5,500,000
Windmill Hill Bulkhead	\$784,953	\$0						\$250,000				\$1,700,000
Lower King Street Flooding	\$0	\$0					\$200,000	\$1,500,000				\$1,700,000
City Marina Seawalls	\$0	\$0					\$250,000	\$1,000,000				\$1,250,000
City Marina Utility System	\$0	\$0						\$1,200,000				\$1,200,000
Emergency Govt Relocation Center	\$300,000	\$0					\$700,000	\$3,000,000	\$6,000,000			\$9,700,000
Fire Station 207 (Duke Street)	\$0	\$0						\$300,000	\$300,000	\$300,000		\$1,200,000
Public Art Acquisition Program	\$0	\$0						\$700,000	\$3,000,000			\$9,700,000
Fire Station 206 (Seminary)	\$0	\$0							\$6,000,000			\$6,000,000
Fire Station 205 (Cameron Street)	\$0	\$0							\$700,000			\$3,700,000
City Spray Parks (Aquatics Solution)	\$0	\$0							\$2,000,000			\$3,000,000
Miracle Field	\$0	\$0									\$570,000	\$570,000
<b>Subtotal Group 3 Projects</b>	<b>\$2,835,450</b>	<b>\$54,791,200</b>	<b>\$20,765,545</b>	<b>\$19,705,545</b>	<b>\$600,000</b>	<b>\$6,100,000</b>	<b>\$22,250,000</b>	<b>\$12,950,000</b>	<b>\$9,300,000</b>	<b>\$9,000,000</b>	<b>\$4,870,000</b>	<b>\$160,332,290</b>
<b>Allowance for Inflation or Additional Projects</b>				\$4,141	\$3,063	\$173,795	\$532,416	\$1,991,876	\$4,382,195	\$8,354,199	\$12,882,633	\$28,324,318
<b>TOTAL</b>	<b>\$21,008,228</b>	<b>\$82,252,334</b>	<b>\$53,929,969</b>	<b>\$61,383,546</b>	<b>\$50,528,122</b>	<b>\$53,461,127</b>	<b>\$65,366,595</b>	<b>\$62,667,976</b>	<b>\$61,024,789</b>	<b>\$60,696,793</b>	<b>\$61,121,227</b>	<b>\$612,432,478</b>

# FY 2011 – FY 2020 Capital Improvement Program Overview

## The City Manager's Proposed Plan

The City Manager's FY 2011 – FY 2020 Proposed CIP differs from previous plans in that it includes ten years of planned projects, with corresponding revenues to balance expenditures in each of the ten years. The Proposed Base CIP contains total planned projects of \$612.4 million over ten years, of which \$366.9 million are planned for the first six years of the plan (FY 2011 – FY 2016). For the FY 2011 Proposed CIP, the Base CIP includes all projects funded from general City funds, including cash capital, general obligation bonds, and other one-time cash sources. The All Funds Base CIP would include all the Base CIP projects as well as projects funded with intergovernmental revenues, such as grants, revenue sharing, and earmarks.



In addition to the Base CIP, the FY 2011 – FY 2020 Proposed CIP includes three additional “modules,” which are each funded by special dedicated fees or taxes and have restricted uses. These modules include a Sanitary Sewer Fund module (\$55.5 million), Stormwater Utility module (\$29.0 million), and a 3-cent Commercial Add-on Tax for Transportation module (\$13.2 million).

There are still many identified capital project needs that are not met in the City Manager's Proposed CIP. At the November 2009 City Council Budget Retreat, the total reported CIP shortfall exceeded \$120 million over six years. By the time all the project requests were received, this shortfall exceeded \$200 million. Although some of this shortfall has been mitigated by spreading out the planned implementation of projects over ten years (rather than six) as well as the use of new funding sources (the three CIP “modules”), over \$90 million in project requests are not included in the FY 2011 Proposed CIP.

*The FY 2011 Proposed CIP includes ten years of planned capital projects, as opposed to six.*

*The slight increase in planned spending in FY 2012 and FY 2013 over last year's CIP is attributable to the use of Fund Balance resulting from a projected 2011 tax rate increase, sale of City property revenues, and prior year unallocated funds.*

*Three proposed CIP modules include planned projects above the Base CIP that are funded with new, dedicated funding streams.*

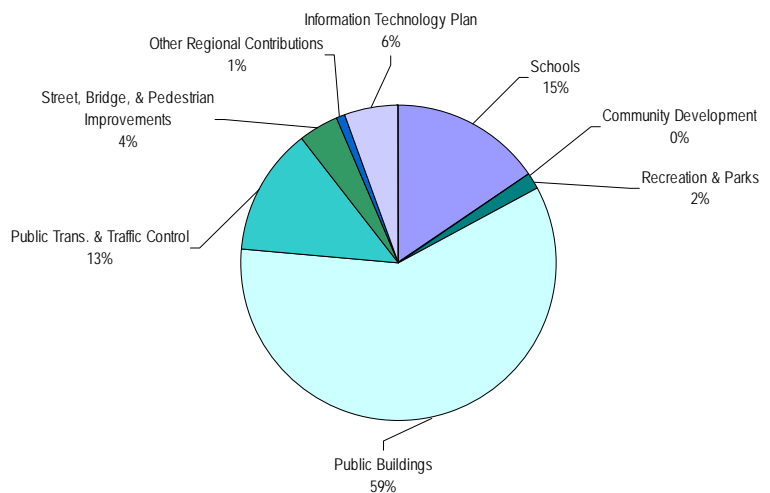
*A funding gap of over \$90 million exists in the FY 2011 – FY 2020 Proposed Capital Improvement Plan.*

*The Proposed Base FY 2011 capital budget includes \$87.7 million in total funding and \$82.3 million in local funding.*

## FY 2011 Proposed CIP Expenditures

The total Proposed Base CIP for FY 2011 is for \$87.7 million, which includes \$5.5 million in grants and other special revenues. The locally funded CIP is \$82.3 million, a \$3.0 million (3.8%) increase from what was previously planned for FY 2011 in last year's Approved CIP. The additional project spending is funded through the use of re-appropriated prior year unallocated balances that are no longer needed in the immediate future for their projects.

FY 2011 All Funds Base Capital Budget By Project Category  
(\$87.7 million)



A summary of the FY 2011 major capital budget highlights follows:

### Public Buildings:

- \$44.9 million for construction work on the New Police Facility
- \$1.3 million for the Public Safety Center Slab Replacement project
- \$1.1 million for the City's Capital Facility Maintenance Program
- \$2.1 million for design of the new Fire Station 210 (Eisenhower Ave.)

### Schools:

- \$13.6 million for Alexandria City Public Schools, including \$7.7 million to implement short-term solutions to the capacity issues, \$1.1 million to implement ADA-necessitated projects, and \$1.7 million for EcoCity-based maintenance projects that seek to create more efficient school facilities.



## *Highlights of the FY 2011 Capital Budget*

### Public Transportation and Traffic Control:

- \$7.0 million for the City's contribution to forthcoming WMATA "Metro Matters II"
- \$0.8 million for Traffic Signals and Signs Equipment
- \$1.8 million for DASH replacement buses

### Street, Bridge, and Pedestrian Improvements:

- \$2.0 million for Edsall Road reconstruction to be offset by \$1.0 million in state revenue sharing
- \$0.6 million to maintain the City's bridges
- \$0.3 million for Non-Motorized Transportation projects for safety and mobility

### Community Development:

- No new base funding is planned in the Community Development section for FY 2011. Prior year balances will be used for Stream, Channel, and Waterway Maintenance needs.

### Recreation and Parks:

- \$1.5 million is budgeted for the various maintenance programs supporting recreation and park facilities, including \$0.5 million for maintenance in neighborhood recreation facilities and \$0.2 million to continue the playground renovation program.

### Other Regional Contributions:

- \$0.36 million for the City's capital contribution to the Northern Virginia Regional Park Authority
- \$136,273 for the City's annual capital contribution to Peumansend Creek Regional Jail
- \$136,732 for the City's capital contribution to the Northern Virginia Community College

### Information Technology:

- \$4.9 million for Information Technology Plan projects, including \$2.2 million for the new Payroll / Human Resources system

*Highlights of the  
FY 2011 Capital  
Budget*

## Additional Modules above the FY 2011 Base CIP

### Sanitary Sewer Module:

- \$15.2 million for sanitary sewer projects funded entirely with sanitary sewer system revenues and sewer fee revenue financed bonds, including \$7.9 million for infiltration and inflow remediation in the Holmes Run sewershed and \$4.0 million for the Holmes Run Trunk Sewer

### Stormwater Utility Module:

- \$2.0 million for storm sewer projects through the Stormwater Utility

### Transportation Tax Module:

- \$2.0 million for DASH expansion buses
- \$0.7 million for an additional King Street trolley
- \$1.2 million for implementation of the Transportation Signage and Wayfinding project

*The City Manager Proposed FY 2011 – FY 2020 Base CIP includes \$378.2 million in all sources of funding in the first six years, \$366.9 million of which is local funding.*

The City Manager Proposed FY 2011-FY 2020 All Funds Base Capital Improvement Program totals \$627.7 million, of which \$378.2 million is planned in the first six years. This represents a 2.1 percent increase in All Funds, Base CIP funding over last year's CIP.

The FY 2011 - FY 2020 Capital Improvement Program focuses on repairing, refurbishing, renovating, rehabilitating, and reconstructing existing physical assets. In addition, the CIP calls for new capital projects that will save future operating costs. The chart on page 2-16 illustrates CIP spending (both City and Special Revenue sources) according to project category for each year in the six-year plan.

## Schools:

- A total of \$160.2 million over ten years (FY 2011 – FY 2020) has been included in this CIP for the capital needs of the Alexandria City Public School System (ACPS) for Schools projects.
- \$53.7 million has been planned to manage ACPS capacity issues, including two new elementary schools (Patrick Henry School and one yet-to-be-identified site)

## Public Buildings:

- \$46.9 million over two years (FY 2011-FY 2012) is planned for the construction of the new Police facility headquarters office on Wheeler Avenue. Of this remaining funding, \$12.17 million is for IT related equipment (including E-911 and the public safety radio system) and installation at the new APD Facility has been now included as part of this project budget. Many of these IT costs would have had to be funded during this time period independent of the need for a new Police facility.
- \$13.3 million in new funding is planned for the construction of Fire Station 210 in the Eisenhower Valley.
- Other major fire station projects are also being planned throughout the City. These include Fire Station 203 (Cameron Mills Rd), Fire Station 205 (Cameron Street), Fire Station 206 (Seminary Rd), and Fire Station 207 (Duke Street). More specific scope and cost estimates will follow programming for these projects.
- \$18.0 million is planned for the replacement of the HVAC and other integral systems at City Hall.
- \$28.5 million is planned over ten years for the various capital facility maintenance programs used to keep existing City facilities in efficient operational condition and ensure that status into the future.

*Highlights of the  
FY 2011 –FY 2020  
Capital Improvement Program*

## Public Transportation and Traffic Control:

- \$77.4 million has been planned over ten years (FY 2011-FY 2020) to meet the City's capital obligations for Metrobus and Metrorail as part of the Washington Metropolitan Area Transit Authority's (WMATA) new Capital Improvement Program (CIP). A new multi-year capital funding agreement (beyond FY 2010) between WMATA and its funding partners is in the early stages of discussion.
- \$26.0 million has been planned for the replacement and expansion of the DASH fleet over this period. Since the City can no longer anticipate regular State Urban Funds for these buses, City funding is now the planned source.

## Street, Bridge, and Pedestrian Improvements:

- \$6.0 million in City funding is planned for City participation in the State Revenue Sharing Program, with Edsall Road Reconstruction being the specific project identified for FY 2011.
- \$6.8 million is planned for the reconstruction of Madison and Montgomery Streets.
- \$3.4 million is planned for street and alleyway reconstruction and extension projects.
- \$6.0 million is planned for bridge repairs City-wide.

## Community Development:

- A total of \$13.9 million over six years (FY 2011 – FY 2020) is planned for Community Development projects.
- \$13.1 million is planned for various stream and channel maintenance and dredging activities.
- Implementation projects stemming from the Waterfront, Braddock, King Street, Landmark/Van Dorn, and Arlandria area plans will be necessary within the ten-year plan, but no specific projects have been identified yet.

*Highlights of the  
FY 2011 –FY 2020  
Capital Improvement Program*

## Recreation and Parks:

- The dedicated Open Space one percent of the real estate tax revenues was being decreased in FY 2010 to only cover related debt service costs. The \$9.0 million in remaining balance will continue to be used to acquire and do initial development work on desirable open space parcels.
- A total of \$6.6 million is planned over the ten-year period to do necessary maintenance at the Chinquapin Recreation Center in order to keep the facility safe and operational.
- \$24.9 million is planned over the ten years for the various Group 1 maintenance and repair programs for park and recreation facilities.
- A total of \$10.0 million is planned for the design and installation of artificial turf fields City-wide, as well as for the replacement of artificial turf carpets at existing fields.
- \$5.5 million remains to implement improvements to the Windmill Hill bulkhead.

## Information Technology:

- The Proposed FY 2011-FY 2020 CIP continues the City's commitment to building and maintaining an essential information technology infrastructure. The plan will enhance information technology services and build on existing City hardware, networks, and software that have been implemented over the past decade.
- The Information Technology (IT) Plan totals \$61.3 million over ten years, including \$2.2 million to fund the new Payroll / Human Resources System.
- The IT Plan also includes including \$34.6 million to fund the Computer Aided Dispatch and Records Management System for Police, Fire and Emergency Medical Services.

## Allowance for Inflation or Additional Projects:

- The Proposed FY 2011 – FY 2020 CIP does not include assumptions for inflationary increases moving into the future. The current CPI-U is hovering around or just below 0%. Rather than trying to predict inflation trends in the uncertain economy, the FY 2011 Proposed CIP leaves a gradually increasing amount of unprogrammed revenues each year starting in FY 2013. This annual allowance could either be maintained as a small buffer against inflation or be programmed by City Council for additional projects. The size of this allowance was determined by assuming a CIP that requires a consistent rate of growth of funding in the operating budget of about 4.5% annually, which is consistent with historical trends.



*Highlights of the  
FY 2011 –FY 2020  
Capital Improvement Program*

## Sanitary Sewer Module:

- A total of \$55.5 million over ten years (FY 2011 - FY 2020) is planned for City-wide sanitary sewer projects, including \$25.0 million for the Holmes Run Infiltration and Inflow project and \$6.0 million to address combined sewer separation projects.
- The Sanitary Sewer Module will be financed by the revenues collected through the Sanitary Sewer Enterprise Fund (sanitary sewer connection and use fees) and bonds funded by those revenues.

## Stormwater Utility Module:

- A total of \$29.0 million over then years (FY 2011 - FY 2020) is planned for the Stormwater Utility Module, including \$12.5 million to fund miscellaneous capital stormwater system capital projects .
- The Stormwater Utility will be financed by the revenues collected through the Stormwater Utility fee and an annual transfer of \$1.0 million from the Capital Fund, which represents the current level of General Fund investment.

## Transportation Tax Module:

- \$8.5 million is planned for the construction of a high capacity transitway at Potomac Yard.
- \$3.3 million is planned for capital outlay needed to expand peak period service for DASH and the King Street Trolley.
- \$1.2 million to implement the Transportation Signage and Wayfinding System project.

*The FY 2011 – FY 2020 CIP includes three additional “Modules” that have restricted and dedicated funding sources for projects above the Base CIP.*

## CIP Modules Above the Base Plan

### Sanitary Sewer Module:

- The FY 2011 – FY 2020 Proposed Sanitary Sewer Module includes \$55.5 million in sanitary sewer improvement projects for reducing stormwater inflow and infiltration and expanding capacity in order to prevent sanitary sewer backups and minimize the environmental impacts of sanitary sewer discharge. These improvements are required as part of the City's compliance with state environmental permitting regulations. A sanitary sewer master plan currently under development is likely to identify additional capital needs beyond those contained in the Proposed CIP.

- The Sanitary Sewer Module is funded by a combination of sewer connection fees charged to developers for tying new structures in to the system and sanitary sewer usage fees charged to existing property owners on the quarterly water bill base on gallons consumed. The sewer connection fees are adjusted annually according to the CPI-U. The sewer usage fee has not been increased since FY 2006, when it was raised from \$0.60 per 1,000 gallons to \$1.00 in accordance with a multi-year plan to create this separate fund and gradually increase the fee to \$1.00. The current rate costs the typical household approximately \$70 annually, or \$17.50 per quarter. The \$0.25 per 1,000 gallon increase currently proposed would cost the typical household approximately \$17.50 per year, or \$4.38 per quarter.

### Stormwater Utility Module:

- The overall Proposed Stormwater Utility Module would include funding from three separate sources and would encompass both capital and operating costs associated with the City's storm sewer system. In keeping with City Council guidance restricting the use of a Stormwater Utility to supplant existing operating and capital levels of effort, the Fund would collect an annual transfer in of \$0.9 million from the City's General Fund for operating maintenance and \$1.0 million from the Capital Fund for capital maintenance. These maintain the current level of effort in these areas and establish a baseline moving into the future. Additionally, this Fund would gather revenues from the proposed Stormwater Utility Fee, estimated at \$2.25 million annually. The fees from the Proposed Stormwater Utility Fee would be used primarily for capital projects (about \$2 million per year), but would also support some expanded operating costs (\$250,000 per year) needed to help design and manage the expanded capital program. The total ten-year spending for this Module would be \$40.9 million (\$29.0 million capital and \$11.9 million operating).

## CIP Modules Above the Base Plan

### Stormwater Utility Module, continued:

- Examples of some of the projects that would be initiated in the first few years of stormwater utility fee revenue would address street, property, and/or basement flooding problems in the areas of Commonwealth Ave. and Glebe Rd. (Auburn Village), Hoof's Run Park, Beverly Dr., N. Paxton St. and N. Pegram St., and Templeton Place. Most of the individual projects specifically attached to the new fee are currently included under the Miscellaneous Storm Sewers CIP Project. The exception is the Braddock and West Flood Mitigation Project, which would also require this fee if the City is to plan for implementation in this FY 2011 – FY 2020 CIP time period.

### Transportation Tax Module:

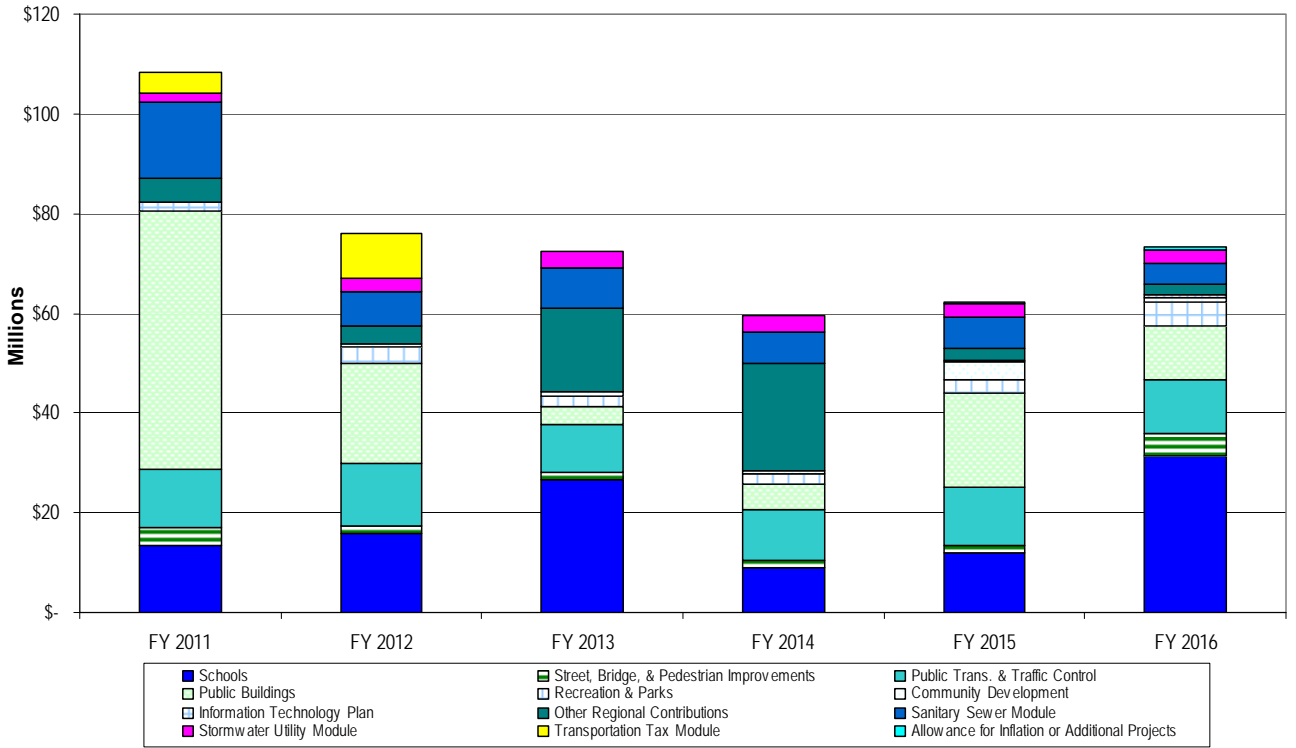
- Due to Northern Virginia's severe transportation challenges, state code allows Northern Virginia regional jurisdictions to adopt a differentiated real estate property tax on commercial properties to generate revenues to fund transportation improvements. Arlington and Fairfax Counties have adopted add-on tax rates of 12.5 and 11 cents respectively. A 3-cent increase in the City's rate would generate approximately \$4 million in FY 2011 and annual revenues of \$2.5 million in FY 2012 increasing to \$3.5 million by FY 2020. The revenues would be used to fund only capital projects that provide expanded transportation services and the operating costs associated with them.

- The projects included in the Proposed CIP reflect the principles of the Transportation Master Plan to provide high capacity transportation corridors, increased peak period bus service, Metro station improvements, and alternative transportation initiatives. The priority and timing of potential projects will be re-evaluated annually through the budget and CIP process. Because projects would be funded through a combination of pay-as-you-go capital and debt financing, the cost of projects funded in a given year may not equal the amount of revenue generated by the tax in any given year.

*The FY 2011 – FY 2020 CIP includes three additional "Modules" that have restricted and dedicated funding sources for projects above the Base CIP.*

*These three modules are not part of the FY 2011 base budget, but are presented as policy options for City Council consideration.*

## CIP USES: FY 2011 - FY 2016



*Over \$90 million in requested CIP projects have not been included in the Base CIP or additional CIP Modules.*

## Project Requests Not Included in the CIP

Extending the FY 2011 CIP to a ten-year plan helped alleviate a significant portion of the over \$200 million funding gap. The proposed use of add-on CIP Modules helped eliminate a little more of that gap. Even with these new methods to close the gap, the remaining gap between project requests and available funding is more than \$90 million. As such, in order to put together a plan that balances expenditures with revenues in each fiscal year, \$90 million in projects have been excluded from the FY 2011 – FY 2020 CIP.

The following are some of the major projects that are not included in this CIP.

- **Chinquapin Recreation Center - \$13.6 million**
  - A request for \$20.2 million was submitted for a major renovation or reconstruction project at Chinquapin Recreation Center to occur within the next six years. This project at the requested scope could not fit within City Council guidance before FY 2020, but the Proposed CIP does include \$6.6 million to perform crucial maintenance to facility. Without a significant level of investment within the next few years, Chinquapin will likely decline to a condition that approaches inoperability.
- **Patrick Henry Recreation Center - \$6.1 million**
  - The Patrick Henry Recreation Center project is not included as a stand-alone project in the FY 2011 CIP. The project has been tied to the ACPS new Patrick Henry School project. Although the proposed budget for the Patrick Henry School project is not sufficient to provide the full scope identified in the Recreation Center project, RPCA programming needs at the Patrick Henry site will be an important component of the ACPS project.
- **Warwick Pool Replacement - \$3.3 million**
  - The Warwick Pool Replacement project has not been included in the FY 2011 CIP for two primary reasons. First, the cost of this pool renovation or replacement project is prohibitive in the immediate future. Second, the City is beginning to look at the Citywide aquatics program plan and it is currently unknown what the ideal mix of aquatics facility types and locations is. The Warwick Pool is under the threat of imminent failure in the next few years and will be closed at that time unless additional CIP funding is identified for a solution.
- **Artificial Turf Field Program - \$1.2 million**
  - Continuation of the Artificial Turf Field program has been delayed until FY 2017 when funding again becomes available. Even with this delay, the City anticipates opening a new field at Brenman Park using prior year balances, two new fields at Witter using Woodrow Wilson Bridge settlement funds, and a new field at Hammond Upper included in the ACPS capital plan.
- **Public Art Acquisition Program - \$1.5 million**
  - The start of an annual funding stream dedicated to the acquisition of new public art has been delayed until FY 2017 when funding becomes available.

*Over \$90 million in requested CIP projects have not been included in the Base CIP or additional CIP Modules.*

## Project Requests Not Included in the CIP, continued

- Fire Station 211 (new West End Site) - \$9.7 million
  - A new Fire Station to be located in the Beauregard Corridor west of I-395 is currently being contemplated. This area of the City receives the heaviest volume of calls and is regularly served by Fairfax County and Arlington County fire and EMS units. The start of this project has been delayed to beyond the ten-year timeframe represented in the FY 2011 CIP.
- Street Reconstruction Revenue Sharing Program - \$4.0 million
  - Participation in the Virginia revenue sharing program for street reconstruction projects is not budgeted in FY 2012 – FY 2015. Participation in this program requires projects of at least \$2 million in eligible, annual costs, with the state reimbursing the City for \$1 million. This project was not included because no eligible projects have yet been identified and the City match could not fit within City Council guidance.
- Computer Aided Dispatch System Replacement - \$15.4 million
  - The proposed budget for the CAD Replacement project is roughly estimated at \$34.6 million. The full scope and costs of this project are not yet known. If the costs more closely approximate the CAD replacement system implemented recently by Fairfax County, an additional \$15 to \$16 million may need to be identified for the project. However, these additional funds are not included or assumed in the FY 2011 proposal.
- DASH Expansion Fleet - \$34.8 million
  - The requested expansion plan from DASH calls for an increase of 62 buses over the next ten years. The City cannot afford this level of capital outlay for additional buses in the FY 2011 CIP, and can certainly not afford the corresponding operating costs associated with this fleet expansion plan in the foreseeable future. The total annual operating impact of a single expansion bus can range from \$150k to \$190k, depending on the specific service added.
- Other Projects - \$1.9 million
  - Several other smaller CIP project requests totaling about \$1.9 million were not included in the FY 2011 – FY 2020 Capital Improvement Program. These projects include a Community Running Track, Fort Ward Barracks Hall, Edsall Road (additional components to the included project), and Wilkes Street Tunnel.

## FY 2011 – FY 2020 Proposed CIP Funding Sources

The City will continue to use both pay-as-you-go cash capital financing and debt issuance over the next ten years in a manner that maintains compliance with its debt-related financial policies and, to the extent possible, as dictated by the economy and resulting pressure on the operating budget. The chart on the following page shows the breakdown of funding sources (both City and Special Revenue sources) for each year of the six-year plan.

Funding the total ten-year capital program of \$685.4 million for the City and the Schools will be provided through a mix of sources including:

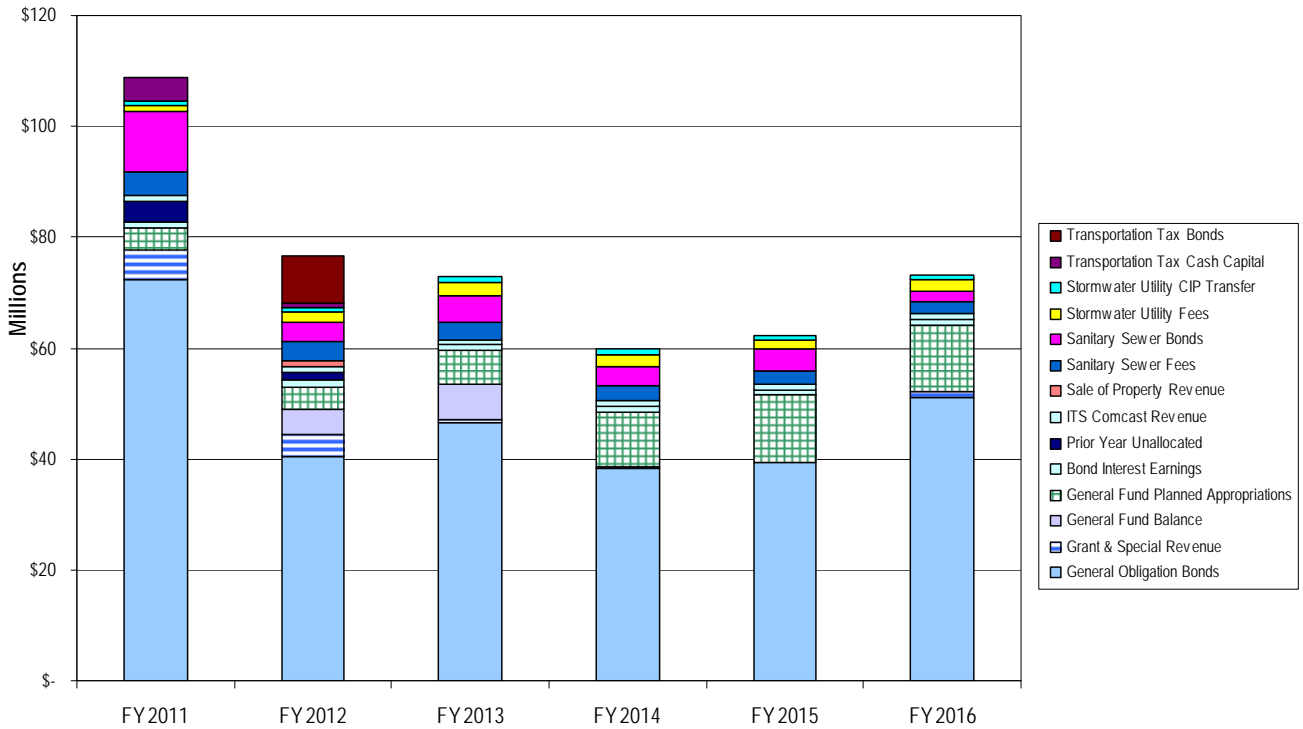
- \$468.4 million in general obligation bond borrowing for the Base CIP;
- \$10.0 million in general obligation bonds for storm water projects;
- \$28.3 million in bonds backed by sanitary sewer revenues;
- \$8.5 million in bonds backed by the commercial add-on tax;
- \$15.3 million in grants and other special revenue; and
- \$194.9 million in cash from various sources, including:
  - \$105.0 million in cash capital appropriations;
  - \$27.2 million in cash capital from sanitary sewer fees;
  - \$19.0 million in stormwater utility fees;
  - \$4.7 million in commercial add-on tax revenues;
  - \$10.4 million in bond interest earnings,
  - \$1.2 million in sale of property revenues;
  - \$11.0 million in general fund balance for capital projects;
  - \$9.9 million in Comcast revenues;
  - \$5.2 million in prior year unallocated funds; and
  - \$1.5 million in other cash sources.

The FY 2011 - FY 2020 capital funding plan reflects the planned issuance of \$515.2 million in bonds through FY 2020. These bonds would fund 71% of the total CIP over ten years as follows:

- \$73.3 million in general obligation bonds and \$10.9 million in sanitary sewer bonds in FY 2011;
- \$41.3 million in GO bonds, \$3.5 million in sanitary sewer bonds, and \$8.5 million in transportation tax bonds in FY 2012;
- \$47.7 million in GO bonds and \$4.9 million in sanitary sewer bonds in FY 2013;
- \$39.4 million in GO bonds and \$3.5 million in sanitary sewer bonds in FY 2014;
- \$40.4 million in GO bonds and \$3.8 million in sanitary sewer bonds in FY 2015;
- \$52.1 million in GO bonds and \$1.8 million in sanitary sewer bonds in FY 2016;
- \$48.4 million in GO bonds in FY 2017;
- \$46.5 million in GO bonds in FY 2018;
- \$45.2 million in GO bonds in FY 2019; and
- \$44.2 million in GO bonds in FY 2020.

*The FY 2011 – FY 2020 CIP will be primarily financed with General Obligation Bonds, Cash Capital, Grants and Other Special Revenue, and Bond Interest Earnings.*

### CIP SOURCES: FY 2011-FY 2016





# FY 2011 – FY 2020 Capital Improvement Program Overview

*Annual impact on the operating budget significantly impacts amount of debt the City can issue.*

*Debt service payments increase each year of the CIP, peaking at \$68.3 million in FY 2019.*

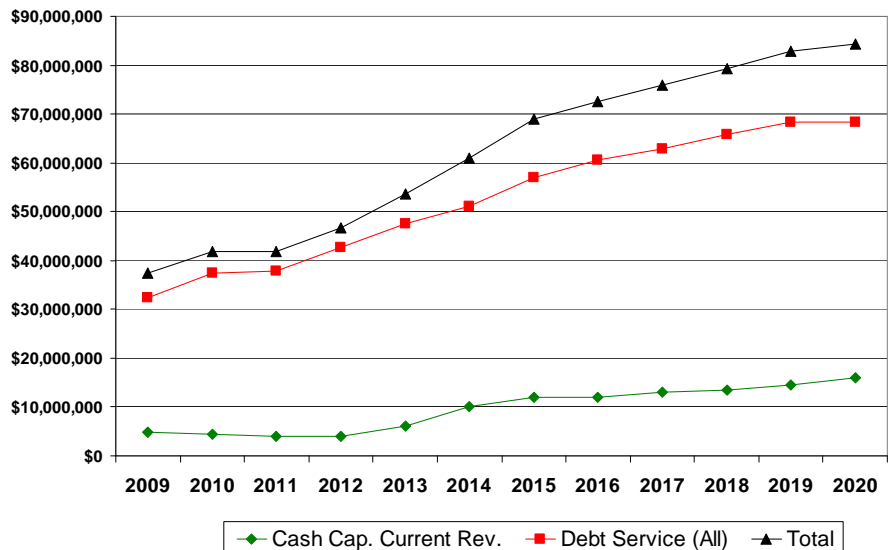
*The FY 2011 Proposed CIP also plans to grow the annual cash capital contribution each year before peaking at \$16 million in FY 2020.*

The proposed capital program, while accommodating many needs, does not address all of the requests from City agencies and the community. As referenced earlier, over \$90 million in project requests are not included in the ten-year capital plan. The impact on the operating budget of proposing additional cash capital or bond issuance to fund this \$90 million is more than existing or projected revenues at proposed tax rates could finance.

The increasing amount of debt outstanding will not endanger the City's hard-earned AAA/Aaa bond ratings, but will impact the annual operating budget.

As illustrated by the chart below, the annual repayment on the principal and interest due on our general obligation bonds will increase from \$37.9 million in FY 2011 to \$42.7 million in FY 2012, and increase each year until peaking at \$68.3 million in FY 2019. While the growth rate on annual debt service increases each year until FY 2019, it is actually the planned growth of the annual cash capital contribution to the CIP from \$4 million in FY 2011 to \$16 million in FY 2020 that drives much of the increased impact on the operating budget, as opposed to increasing debt service. This proposed financing structure would keep the average pay-as-you-go portion of the CIP at just around 30% for the ten-year period.

**CIP Impact on Operating Budget**  
(with Proposed FY 2011-FY 2020 CIP)



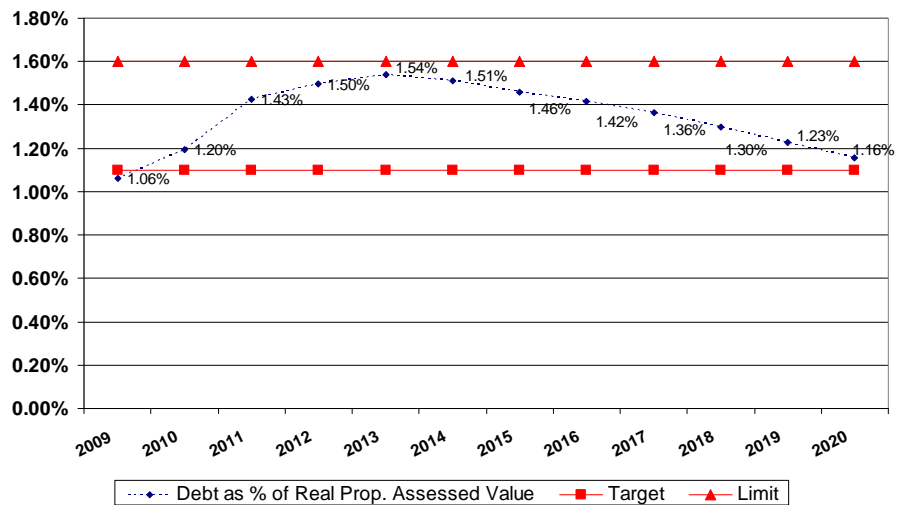
# FY 2011 – FY 2020 Capital Improvement Program Overview

*The City will remain in compliance with adopted debt ratio limits, but will exceed the debt ratio targets.*

As shown in the “Summary Funding Tables” section of the document and in the figures below, the City will remain in compliance with our adopted debt ratio limits, but will likely exceed our debt ratio targets within the ten year plan.

Under this funding plan, the City’s debt as a percentage of the fair market value of real property moves above the 1.1 percent target and approaches the 1.6 percent limit in FY 2013 and FY 2014. This is the most important debt ratio considered by the bond rating agencies.

**Proposed CIP FY 2011-2020  
Debt as Percent of Real Property Assessed Value**



*Debt as a percent of fair market value exceeds the City’s target, and approaches, but does not exceed, the target.*

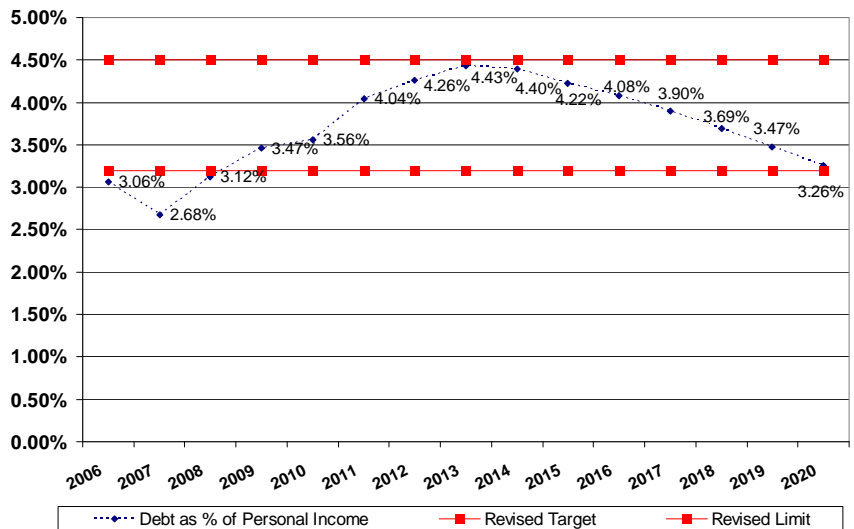
The City’s projected debt to tax base ratio peaks in FY 2013 at 1.54% and then begins to move back down towards the target. As the overall projected value of the tax base in Alexandria continues to decline slightly over the next year and then remains flat, this ratio naturally suffers. As the City projects assessed values to start to recover a few years from now, this ratio improves accordingly. Most of this debt level still continues to be well below that of most of the other AAA/Aaa jurisdictions in Virginia and Maryland.

# FY 2011 – FY 2020 Capital Improvement Program Overview

*The City Manager recommended and City Council adopted a revision of the debt policy guidelines (Debt as a percent of Personal Income).*

Based on comparison with other AAA/Aaa rated jurisdictions and recommendations by the Budget and Fiscal Affairs Advisory Committee (BFAAC), the City Manager recommended and Council adopted on June 24, 2008, a revision to one guideline: the debt per capita as a percent of per capita income guidelines was adjusted upward to a 3.2 percent target and 4.5 percent limit. This new target and limit are in the range of what other Washington area jurisdictions experience that have a triple A bond rating. This revision also would resynchronize this guideline with that for debt as a percent of the fair market value of real property. These two indicators had diverged since they were last reviewed and adopted by City Council in December 1997.

**Proposed CIP FY 2011-2020  
Debt as Percent of Personal Income**

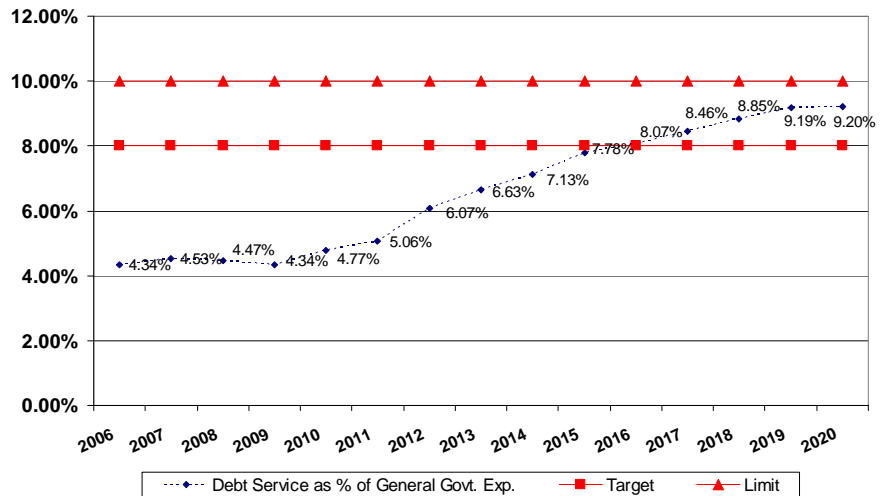


The City's FY 2011 ratio of debt as a percent of personal income at the end of the fiscal year will be 4.0 percent, which will exceed the 3.2 percent target, but stay below the limit of 4.5 percent. This is up from the FY 2010 ratio of 3.6 percent. While this plan takes the City very close to the debt ratio limit in FY 2013 and FY 2014, the ratio steadily improves as we move into the later years of the plan. This projected improvement after FY 2014 should be considered realistic as the FY 2011 – FY 2020 CIP fully programs project expenditures in every year of the plan. In other words, the City would not anticipate any significant changes to total out-year spending levels under the current revenue assumptions, although substitutions may be made as necessary.

# FY 2011 – FY 2020 Capital Improvement Program Overview

Although the City will remain below its debt policy ratio ceiling for debt service to general governmental expenditures, as the figure below shows, the impact of debt service on the operating budget is increasing at a significant rate. Under current assumptions for the next ten years, the annual increase to total debt service increases at a faster rate than total City spending. For this reason, the ratio trends higher in each year of the plan, before leveling off in FY 2019 and FY 2020. Although the City would exceed the targeted 8% level of this ratio for the first time, the City would remain at or below our limit of 10% and the levels of many triple A rated jurisdictions.

**Proposed CIP FY 2011-2020**  
**Debt Service as Percent of General Government Expenditures**



## Future Revisions to Debt Policy Guidelines to be Considered:

At the time of the presentation of the FY 2011 to FY 2020 City Capital Improvement Program, the City was actively considering a major land use change in the former Potomac Yard rail yard site. As one of the largest undeveloped sites in the central core area of the Washington DC Metropolitan area, this site is under consideration for a major upzoning and the City's biggest economic development initiative which could add some 7.5 million square feet of new mixed use smart growth development. In order to serve such a develop a new Metrorail station would need to be constructed to serve Potomac Yard. While this project would entail a significant investment by the City, it would have a long-term economic return to the City

This new Metrorail station could cost as much as \$240 million (2015 dollars), and could be funded by a package that would include significant developer contributions, a 20-cent special tax district assessment, and by some of the net new tax revenues generated by this development. Federal and state aid for this project would likely be a small part of any funding package. The City also is working with the owner of the 50-acre plus Landmark Mall site on its redevelopment which may entail the issuance of tax increment financing (TIF) bonds, or other type of municipal credit support.

However, the issuance of bonds to finance the construction of the Metrorail station, as well as TIF bonds to finance a portion of Landmark Mall public infrastructure redevelopment, which would be repaid by by these aforementioned project revenues, would entail the issuance of a significant amount of new debt. Whether these would be general obligation or revenue bonds, or a combination of both remain to be determined.

However, if such bonds are issued it would mean that the City's conservative debt policy guidelines previously described in this CIP chapter would need to be amended and the targets and limits revised upward. These changes in the guidelines would likely occur in FY 2011 only if and after the proposed upzoning of Potomac Yard is approved.

*The City Manager has implemented a five phase capital review process to improve the management of major capital projects.*

## CIP Phase Review Process

Following the CIP worksession with City Council, the CIP Steering Committee formed two workgroups to develop proposals to implement the recommended best management practices. The City Manager reviewed these proposals and is recommending their implementation.

The first best management practice to be implemented is the capital project phase review process. This process includes the following five phases:

- Identification of Need or Problem,
- Development of Initial Requirements/Initial Study,
- Alternatives Analysis, Design,
- Invitation to Bid Issuance, and
- Construction Contract.

In FY 2010, the following 14 projects were identified to be part of this review process:

- New Police Facility
- Fire Station 203 Expansion (Cameron Mills)
- Fire Station 206 (Seminary Rd)
- Fire Station 210 (Eisenhower Valley)
- Public Safety Center Slab
- Emergency Operations Center
- Holmes Run Infiltration & Inflow
- Madison/Montgomery
- Chinquapin Recreation Center
- Artificial Turf Field Program
- Patrick Henry Recreation Center
- Windmill Hill
- Transportation Signage and Wayfinding Program

In addition, certain Information Technology projects such as the acquisition of a new City phone system , the replacement of the financial/human resource/purchasing systems, as well as other significant IT systems will also be subject to a similar review process.

*The City Manager has implemented a five phase capital review process to improve the management of major capital projects.*

## CIP Phase Review Process, continued

In the FY 2011 – FY 2020, the following project will be added to the review process:

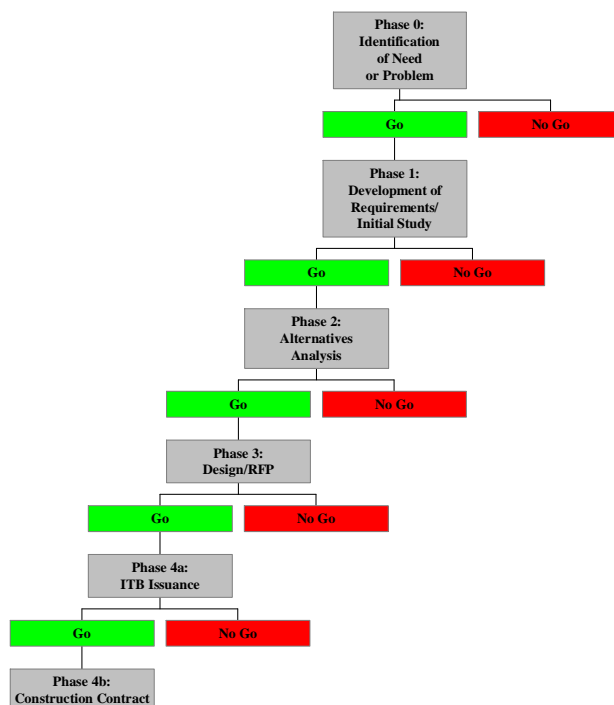
- Computer Aided Dispatch System Replacement
- City Hall HVAC System Replacement
- Fire Station 207 (Duke Street)
- Fire Station 205 (Cameron Street)
- City Marina Seawalls and Utility Upgrades

*Departments are required to submit project information for approval before it can proceed to the next phase.*

When a project is ready to proceed to the next phase, Departments are required to submit the information listed below to City Manager’s Office.

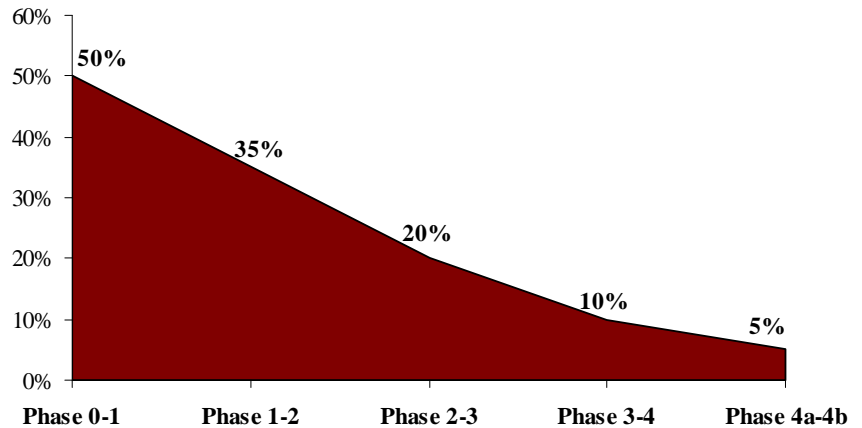
- Project Scope/Concept
- Cost Estimate
- Financing Estimate
- Schedule
- Customer Service Level Impact
- Quantity
- Efficiency
- Quality
- Criticality or Risk of not doing project
- Operating Budget Impact Management Team
- Public/Stakeholder Input
- SUP/Other Formal Approval Required

The City Manager’s Office then decides whether or not the project should move forward. The chart below illustrates this process.





As a project proceeds through each phase of this process, the accuracy of information required (specifically the cost and financing estimates) becomes greater. In Phases 0-1, cost estimates appearing in the budget may vary by +/- 50 percent. However, when a project reaches Phase 4a, the variance allowable decreases to +/-10 percent. The chart below illustrates the level of accuracy expected as a projects move through each of the phases.



*Cost estimates increase in accuracy as project moves through phase review process.*

*Capital project performance measures will be used to keep projects on-budget and on-schedule.*

Capital project performance measures have been developed for each of the projects in the phase review process. All projects will be measured on whether they are on-time and on-budget. The measures below illustrates how these measures appear in the budget document.

Capital Performance Measures
On-time (within projected time period)
On-budget (within projected range of costs)
Quality measures to be determined

In addition, managing departments have developed or will develop measures assessing the quality of the project (i.e. customer satisfaction). These quality measures vary by project.

Departments have also provided the customer service level impact for projects in the phase review process. In addition, the operating impact is provided for all projects. A summary table of the operating impacts is included on the following page. This information can be found under the project descriptions located in the Capital Details Summary.

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FY 2011 CIP  
by  
STRATEGIC PLAN GOAL

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# Strategic Plan

## Alexandria's Strategic Planning Process

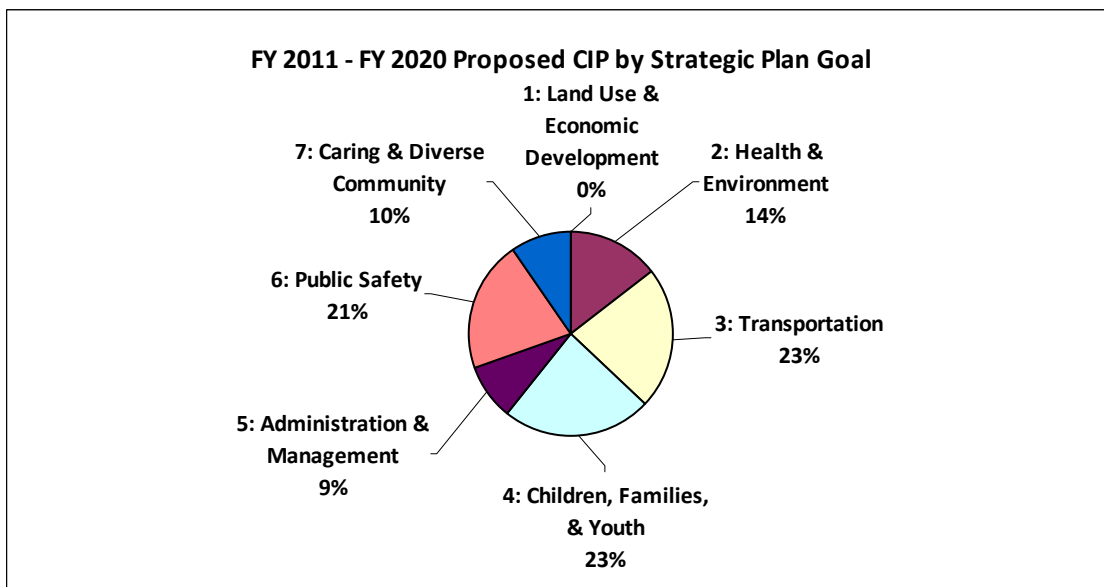
The City is currently in the process of developing a new strategic plan to replace the original adopted in 2004 and amended in 2006. The goals of the new plan currently are (as of February 16, 2010):

### GOALS:

- Goal 1: There is Quality Development and Redevelopment, Support for Local Businesses, and a Strong, Diverse, and Growing Local Economy.
- Goal 2: The City Respects, Protects and Enhances the Health of its Citizens and the Quality of its Natural Environment.
- Goal 3: There is an Integrated, Multimodal Transportation System that Efficiently and Effectively Gets People from Point "A" to Point "B."
- Goal 4: Alexandria is a Community with Public Schools Amongst Northern Virginia's Best and Where Our Recreational Programs Provide Youth the Opportunity to Succeed.
- Goal 5: The City Government is Financially Sustainable, Efficient, Community Oriented, and Values its Employees.
- Goal 6: The City Protects the Safety and Security of its Residents, Businesses and Visitors.
- Goal 7: Alexandria Is a Caring Community That is Affordable and Diverse With a Rich History and Culture.

### FY 2011 – FY 2020 Proposed CIP by Strategic Plan Goal

This pie chart shows the breakdown of the Proposed FY 2011 – FY 2020 All Funds Capital Improvement Program plus optional modules by Strategic Plan Goal.



# Strategic Plan

This table shows the breakdown of the Proposed FY 2011 – FY 2020 All Funds Capital Improvement Program plus optional modules by Strategic Plan Goal.

CIP Subsection	Strategic Goal Area	Planned Expenditures
<u>Schools</u>	Goal 4	\$160,202,883
<u>Community Development</u>		
Citywide Amenities	Goal 6	\$270,000
Neighborhood Planning	Goal 1	\$30,000
Streams & Channels	Goal 2	\$13,077,090
<u>Recreation &amp; Parks</u>		
Renovated Recreation & Park Facilities	Goal 7	\$13,350,000
Recreation Facility Maintenance	Goal 7	\$6,344,000
Park Facility Maintenance	Goal 7	\$35,787,000
Open Space Acquisition	Goal 2	\$0
<u>Public Buildings</u>		
Libraries	Goal 7	\$1,500,000
Historic Facilities	Goal 7	\$3,510,000
Public Safety Facilities	Goal 6	\$104,613,200
Public Health & Welfare Facilities	Goal 7	\$1,500,000
General Government Facilities	Goal 5	\$34,425,000
<u>Public Transportation &amp; Traffic Control</u>		
Public Transportation	Goal 3	\$104,666,000
Traffic Control	Goal 3	\$8,430,000
Transportation Tax Module	Goal 3	\$13,178,985
<u>Street, Bridge, &amp; Pedestrian Improvements</u>		
Bridge Maintenance	Goal 3	\$6,000,000
Non-Motorized Transportation	Goal 3	\$6,450,000
Street Reconstruction & Maintenance	Goal 3	\$16,870,000
<u>Other Regional Contributions</u>		
NVCC	Goal 4	\$1,367,320
NVRPA	Goal 7	\$3,598,620
Regional Jail	Goal 6	\$814,547
<u>Information Technology Plan</u>		
IT Plan (less CAD Replacement)	Goal 5	\$26,702,500
CAD Replacement	Goal 6	\$34,600,000
<u>Sanitary Sewers Module</u>	Goal 2	\$55,461,877
<u>Stormwater Utility Module</u>	Goal 2	\$29,000,000
<i>Allowance for Inflation or Additional Projects</i>	<i>unassigned, not counted in chart</i>	<i>\$28,324,318</i>

**TOTAL** **\$710,073,340**

Strategic Goal Area	Expenditures	% of Total
1: Land Use & Economic Development	\$30,000	0%
2: Health & Environment	\$97,538,967	14%
3: Transportation	\$155,594,985	23%
4: Children, Families, & Youth	\$161,570,203	24%
5: Administration & Management	\$61,127,500	9%
6: Public Safety	\$140,297,747	21%
7: Caring & Diverse Community	\$65,589,620	10%

**TOTAL** **\$681,749,022** **100%**  
*unassigned* *\$28,324,318*

# SUMMARY EXPENDITURE TABLES

**Summary Expenditure Tables**

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# Summary Expenditure Tables

TOTAL SOURCES AND USE OF CIP FUNDS (FY 2011 - FY2020)											
ALL SOURCES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
General Fund Planned Appropriations	\$ 4,000,000	\$ 4,000,000	\$ 6,000,000	\$ 10,000,000	\$ 12,000,000	\$ 12,000,000	\$ 13,000,000	\$ 13,500,000	\$ 14,500,000	\$ 16,000,000	\$ 105,000,000
General Fund Balance	\$ -	\$ 4,571,240	\$ 6,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,971,240
General Obligation Bonds	\$ 72,260,000	\$ 40,340,000	\$ 46,690,000	\$ 38,380,000	\$ 39,350,000	\$ 51,100,000	\$ 47,400,000	\$ 45,500,000	\$ 44,200,000	\$ 43,150,000	\$ 468,370,000
Open Space Trust Fund Account Transfer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bond Interest Earnings	\$ 1,067,397	\$ 1,167,292	\$ 1,092,109	\$ 946,685	\$ 909,690	\$ 1,065,158	\$ 1,066,539	\$ 1,039,789	\$ 1,011,793	\$ 986,227	\$ 10,352,678
Bond Premiums	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Unallocated Funds	\$ 3,723,500	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,223,500
IT S Comcast Revenue	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 9,850,000
Sale of Property Revenue	\$ -	\$ 1,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,150,000
Other Base City Sources	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ -	\$ -	\$ -	\$ 1,515,059
<b>Subtotal Base City Sources</b>	<b>\$ 82,252,334</b>	<b>\$ 53,929,969</b>	<b>\$ 61,383,546</b>	<b>\$ 50,528,122</b>	<b>\$ 53,461,127</b>	<b>\$ 65,366,595</b>	<b>\$ 62,667,976</b>	<b>\$ 61,024,789</b>	<b>\$ 60,696,793</b>	<b>\$ 61,121,227</b>	<b>\$ 612,432,477</b>
State Urban Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VDOT Revenue Sharing Funds	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 6,000,000
Federal Earmarks & Grants	\$ 4,450,000	\$ 2,405,000	\$ 405,000	\$ 155,000	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,570,000
Wilson Bridge Settlement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Non-City Sources	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000
<b>Subtotal Non-City Base Sources</b>	<b>\$ 5,450,000</b>	<b>\$ 4,155,000</b>	<b>\$ 405,000</b>	<b>\$ 155,000</b>	<b>\$ 155,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 15,320,000</b>
Sanitary Sewer Fees	\$ 4,308,877	\$ 3,384,000	\$ 3,129,000	\$ 2,805,000	\$ 2,585,000	\$ 2,350,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 27,161,877
Sanitary Sewer Bonds	\$ 10,890,000	\$ 3,480,000	\$ 4,850,000	\$ 3,530,000	\$ 3,750,000	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ 28,300,000
Stormwater Utility Fees	\$ 1,000,000	\$ 1,660,000	\$ 2,300,000	\$ 2,040,000	\$ 1,650,000	\$ 1,950,000	\$ 1,400,000	\$ 3,000,000	\$ 2,000,000	\$ 2,000,000	\$ 19,000,000
Stormwater Utility CIP Transfer	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 10,000,000
Transportation Tax Cash Capital	\$ 4,028,985	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,678,985
Transportation Tax Bonds	\$ -	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000
<b>Subtotal CIP Modules</b>	<b>\$ 21,227,862</b>	<b>\$ 18,674,000</b>	<b>\$ 11,279,000</b>	<b>\$ 9,375,000</b>	<b>\$ 8,985,000</b>	<b>\$ 7,100,000</b>	<b>\$ 4,550,000</b>	<b>\$ 6,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 97,640,862</b>
<b>TOTAL ALL SOURCES</b>	<b>\$ 108,930,196</b>	<b>\$ 76,758,969</b>	<b>\$ 73,067,546</b>	<b>\$ 60,058,122</b>	<b>\$ 62,601,127</b>	<b>\$ 73,466,595</b>	<b>\$ 68,217,976</b>	<b>\$ 68,174,789</b>	<b>\$ 66,846,793</b>	<b>\$ 67,271,227</b>	<b>\$ 725,393,339</b>
<b>ALL USES</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>TOTAL</b>
Schools	\$ 13,564,267	\$ 15,794,616	\$ 26,613,000	\$ 9,000,000	\$ 11,865,000	\$ 31,500,000	\$ 12,000,000	\$ 13,000,000	\$ 13,500,000	\$ 13,366,000	\$ 160,202,883
Community Development	\$ -	\$ 607,545	\$ 1,085,545	\$ 864,000	\$ 3,630,000	\$ 880,000	\$ 1,480,000	\$ 780,000	\$ 730,000	\$ 3,820,000	\$ 13,877,090
Recreation & Parks	\$ 1,547,000	\$ 3,440,000	\$ 2,078,000	\$ 2,078,000	\$ 2,628,000	\$ 4,628,000	\$ 14,878,000	\$ 8,428,000	\$ 9,078,000	\$ 6,698,000	\$ 55,481,000
Public Buildings	\$ 51,823,200	\$ 19,860,000	\$ 3,450,000	\$ 4,950,000	\$ 19,050,000	\$ 11,020,000	\$ 9,585,000	\$ 11,950,000	\$ 9,650,000	\$ 5,960,000	\$ 147,298,200
Public Trans. & Traffic Control	\$ 11,617,000	\$ 12,799,000	\$ 9,802,000	\$ 10,268,000	\$ 11,685,000	\$ 10,595,000	\$ 13,410,000	\$ 13,510,000	\$ 13,410,000	\$ 12,420,000	\$ 119,516,000
Street, Bridge, & Pedestrian Improvements	\$ 3,618,000	\$ 1,458,000	\$ 1,368,000	\$ 1,408,000	\$ 1,478,000	\$ 4,478,000	\$ 7,228,000	\$ 6,978,000	\$ 3,978,000	\$ 3,978,000	\$ 35,970,000
Other Regional Contributions	\$ 632,867	\$ 625,808	\$ 617,860	\$ 612,059	\$ 606,332	\$ 600,679	\$ 595,100	\$ 496,594	\$ 496,594	\$ 496,594	\$ 5,780,487
Information Technology Plan	\$ 4,900,000	\$ 3,500,000	\$ 16,770,000	\$ 21,500,000	\$ 2,500,000	\$ 2,132,500	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 61,302,500
Allowance for Inflation or Additional Projects	\$ -	\$ -	\$ 4,141	\$ 3,063	\$ 173,795	\$ 532,416	\$ 1,991,876	\$ 4,382,195	\$ 8,354,199	\$ 12,882,633	\$ 28,324,318
<b>Subtotal Base CIP Uses</b>	<b>\$ 87,702,334</b>	<b>\$ 58,084,969</b>	<b>\$ 61,788,546</b>	<b>\$ 50,683,122</b>	<b>\$ 53,616,127</b>	<b>\$ 66,366,595</b>	<b>\$ 63,667,976</b>	<b>\$ 62,024,789</b>	<b>\$ 61,696,793</b>	<b>\$ 62,121,227</b>	<b>\$ 627,752,478</b>
Sanitary Sewer Module	\$ 15,198,877	\$ 6,864,000	\$ 7,979,000	\$ 6,335,000	\$ 6,335,000	\$ 4,150,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 55,461,877
Stormwater Utility Module	\$ 2,000,000	\$ 2,660,000	\$ 3,300,000	\$ 3,040,000	\$ 2,650,000	\$ 2,950,000	\$ 2,400,000	\$ 4,000,000	\$ 3,000,000	\$ 3,000,000	\$ 29,000,000
Transportation Tax Module	\$ 4,028,985	\$ 9,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,178,985
<b>Subtotal CIP Modules</b>	<b>\$ 21,227,862</b>	<b>\$ 18,674,000</b>	<b>\$ 11,279,000</b>	<b>\$ 9,375,000</b>	<b>\$ 8,985,000</b>	<b>\$ 7,100,000</b>	<b>\$ 4,550,000</b>	<b>\$ 6,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 97,640,862</b>
<b>TOTAL ALL USES</b>	<b>\$ 108,930,196</b>	<b>\$ 76,758,969</b>	<b>\$ 73,067,546</b>	<b>\$ 60,058,122</b>	<b>\$ 62,601,127</b>	<b>\$ 73,466,595</b>	<b>\$ 68,217,976</b>	<b>\$ 68,174,789</b>	<b>\$ 66,846,793</b>	<b>\$ 67,271,227</b>	<b>\$ 725,393,340</b>
% FROM BONDS	77.3%	69.5%	71.9%	71.4%	70.4%	73.4%	70.9%	68.2%	67.6%	65.6%	71.0%
% FROM CITY AND OTHER CASH SOURCE	22.7%	30.5%	28.1%	28.6%	29.6%	26.6%	29.1%	31.8%	32.4%	34.4%	29.0%

## Summary Expenditure Tables

TABLE 1  
Summary of Capital Improvement Program by Project Group  
FY 2011 - FY 2020  
By Funding Source

SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE <sup>1</sup>	REMAINING CITY COST
Schools	\$160,202,883	\$0	\$160,202,883	\$0	\$160,202,883
Community Development	\$37,004,298	\$19,932,211	\$17,072,087	\$3,694,997	\$13,377,090
Recreation & Parks	\$66,816,686	\$0	\$66,816,686	\$11,335,686	\$55,481,000
Public Buildings	\$150,128,676	\$1,750,000	\$148,378,676	\$2,830,476	\$145,548,200
Public Transportation & Traffic Control	\$126,714,047	\$10,967,402	\$115,746,645	\$2,650,645	\$113,096,000
Street, Bridge, & Pedestrian Improvements	\$65,756,174	\$30,065,000	\$35,691,174	\$6,371,174	\$29,320,000
Other Regional Contributions	\$5,780,487	\$0	\$5,780,487	\$0	\$5,780,487
Information Technology Plan	\$63,991,131	\$0	\$63,991,131	\$2,688,631	\$61,302,500
Allowance for Inflation or Additional Projects	\$28,324,318	\$0	\$28,324,318	\$0	\$28,324,318
<b>TOTAL BASE CIP</b>	<b>\$704,718,700</b>	<b>\$62,714,613</b>	<b>\$642,004,087</b>	<b>\$29,571,609</b>	<b>\$612,432,478</b>
Sanitary Sewer Fund Module <sup>2</sup>	\$63,762,617	\$0	\$63,762,617	\$8,300,740	\$55,461,877
Stormwater Utility Module <sup>3</sup>	\$33,256,750	\$0	\$33,256,750	\$4,256,750	\$29,000,000
3-cent Transportation Tax Module <sup>4</sup>	\$13,178,985	\$0	\$13,178,985	\$0	\$13,178,985
<b>TOTAL BASE CIP PLUS MODULES</b>	<b>\$814,917,052</b>	<b>\$62,714,613</b>	<b>\$752,202,439</b>	<b>\$42,129,099</b>	<b>\$710,073,340</b>

<sup>1</sup> Unallocated balances as of January 2010

<sup>2</sup> The Sanitary Sewer Fee is not new for the FY 2011 CIP, but the sources and uses included in the Proposed CIP do include an assumed increase to the Sanitary Sewer Line Maintenance fee rate from \$1.00 per 1,000 gallons to \$1.25 per 1,000 gallons.

<sup>3</sup> The Stormwater Utility Module includes capital projects funded by both a proposed new Stormwater Utility fee as well as a transfer of \$1.0 million annually from the Capital Fund. If City Council opts to not proceed with a Stormwater Utility fee, the City would still fund \$1.0 million in projects each year under the Proposed CIP.

<sup>4</sup> The optional 3-cent Transportation Add-on Tax as proposed would add 3-cents to the non-residential commercial tax rate for real property, with the revenues funding new transportation initiatives.

# Summary Expenditure Tables

TABLE 2  
Summary of Capital Improvement Program by Project Group  
FY 2011 - FY 2020

City Share by Program Year												
SECTION	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Schools	\$0	\$13,564,267	\$15,794,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$160,202,883
Community Development	\$3,694,997	\$0	\$357,545	\$835,545	\$864,000	\$3,630,000	\$880,000	\$1,480,000	\$780,000	\$730,000	\$3,820,000	\$13,377,090
Recreation & Parks	\$11,335,686	\$1,547,000	\$3,440,000	\$2,078,000	\$2,078,000	\$2,628,000	\$4,628,000	\$14,878,000	\$8,428,000	\$9,078,000	\$6,698,000	\$55,481,000
Public Buildings	\$2,830,476	\$51,823,200	\$18,110,000	\$3,450,000	\$4,950,000	\$19,050,000	\$11,020,000	\$9,585,000	\$11,950,000	\$9,650,000	\$5,960,000	\$145,548,200
Public Transportation & Traffic Control	\$2,650,645	\$7,817,000	\$10,644,000	\$9,647,000	\$10,113,000	\$11,530,000	\$10,595,000	\$13,410,000	\$13,510,000	\$13,410,000	\$12,420,000	\$113,096,000
Street, Bridge, & Pedestrian Improvements	\$6,371,174	\$1,968,000	\$1,458,000	\$1,368,000	\$1,408,000	\$1,478,000	\$3,478,000	\$6,228,000	\$5,978,000	\$2,978,000	\$2,978,000	\$29,320,000
Other Regional Contributions	\$0	\$632,867	\$625,808	\$617,860	\$612,059	\$606,332	\$600,679	\$595,100	\$496,594	\$496,594	\$496,594	\$5,780,487
Information Technology Plan	\$2,688,631	\$4,900,000	\$3,500,000	\$16,770,000	\$21,500,000	\$2,500,000	\$2,132,500	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$61,302,500
Allowance for Inflation or Additional Projects	\$0	\$0	\$0	\$4,141	\$3,063	\$173,795	\$532,416	\$1,991,876	\$4,382,195	\$8,354,199	\$12,882,633	\$28,324,318
<b>TOTAL BASE CIP</b>	<b>\$29,571,609</b>	<b>\$82,252,334</b>	<b>\$53,929,969</b>	<b>\$61,383,546</b>	<b>\$50,528,122</b>	<b>\$53,461,127</b>	<b>\$65,366,595</b>	<b>\$62,667,976</b>	<b>\$61,024,789</b>	<b>\$60,696,793</b>	<b>\$61,121,227</b>	<b>\$612,432,478</b>
Sanitary Sewer Fund Module <sup>2</sup>	\$8,300,740	\$15,198,877	\$6,864,000	\$7,979,000	\$6,335,000	\$6,335,000	\$4,150,000	\$2,150,000	\$2,150,000	\$2,150,000	\$2,150,000	\$55,461,877
Stormwater Utility Module <sup>3</sup>	\$4,256,750	\$2,000,000	\$2,660,000	\$3,300,000	\$3,040,000	\$2,650,000	\$2,950,000	\$2,400,000	\$4,000,000	\$3,000,000	\$3,000,000	\$29,000,000
3-cent Transportation Tax Module <sup>4</sup>	\$0	\$4,028,985	\$9,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,178,985
<b>TOTAL BASE CIP PLUS MODULES</b>	<b>\$42,129,099</b>	<b>\$103,480,196</b>	<b>\$72,603,969</b>	<b>\$72,662,546</b>	<b>\$59,903,122</b>	<b>\$62,446,127</b>	<b>\$72,466,595</b>	<b>\$67,217,976</b>	<b>\$67,174,789</b>	<b>\$65,846,793</b>	<b>\$66,271,227</b>	<b>\$710,073,340</b>

<sup>1</sup> Unallocated balances as of January 2010

<sup>2</sup> The Sanitary Sewer Fee is not new for the FY 2011 CIP, but the sources and uses included in the Proposed CIP do include an assumed increase to the Sanitary Sewer Line Maintenance fee rate from \$1.00 per 1,000 gallons to \$1.25 per 1,000 gallons.

<sup>3</sup> The Stormwater Utility Module includes capital projects funded by both a proposed new Stormwater Utility fee as well as a transfer of \$1.0 million annually from the Capital Fund. If City Council opts to not proceed with a Stormwater Utility fee, the City would still fund \$1.0 million in projects each year under the Proposed CIP.

<sup>4</sup> The optional 3-cent Transportation Add-on Tax as proposed would add 3-cents to the non-residential commercial tax rate for real property, with the revenues funding new transportation initiatives.

# Summary Expenditure Tables

TABLE 3  
Detail of Capital Improvement Program by Project  
FY 2011 - FY 2020

By Funding Source					
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST
<b><u>SCHOOLS</u></b>					
<b>ACPS Capital Maintenance</b>					
ADA Projects	\$6,131,000	\$0	\$6,131,000	\$0	\$6,131,000
Asset Loss Prevention	\$2,822,000	\$0	\$2,822,000	\$0	\$2,822,000
Asset Replacement	\$5,164,000	\$0	\$5,164,000	\$0	\$5,164,000
City Mandates	\$2,181,000	\$0	\$2,181,000	\$0	\$2,181,000
EcoCity Projects	\$10,060,883	\$0	\$10,060,883	\$0	\$10,060,883
ACPS Facilities Analysis Results	\$65,206,000	\$0	\$65,206,000	\$0	\$65,206,000
Equipment and Systems Replacement	\$5,466,000	\$0	\$5,466,000	\$0	\$5,466,000
Instructional Environment	\$9,476,000	\$0	\$9,476,000	\$0	\$9,476,000
<b>ACPS Capacity Related Projects</b>					
Intermediate Capacity Solutions	\$9,696,000	\$0	\$9,696,000	\$0	\$9,696,000
Patrick Henry School	\$23,000,000	\$0	\$23,000,000	\$0	\$23,000,000
Elementary School Project #2	\$21,000,000	\$0	\$21,000,000	\$0	\$21,000,000
<b>Subtotal Schools</b>	<b>\$160,202,883</b>	<b>\$0</b>	<b>\$160,202,883</b>	<b>\$0</b>	<b>\$160,202,883</b>
<b><u>COMMUNITY DEVELOPMENT</u></b>					
<b>Citywide Amenities</b>					
Transportation Signage & Wayfinding	\$0	\$0	\$0	\$0	\$0
Crime Prevention Projects	\$305,000	\$0	\$305,000	\$35,000	\$270,000
<b>Neighborhood/Small Area Planning</b>					
King Street Plan Implementation	\$10,000	\$0	\$10,000	\$0	\$10,000
Braddock Area Plan Implementation	\$100,000	\$0	\$100,000	\$100,000	\$0
Waterfront Plan Implementation	\$10,000	\$0	\$10,000	\$0	\$10,000
Landmark/Van Dorn Plan Implement.	\$10,000	\$0	\$10,000	\$0	\$10,000
Redevelopment of Arlandria	\$500,000	\$0	\$500,000	\$500,000	\$0
<b>Stream, Channel, &amp; Waterway Maintenance</b>					
Environmental Restoration	\$1,094,750	\$0	\$1,094,750	\$388,750	\$706,000
4 Mile Run Watershed Improvements	\$10,000	\$0	\$10,000	\$0	\$10,000
4 Mile Run Park/Stream Restoration	\$1,876,587	\$1,165,000	\$711,587	\$300,497	\$411,090
4 Mile Run Channel Maintenance	\$1,800,000	\$0	\$1,800,000	\$600,000	\$1,200,000
Lower King Street Flooding	\$350,000	\$0	\$350,000	\$0	\$350,000
Stream & Channel Maintenance	\$5,970,750	\$0	\$5,970,750	\$1,770,750	\$4,200,000
City Marina Dredging	\$6,200,000	\$0	\$6,200,000	\$0	\$6,200,000
<b>Woodrow Wilson Bridge Projects</b>					
Woodrow Wilson Bridge Projects	\$18,767,211	\$18,767,211	\$0	\$0	\$0
<b>Subtotal Community Development</b>	<b>\$37,004,298</b>	<b>\$19,932,211</b>	<b>\$17,072,087</b>	<b>\$3,694,997</b>	<b>\$13,377,090</b>

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

By Funding Source					
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST
<b>RECREATION &amp; PARKS</b>					
<b>Renovated or Expanded Rec Facilities</b>					
Chinquapin Recreation Center	\$6,600,000	\$0	\$6,600,000	\$0	\$6,600,000
Patrick Henry Recreation Center	\$0	\$0	\$0	\$0	\$0
City Spray Parks	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
City Median Conversions	\$800,000	\$0	\$800,000	\$0	\$800,000
City Marina Seawalls	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000
City Marina Utility Upgrades	\$1,250,000	\$0	\$1,250,000	\$0	\$1,250,000
<b>Recreation Facilities Maintenance</b>					
Recreation Centers CFMP	\$5,000,000	\$0	\$5,000,000	\$0	\$5,000,000
Public Pools	\$572,000	\$0	\$572,000	\$52,000	\$520,000
City Marina Maintenance	\$824,000	\$0	\$824,000	\$0	\$824,000
<b>Park Maintenance &amp; Improvements</b>					
ADA Requirements for Parks	\$344,000	\$0	\$344,000	\$54,000	\$290,000
Athletic Field Program	\$11,425,500	\$0	\$11,425,500	\$1,425,500	\$10,000,000
Athletic Field Restrooms	\$450,000	\$0	\$450,000	\$0	\$450,000
Miracle Field	\$570,000	\$0	\$570,000	\$0	\$570,000
Ball Court Renovations	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000
Bike Trails	\$600,000	\$0	\$600,000	\$0	\$600,000
Irrigation Projects	\$1,152,000	\$0	\$1,152,000	\$0	\$1,152,000
Park Facilities CFMP	\$3,075,000	\$0	\$3,075,000	\$8,000	\$3,067,000
Pavement Repairs at Parks	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
Playground Renovations	\$5,393,000	\$0	\$5,393,000	\$0	\$5,393,000
Public Art Conservation Program	\$305,000	\$0	\$305,000	\$0	\$305,000
Public Art Acquisition	\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000
Tree & Shrub Capital Maintenance	\$2,760,000	\$0	\$2,760,000	\$0	\$2,760,000
Windmill Hill Bulkhead	\$6,284,953	\$0	\$6,284,953	\$784,953	\$5,500,000
<b>Open Space Acquisition &amp; Development</b>					
Open Space	\$9,011,233	\$0	\$9,011,233	\$9,011,233	\$0
<b>Subtotal Recreation &amp; Parks</b>	<b>\$66,816,686</b>	<b>\$0</b>	<b>\$66,816,686</b>	<b>\$11,335,686</b>	<b>\$55,481,000</b>

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

By Funding Source						
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST	
<b>PUBLIC BUILDINGS</b>						
<b>Libraries</b>						
Library CFMP	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000	
<b>Preservation of Historic Facilities</b>						
OHA CFMP	\$3,535,000	\$0	\$3,535,000	\$35,000	\$3,500,000	
Torpedo Factory Capital Maintenance	\$10,000	\$0	\$10,000	\$0	\$10,000	
<b>Public Safety Facilities</b>						
New Police Facility	\$46,860,200	\$0	\$46,860,200	\$0	\$46,860,200	
Emergency Govt Relocation Center	\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000	
Fire Station CFMP	\$3,823,000	\$0	\$3,823,000	\$0	\$3,823,000	
Fire Station 203 (Cameron Mills)	\$6,200,000	\$0	\$6,200,000	\$0	\$6,200,000	
Fire Station 205 (Cameron Street)	\$3,700,000	\$0	\$3,700,000	\$0	\$3,700,000	
Fire Station 206 (Seminary Rd)	\$9,700,000	\$0	\$9,700,000	\$0	\$9,700,000	
Fire Station 207 (Duke Street)	\$9,700,000	\$0	\$9,700,000	\$0	\$9,700,000	
Fire Station 210 (Eisenhower Ave)	\$14,795,000	\$0	\$14,795,000	\$1,450,000	\$13,345,000	
Police k-9 Facility Renovation	\$270,000	\$0	\$270,000	\$0	\$270,000	
Burn Building	\$200,000	\$0	\$200,000	\$0	\$200,000	
Emergency Operations Center	\$3,775,000	\$1,750,000	\$2,025,000	\$75,000	\$1,950,000	
Sheriff CFMP	\$4,834,507	\$0	\$4,834,507	\$234,507	\$4,600,000	
Public Safety Center Slab	\$1,330,000	\$0	\$1,330,000	\$0	\$1,330,000	
Pistol Range	\$1,435,000	\$0	\$1,435,000	\$0	\$1,435,000	
Vola Lawson Animal Shelter	\$300,000	\$0	\$300,000	\$0	\$300,000	
<b>Public Health &amp; Welfare Facilities</b>						
MH Residential Facilities	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000	
<b>City Facility Maintenance &amp; Renovation</b>						
City Hall HVAC Replacement	\$18,000,000	\$0	\$18,000,000	\$0	\$18,000,000	
Elevator Replacement Program	\$1,277,000	\$0	\$1,277,000	\$52,000	\$1,225,000	
Emergency Generators	\$1,065,000	\$0	\$1,065,000	\$565,000	\$500,000	
Energy Conservation	\$2,303,000	\$0	\$2,303,000	\$203,000	\$2,100,000	
Environmental Compliance	\$100,000	\$0	\$100,000	\$100,000	\$0	
General Services CFMP	\$11,115,969	\$0	\$11,115,969	\$115,969	\$11,000,000	
Market Square Renovations	\$600,000	\$0	\$600,000	\$0	\$600,000	
Space Management Program	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000	
<b>Subtotal Public Buildings</b>	<b>\$150,128,676</b>	<b>\$1,750,000</b>	<b>\$148,378,676</b>	<b>\$2,830,476</b>	<b>\$145,548,200</b>	

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

By Funding Source						
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST	
<b><u>PUBLIC TRANSPORTATION &amp; TRAFFIC CONTROL</u></b>						
<b>Public Transportation</b>						
DASH Bus Fleet Replacement	\$26,600,000	\$0	\$26,600,000	\$600,000	\$26,000,000	
DASH Bus Fleet Expansion	\$0	\$0	\$0	\$0	\$0	
DASH Hybrid Battery Packs	\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000	
Bicycle Rack Project	\$0	\$0	\$0	\$0	\$0	
Bus Shelters	\$850,000	\$620,000	\$230,000	\$230,000	\$0	
ADA Access	\$110,500	\$0	\$110,500	\$20,500	\$90,000	
WMATA Capital	\$79,166,145	\$0	\$79,166,145	\$1,800,145	\$77,366,000	
Potomac Yard BRT	\$0	\$0	\$0	\$0	\$0	
Potomac Yard Metrorail Station	\$10,000	\$0	\$10,000	\$0	\$10,000	
King Street Metro Parking Lot	\$4,000,000	\$4,000,000	\$0	\$0	\$0	
SAFETEA-LU Projects	\$6,347,402	\$6,347,402	\$0	\$0	\$0	
<b>Traffic Control</b>						
Fixed Equipment Signs & Signals	\$8,430,000	\$0	\$8,430,000	\$0	\$8,430,000	
<b>Subtotal Public Transportation &amp; Traffic</b>	<b>\$126,714,047</b>	<b>\$10,967,402</b>	<b>\$115,746,645</b>	<b>\$2,650,645</b>	<b>\$113,096,000</b>	

\* Unallocated balances as of January 2010

By Funding Source						
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST	
<b><u>STREET, BRIDGE, &amp; PEDESTRIAN IMPROVEMENTS</u></b>						
<b>Bridge Repair &amp; Maintenance</b>						
Bridge Repairs	\$6,390,000	\$0	\$6,390,000	\$390,000	\$6,000,000	
<b>Non-Motorized Trans. and Shared-Use Paths</b>						
Shared-Use Paths	\$2,640,000	\$1,460,000	\$1,180,000	\$0	\$1,180,000	
Non-Motorized Transportation (Safety)	\$3,645,000	\$0	\$3,645,000	\$645,000	\$3,000,000	
Non-Motorized Transportation (Mobility)	\$5,746,088	\$2,730,000	\$3,016,088	\$746,088	\$2,270,000	
<b>Street Improvements</b>						
Edsall Road	\$4,000,000	\$2,000,000	\$2,000,000	\$1,000,000	\$1,000,000	
Eisenhower Ave Widening	\$6,544,800	\$6,185,000	\$359,800	\$359,800	\$0	
King /Quaker / Braddock	\$598,000	\$448,000	\$150,000	\$150,000	\$0	
King - Beauregard Intersection	\$9,794,262	\$9,362,000	\$432,262	\$432,262	\$0	
Mill Road Slip Ramp	\$2,980,000	\$2,880,000	\$100,000	\$100,000	\$0	
Madison & Montgomery Reconstruction	\$6,750,000	\$0	\$6,750,000	\$0	\$6,750,000	
Street / Alley Reconstructions & Extensions	\$4,335,024	\$0	\$4,335,024	\$985,024	\$3,350,000	
Miscellaneous Undergrounding	\$770,000	\$0	\$770,000	\$0	\$770,000	
King Street Paving	\$1,213,000	\$0	\$1,213,000	\$1,213,000	\$0	
Washington Street Paving	\$350,000	\$0	\$350,000	\$350,000	\$0	
Street Reconstructions TBD (rev. share)	\$10,000,000	\$5,000,000	\$5,000,000	\$0	\$5,000,000	
<b>Subtotal Streets &amp; Bridges</b>	<b>\$65,756,174</b>	<b>\$30,065,000</b>	<b>\$35,691,174</b>	<b>\$6,371,174</b>	<b>\$29,320,000</b>	

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

By Funding Source					
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST
<b><u>SEWERS</u></b>					
<b>Sanitary Sewer Fund Module</b>					
ASA Treatment Plant Expansion	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000
Reclaimed Water System	\$100,000	\$0	\$100,000	\$0	\$100,000
4 Mile Run San Sewer Repair	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
Commonwealth Service Chamber	\$370,000	\$0	\$370,000	\$370,000	\$0
Correction of Infiltration & Inflow	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0
Mitigation of CSO's	\$5,120,690	\$0	\$5,120,690	\$1,788,690	\$3,332,000
Recon & Extension of San Sewers	\$12,680,050	\$0	\$12,680,050	\$2,080,050	\$10,600,000
Sanitary Sewer Capacity Study	\$2,599,877	\$0	\$2,599,877	\$0	\$2,599,877
Sewer Separation Projects	\$7,025,000	\$0	\$7,025,000	\$1,025,000	\$6,000,000
Street Reconst. Due to San Sewers	\$0	\$0	\$0	\$0	\$0
Holmes Run Trunk Sewer	\$6,037,000	\$0	\$6,037,000	\$2,037,000	\$4,000,000
Holmes Run I&I	\$25,030,000	\$0	\$25,030,000	\$0	\$25,030,000
<b>Subtotal Sanitary Sewer Fund Module</b>	<b>\$63,762,617</b>	<b>\$0</b>	<b>\$63,762,617</b>	<b>\$8,300,740</b>	<b>\$55,461,877</b>
<b>Stormwater Utility Module</b>					
Miscellaneous Storm Sewers	\$12,542,000	\$0	\$12,542,000	\$0	\$12,542,000
Key Drive Flood Mitigation	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
Taylor Run @ Janneys Lane	\$551,250	\$0	\$551,250	\$551,250	\$0
Oronoco Outfall	\$1,510,000	\$0	\$1,510,000	\$1,510,000	\$0
Storm & Combined Assessment	\$7,890,000	\$0	\$7,890,000	\$600,000	\$7,290,000
NPDES / MS4 Permit	\$175,000	\$0	\$175,000	\$175,000	\$0
Braddock & West Storm Sewer	\$6,500,000	\$0	\$6,500,000	\$0	\$6,500,000
Storm Sewer Capacity Analysis	\$2,288,500	\$0	\$2,288,500	\$1,420,500	\$868,000
<b>Subtotal Stormwater Utility Module</b>	<b>\$33,256,750</b>	<b>\$0</b>	<b>\$33,256,750</b>	<b>\$4,256,750</b>	<b>\$29,000,000</b>
<b>Subtotal Sewers</b>	<b>\$97,019,367</b>	<b>\$0</b>	<b>\$97,019,367</b>	<b>\$12,557,490</b>	<b>\$84,461,877</b>
<b><u>OTHER REGIONAL CONTRIBUTIONS</u></b>					
<b>Regional Capital Contributions</b>					
NVCC	\$1,367,320	\$0	\$1,367,320	\$0	\$1,367,320
NVRPA	\$3,598,620	\$0	\$3,598,620	\$0	\$3,598,620
Northern Va Juvenile Detention Home	\$0	\$0	\$0	\$0	\$0
Regional Jail	\$814,547	\$0	\$814,547	\$0	\$814,547
<b>Subtotal Regional Contributions</b>	<b>\$5,780,487</b>	<b>\$0</b>	<b>\$5,780,487</b>	<b>\$0</b>	<b>\$5,780,487</b>



## Summary Expenditure Tables

By Funding Source					
SECTION	TOTAL COST	NON-CITY REVENUE SOURCES	NET CITY COST	CITY UNALLOCATED BALANCE*	REMAINING CITY COST
<b>INFORMATION TECHNOLOGY PLAN</b>					
<b>IT Plan</b>					
Systems Development	\$15,747,481	\$0	\$15,747,481	\$1,813,181	\$13,934,300
IT Infrastructure Projects	\$13,643,650	\$0	\$13,643,650	\$875,450	\$12,768,200
CAD/RMS Replacement System	\$34,600,000	\$0	\$34,600,000	\$0	\$34,600,000
<b>Subtotal IT Plan</b>	<b>\$63,991,131</b>	<b>\$0</b>	<b>\$63,991,131</b>	<b>\$2,688,631</b>	<b>\$61,302,500</b>
<b>DEDICATED TRANSPORTATION TAX</b>					
<b>Transportation Add-on Projects</b>					
High Capacity Transit Corridors	\$8,500,000	\$0	\$8,500,000	\$0	\$8,500,000
Peak Period Bus Service	\$3,250,000	\$0	\$3,250,000	\$0	\$3,250,000
Metro Station Improvements	\$0	\$0	\$0	\$0	\$0
Alternative Transportation Initiatives	\$1,428,985	\$0	\$1,428,985	\$0	\$1,428,985
<b>Subtotal 3-cent Transportation Module</b>	<b>\$13,178,985</b>	<b>\$0</b>	<b>\$13,178,985</b>	<b>\$0</b>	<b>\$13,178,985</b>
<b>Allowance for Inflation or Additional Projects</b>	<b>\$28,324,318</b>	<b>\$0</b>	<b>\$28,324,318</b>	<b>\$0</b>	<b>\$28,324,318</b>
<b>TOTAL CAPITAL IMPROVEMENT PROGRAM</b>	<b>\$814,917,052</b>	<b>\$62,714,613</b>	<b>\$752,202,439</b>	<b>\$42,129,099</b>	<b>\$710,073,340</b>

\* Unallocated balances as of January 2010

# Summary Expenditure Tables

TABLE 4  
Detail of Capital Improvement Program by Project  
FY 2011 - FY 2020

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>SCHOOLS</b>												
<b>ACPS Maintenance</b>												
ADA Projects	\$0	\$1,140,000	\$2,038,000	\$0	\$272,000	\$681,000	\$0	\$1,000,000	\$0	\$500,000	\$500,000	\$6,131,000
Asset Loss Prevention	\$0	\$338,000	\$305,000	\$277,000	\$278,000	\$874,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$2,822,000
Asset Replacement	\$0	\$350,000	\$359,000	\$377,000	\$985,000	\$558,000	\$507,000	\$507,000	\$507,000	\$507,000	\$507,000	\$5,164,000
City Mandates	\$0	\$238,000	\$21,000	\$258,000	\$23,000	\$246,000	\$279,000	\$279,000	\$279,000	\$279,000	\$279,000	\$2,181,000
EcoCity Projects	\$0	\$1,746,267	\$764,616	\$810,000	\$850,000	\$905,000	\$985,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$10,060,883
ACPS Facilities Analysis Results	\$0	\$1,046,000	\$5,400,000	\$4,500,000	\$2,542,000	\$6,700,000	\$7,518,000	\$8,000,000	\$10,000,000	\$10,000,000	\$9,500,000	\$65,206,000
Equipment and Systems Replacement	\$0	\$510,000	\$692,000	\$261,000	\$1,114,000	\$739,000	\$430,000	\$430,000	\$430,000	\$430,000	\$430,000	\$5,466,000
Instructional Environment	\$0	\$600,000	\$615,000	\$630,000	\$2,936,000	\$662,000	\$1,131,000	\$634,000	\$634,000	\$634,000	\$1,000,000	\$9,476,000
<b>ACPS Capacity Related Projects</b>												
Intermediate Capacity Solutions	\$0	\$7,596,000	\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,696,000
Patrick Henry School	\$0	\$0	\$3,500,000	\$19,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,000,000
Elementary School Project #2	\$0	\$0	\$0	\$0	\$0	\$500,000	\$20,500,000	\$0	\$0	\$0	\$0	\$21,000,000
<b>SUBTOTAL CITY SHARE</b>	<b>\$0</b>	<b>\$13,564,267</b>	<b>\$15,794,616</b>	<b>\$26,613,000</b>	<b>\$9,000,000</b>	<b>\$11,865,000</b>	<b>\$31,500,000</b>	<b>\$12,000,000</b>	<b>\$13,000,000</b>	<b>\$13,500,000</b>	<b>\$13,366,000</b>	<b>\$160,202,883</b>
<b>COMMUNITY DEVELOPMENT</b>												
<b>Citywide Amenities</b>												
Transportation Signage & Wayfinding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Crime Prevention Projects	\$35,000	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$270,000
<b>Neighborhood/Small Area Planning</b>												
King Street Plan Implementation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Braddock Area Plan Implementation	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Waterfront Plan Implementation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Landmark/Van Dorn Plan Implement.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Redevelopment of Arlandria	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Stream, Channel, &amp; Waterway Maintenance</b>												
Environmental Restoration	\$388,750	\$0	\$122,000	\$0	\$134,000	\$0	\$150,000	\$0	\$150,000	\$0	\$150,000	\$706,000
4 Mile Run Watershed Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
4 Mile Run Park/Stream Restoration	\$300,497	\$0	\$205,545	\$205,545	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$411,090
4 Mile Run Channel Maintenance	\$600,000	\$0	\$0	\$600,000	\$0	\$0	\$0	\$600,000	\$0	\$0	\$0	\$1,200,000
Lower King Street Flooding	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$250,000	\$0	\$0	\$0	\$350,000
Stream & Channel Maintenance	\$1,770,750	\$0	\$0	\$0	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$4,200,000
City Marina Dredging	\$0	\$0	\$0	\$0	\$100,000	\$3,000,000	\$0	\$0	\$0	\$100,000	\$3,000,000	\$6,200,000
<b>Woodrow Wilson Bridge Projects</b>												
Woodrow Wilson Bridge Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL CITY SHARE</b>	<b>\$3,694,997</b>	<b>\$0</b>	<b>\$357,545</b>	<b>\$835,545</b>	<b>\$864,000</b>	<b>\$3,630,000</b>	<b>\$880,000</b>	<b>\$1,480,000</b>	<b>\$780,000</b>	<b>\$730,000</b>	<b>\$3,820,000</b>	<b>\$13,377,090</b>

\* Unallocated balances as of January 2010

# Summary Expenditure Tables

## RECREATION & PARKS

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Renovated or Expanded Rec Facilities</b>												
Chinquapin Recreation Center	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$6,600,000
Patrick Henry Recreation Center	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City Spray Parks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,000,000	\$3,000,000
City Median Conversions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$800,000
City Marina Seawalls	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,500,000	\$0	\$0	\$0	\$1,700,000
City Marina Utility Upgrades	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$1,000,000	\$0	\$0	\$0	\$1,250,000
<b>Recreation Facilities Maintenance</b>												
Recreation Centers CFMP	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,000,000
Public Pools	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$520,000
City Marina Maintenance	\$0	\$52,000	\$52,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$824,000
<b>Park Facilities Maintenance</b>												
ADA Requirements for Parks	\$54,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$290,000
Athletic Field Program	\$1,425,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$10,000,000
Athletic Field Restrooms	\$0	\$0	\$0	\$0	\$0	\$200,000	\$250,000	\$0	\$0	\$0	\$0	\$450,000
Miracle Field	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$570,000	\$570,000
Ball Court Renovations	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,500,000
Bike Trails	\$0	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$600,000
Irrigation Projects	\$0	\$0	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$1,152,000
Park Facilities CFMP	\$8,000	\$250,000	\$313,000	\$313,000	\$313,000	\$313,000	\$313,000	\$313,000	\$313,000	\$313,000	\$313,000	\$3,067,000
Pavement Repairs at Parks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$1,000,000	\$0	\$0	\$3,000,000
Playground Renovations	\$0	\$193,000	\$300,000	\$500,000	\$500,000	\$850,000	\$750,000	\$500,000	\$550,000	\$600,000	\$650,000	\$5,393,000
Public Art Conservation Program	\$0	\$35,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$305,000
Public Art Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
Tree & Shrub Capital Maintenance	\$0	\$226,000	\$226,000	\$226,000	\$226,000	\$226,000	\$326,000	\$326,000	\$326,000	\$326,000	\$326,000	\$2,760,000
Windmill Hill Bulkhead	\$784,953	\$0	\$0	\$0	\$0	\$0	\$500,000	\$5,000,000	\$0	\$0	\$0	\$5,500,000
<b>Open Space Acquisition &amp; Development</b>												
Open Space	\$9,011,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>SUBTOTAL CITY SHARE</b>	<b>\$11,335,686</b>	<b>\$1,547,000</b>	<b>\$3,440,000</b>	<b>\$2,078,000</b>	<b>\$2,078,000</b>	<b>\$2,628,000</b>	<b>\$4,628,000</b>	<b>\$14,878,000</b>	<b>\$8,428,000</b>	<b>\$9,078,000</b>	<b>\$6,698,000</b>	<b>\$55,481,000</b>

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

### PUBLIC BUILDINGS

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Libraries</b>												
Library CFMP	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,500,000
<b>Preservation of Historic Facilities</b>												
OHA CFMP	\$35,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$3,500,000
Torpedo Factory Capital Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
<b>Public Safety Facilities</b>												
New Police Facility	\$0	\$44,860,200	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,860,200
Emergency Govt Relocation Center	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Fire Station CFMP	\$0	\$273,000	\$350,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$3,823,000
Fire Station 203 (Cameron Mills)	\$0	\$0	\$0	\$0	\$600,000	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$6,200,000
Fire Station 205 (Cameron Street)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$3,000,000	\$3,700,000
Fire Station 206 (Seminary Rd)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$3,000,000	\$6,000,000	\$0	\$9,700,000
Fire Station 207 (Duke Street)	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$3,000,000	\$6,000,000	\$0	\$0	\$9,700,000
Fire Station 210 (Eisenhower Ave)	\$1,450,000	\$2,135,000	\$11,210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,345,000
Police k-9 Facility Renovation	\$0	\$0	\$0	\$0	\$0	\$0	\$270,000	\$0	\$0	\$0	\$0	\$270,000
Burn Building	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
Emergency Operations Center	\$75,000	\$200,000	\$1,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,950,000
Sheriff CFMP	\$234,507	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$460,000	\$4,600,000
Public Safety Center Slab	\$0	\$1,330,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,330,000
Pistol Range	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,435,000	\$0	\$0	\$0	\$1,435,000
Vola Lawson Animal Shelter	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$300,000
<b>Public Health &amp; Welfare Facilities</b>												
MH Residential Facilities	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,500,000
<b>City Facility Maintenance &amp; Renovation</b>												
City Hall HVAC Replacement	\$0	\$0	\$0	\$0	\$1,200,000	\$10,000,000	\$6,800,000	\$0	\$0	\$0	\$0	\$18,000,000
Elevator Replacement Program	\$52,000	\$225,000	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$1,225,000
Emergency Generators	\$565,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Energy Conservation	\$203,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$2,100,000
Environmental Compliance	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Services CFMP	\$115,969	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$11,000,000
Market Square Renovations	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$0	\$0	\$0	\$600,000
Space Management Program	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
<b>SUBTOTAL CITY SHARE</b>	<b>\$2,830,476</b>	<b>\$51,823,200</b>	<b>\$18,110,000</b>	<b>\$3,450,000</b>	<b>\$4,950,000</b>	<b>\$19,050,000</b>	<b>\$11,020,000</b>	<b>\$9,585,000</b>	<b>\$11,950,000</b>	<b>\$9,650,000</b>	<b>\$5,960,000</b>	<b>\$145,548,200</b>

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

### **PUBLIC TRANSPORTATION & TRAFFIC CONTROL**

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Public Transportation</b>												
DASH Bus Fleet Replacement	\$600,000	\$0	\$3,000,000	\$1,800,000	\$1,800,000	\$2,400,000	\$1,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$3,200,000	\$26,000,000
DASH Bus Fleet Expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DASH Hybrid Battery Packs	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$150,000	\$250,000	\$150,000	\$150,000	\$1,200,000
Bicycle Rack Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus Shelters	\$230,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ADA Access	\$20,500	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$90,000
WMATA Capital	\$1,800,145	\$7,037,000	\$6,784,000	\$6,987,000	\$7,453,000	\$8,270,000	\$8,035,000	\$8,200,000	\$8,200,000	\$8,200,000	\$8,200,000	\$77,366,000
Potomac Yard BRT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Potomac Yard Metrorail Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
King Street Metro Parking Lot	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SAFETEA-LU Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Traffic Control</b>												
Fixed Equipment Signs & Signals	\$0	\$780,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$850,000	\$8,430,000
<b>SUBTOTAL CITY SHARE</b>	<b>\$2,650,645</b>	<b>\$7,817,000</b>	<b>\$10,644,000</b>	<b>\$9,647,000</b>	<b>\$10,113,000</b>	<b>\$11,530,000</b>	<b>\$10,595,000</b>	<b>\$13,410,000</b>	<b>\$13,510,000</b>	<b>\$13,410,000</b>	<b>\$12,420,000</b>	<b>\$113,096,000</b>

\* Unallocated balances as of January 2010

### **STREETS, BRIDGES, & PEDESTRIAN IMPROVEMENTS**

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Bridge Repair &amp; Maintenance</b>												
Bridge Repairs	\$390,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,000,000
<b>Non-Motorized Trans. &amp; Shared-Use Paths</b>												
Shared-Use Paths	\$0	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$1,180,000
Non-Motorized Transportation (Safety)	\$645,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Non-Motorized Transportation (Mobility)	\$746,088	\$150,000	\$150,000	\$150,000	\$200,000	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$2,270,000
<b>Street Improvements</b>												
Edsall Road	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Eisenhower Ave Widening	\$359,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
King/Quaker/Braddock	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
King - Beauregard Intersection	\$432,262	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mill Road Slip Ramp	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Madison & Montgomery Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$3,250,000	\$3,000,000	\$0	\$0	\$6,750,000
Street / Alley Reconstructions & Extensions	\$985,024	\$0	\$400,000	\$350,000	\$300,000	\$300,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$3,350,000
Miscellaneous Undergrounding	\$0	\$0	\$90,000	\$50,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$770,000
King Street Paving	\$1,213,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Washington Street Paving	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Street Reconstructions TBD (rev. share)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
<b>SUBTOTAL CITY SHARE</b>	<b>\$6,371,174</b>	<b>\$1,968,000</b>	<b>\$1,458,000</b>	<b>\$1,368,000</b>	<b>\$1,408,000</b>	<b>\$1,478,000</b>	<b>\$3,478,000</b>	<b>\$6,228,000</b>	<b>\$5,978,000</b>	<b>\$2,978,000</b>	<b>\$2,978,000</b>	<b>\$29,320,000</b>

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

### SEWERS

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Sanitary Sewer Module</b>												
ASA Treatment Plant Expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Reclaimed Water System	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
4 Mile Run San Sewer Repair	\$0	\$0	\$300,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800,000
Commonwealth Service Chamber	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Correction of Infiltration & Inflow	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mitigation of CSO's	\$1,788,690	\$289,000	\$304,000	\$319,000	\$335,000	\$335,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$3,332,000
Recon & Extension of San Sewers	\$2,080,050	\$1,600,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$10,600,000
Sanitary Sewer Capacity Study	\$0	\$699,877	\$300,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,599,877
Sewer Separation Projects	\$1,025,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,000,000
Street Reconst. Due to San Sewers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Holmes Run Trunk Sewer	\$2,037,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
Holmes Run I&I	\$0	\$7,910,000	\$4,360,000	\$4,360,000	\$4,200,000	\$4,200,000	\$0	\$0	\$0	\$0	\$0	\$25,030,000
<b>Subtotal Sanitary Sewer Fund</b>	<b>\$8,300,740</b>	<b>\$15,198,877</b>	<b>\$6,864,000</b>	<b>\$7,979,000</b>	<b>\$6,335,000</b>	<b>\$6,335,000</b>	<b>\$4,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$55,461,877</b>
<b>Stormwater Utility Module</b>												
Miscellaneous Storm Sewers	\$0	\$1,132,000	\$2,210,000	\$2,400,000	\$2,500,000	\$750,000	\$500,000	\$750,000	\$2,100,000	\$100,000	\$100,000	\$12,542,000
Key Drive Flood Mitigation	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$800,000	\$0	\$0	\$0	\$0	\$1,800,000
Taylor Run @ Janneys Lane	\$551,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Oronoco Outfall	\$1,510,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Storm & Combined Assessment	\$600,000	\$0	\$450,000	\$900,000	\$540,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$7,290,000
NPDES / MS4 Permit	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Braddock & West Storm Sewer	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	\$1,000,000	\$2,000,000	\$2,000,000	\$6,500,000
Storm Sewer Capacity Analysis	\$1,420,500	\$868,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$868,000
<b>Subtotal Stormwater Utility Fund</b>	<b>\$4,256,750</b>	<b>\$2,000,000</b>	<b>\$2,660,000</b>	<b>\$3,300,000</b>	<b>\$3,040,000</b>	<b>\$2,650,000</b>	<b>\$2,950,000</b>	<b>\$2,400,000</b>	<b>\$4,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$29,000,000</b>
<b>SUBTOTAL CITY SHARE</b>	<b>\$12,557,490</b>	<b>\$17,198,877</b>	<b>\$9,524,000</b>	<b>\$11,279,000</b>	<b>\$9,375,000</b>	<b>\$8,985,000</b>	<b>\$7,100,000</b>	<b>\$4,550,000</b>	<b>\$6,150,000</b>	<b>\$5,150,000</b>	<b>\$5,150,000</b>	<b>\$84,461,877</b>

\* Unallocated balances as of January 2010

## Summary Expenditure Tables

### OTHER REGIONAL CONTRIBUTIONS

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Regional Capital Contributions</b>												
NVCC	\$0	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$1,367,320
NVRPA	\$0	\$359,862	\$359,862	\$359,862	\$359,862	\$359,862	\$359,862	\$359,862	\$359,862	\$359,862	\$359,862	\$3,598,620
Northern Va Juvenile Detention Home	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Regional Jail	\$0	\$136,273	\$129,214	\$121,266	\$115,465	\$109,738	\$104,085	\$98,506	\$0	\$0	\$0	\$814,547
<b>SUBTOTAL CITY SHARE</b>	<b>\$0</b>	<b>\$632,867</b>	<b>\$625,808</b>	<b>\$617,860</b>	<b>\$612,059</b>	<b>\$606,332</b>	<b>\$600,679</b>	<b>\$595,100</b>	<b>\$496,594</b>	<b>\$496,594</b>	<b>\$496,594</b>	<b>\$5,780,487</b>

### IT PLAN

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Information Technology Plan</b>												
Systems Development	\$1,813,181	\$2,729,400	\$1,359,000	\$1,640,000	\$1,130,000	\$1,127,500	\$960,000	\$1,129,400	\$1,359,000	\$1,370,000	\$1,130,000	\$13,934,300
IT Infrastructure Projects	\$875,450	\$1,570,600	\$1,141,000	\$1,130,000	\$1,370,000	\$1,372,500	\$1,172,500	\$1,370,600	\$1,141,000	\$1,130,000	\$1,370,000	\$12,768,200
CAD/RMS Replacement System	\$0	\$600,000	\$1,000,000	\$14,000,000	\$19,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$34,600,000
<b>SUBTOTAL CITY SHARE</b>	<b>\$2,688,631</b>	<b>\$4,900,000</b>	<b>\$3,500,000</b>	<b>\$16,770,000</b>	<b>\$21,500,000</b>	<b>\$2,500,000</b>	<b>\$2,132,500</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	<b>\$61,302,500</b>

### DEDICATED 3-cent TRANSPORTATION TAX

PROJECT NAME	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Transportation Add-on Projects</b>												
High Capacity Transit Corridors	\$0	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500,000
Peak Period Bus Service	\$0	\$2,600,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,250,000
Metro Station Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alternative Transportation Initiatives	\$0	\$1,428,985	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,428,985
<b>SUBTOTAL CITY SHARE</b>	<b>\$0</b>	<b>\$4,028,985</b>	<b>\$9,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,178,985</b>

\* Unallocated balances as of January 2010

	Unallocated Balance <sup>1</sup>	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
<b>Total Base CIP Requests</b>	<b>\$29,571,609</b>	<b>\$82,252,334</b>	<b>\$53,929,969</b>	<b>\$61,379,405</b>	<b>\$50,525,059</b>	<b>\$53,287,332</b>	<b>\$64,834,179</b>	<b>\$60,676,100</b>	<b>\$56,642,594</b>	<b>\$52,342,594</b>	<b>\$48,238,594</b>	<b>\$584,108,160</b>
Allowance for Inflation/Other Projects	\$0	\$0	\$0	\$4,141	\$3,063	\$173,795	\$532,416	\$1,991,876	\$4,382,195	\$8,354,199	\$12,882,633	\$28,324,318
<b>TOTAL BASE CAPITAL IMPROVEMENT PROGRAM<sup>2</sup></b>	<b>\$29,571,609</b>	<b>\$82,252,334</b>	<b>\$53,929,969</b>	<b>\$61,383,546</b>	<b>\$50,528,122</b>	<b>\$53,461,127</b>	<b>\$65,366,595</b>	<b>\$62,667,976</b>	<b>\$61,024,789</b>	<b>\$60,696,793</b>	<b>\$61,121,227</b>	<b>\$612,432,478</b>
<b>Sanitary Sewer Module</b>	<b>\$8,300,740</b>	<b>\$15,198,877</b>	<b>\$6,864,000</b>	<b>\$7,979,000</b>	<b>\$6,335,000</b>	<b>\$6,335,000</b>	<b>\$4,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$55,461,877</b>
<b>Stormwater Utility Module</b>	<b>\$4,256,750</b>	<b>\$2,000,000</b>	<b>\$2,660,000</b>	<b>\$3,300,000</b>	<b>\$3,040,000</b>	<b>\$2,650,000</b>	<b>\$2,950,000</b>	<b>\$2,400,000</b>	<b>\$4,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$29,000,000</b>
<b>3-cent Transportation Tax Module</b>	<b>\$0</b>	<b>\$4,028,985</b>	<b>\$9,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,178,985</b>
<b>TOTAL BASE CIP PLUS OPTIONAL MODULES</b>	<b>\$42,129,099</b>	<b>\$103,480,196</b>	<b>\$72,603,969</b>	<b>\$72,662,546</b>	<b>\$59,903,122</b>	<b>\$62,446,127</b>	<b>\$72,466,595</b>	<b>\$67,217,976</b>	<b>\$67,174,789</b>	<b>\$65,846,793</b>	<b>\$66,271,227</b>	<b>\$710,073,340</b>

<sup>1</sup> Unallocated balances as of January 2010

<sup>2</sup> Total Base CIP line does not include the Sanitary Sewer Module, Stormwater Utility Module, or 3-cent Transportation Tax Module. These optional modules are include in the Total Base CIP Plus Optional Module line.

**Summary Expenditure Tables**

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# SUMMARY FUNDING TABLES

## Summary Funding Tables

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# Summary Funding Tables

TOTAL SOURCES AND USE OF CIP FUNDS (FY 2011 - FY2020)											
ALL SOURCES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
General Fund Planned Appropriations	\$ 4,000,000	\$ 4,000,000	\$ 6,000,000	\$ 10,000,000	\$ 12,000,000	\$ 12,000,000	\$ 13,000,000	\$ 13,500,000	\$ 14,500,000	\$ 16,000,000	\$ 105,000,000
General Fund Balance	\$ -	\$ 4,571,240	\$ 6,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,971,240
General Obligation Bonds	\$ 72,260,000	\$ 40,340,000	\$ 46,690,000	\$ 38,380,000	\$ 39,350,000	\$ 51,100,000	\$ 47,400,000	\$ 45,500,000	\$ 44,200,000	\$ 43,150,000	\$ 468,370,000
Open Space Trust Fund Account Transfer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bond Interest Earnings	\$ 1,067,397	\$ 1,167,292	\$ 1,092,109	\$ 946,685	\$ 909,690	\$ 1,065,158	\$ 1,066,539	\$ 1,039,789	\$ 1,011,793	\$ 986,227	\$ 10,352,678
Bond Premiums	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Unallocated Funds	\$ 3,723,500	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,223,500
IT S Comcast Revenue	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 985,000	\$ 9,850,000
Sale of Property Revenue	\$ -	\$ 1,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,150,000
Other Base City Sources	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ -	\$ -	\$ -	\$ 1,515,059
<b>Subtotal Base City Sources</b>	<b>\$ 82,252,334</b>	<b>\$ 53,929,969</b>	<b>\$ 61,383,546</b>	<b>\$ 50,528,122</b>	<b>\$ 53,461,127</b>	<b>\$ 65,366,595</b>	<b>\$ 62,667,976</b>	<b>\$ 61,024,789</b>	<b>\$ 60,696,793</b>	<b>\$ 61,121,227</b>	<b>\$ 612,432,477</b>
State Urban Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VDOT Revenue Sharing Funds	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 6,000,000
Federal Earmarks & Grants	\$ 4,450,000	\$ 2,405,000	\$ 405,000	\$ 155,000	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,570,000
Wilson Bridge Settlement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Non-City Sources	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000
<b>Subtotal Non-City Base Sources</b>	<b>\$ 5,450,000</b>	<b>\$ 4,155,000</b>	<b>\$ 405,000</b>	<b>\$ 155,000</b>	<b>\$ 155,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 15,320,000</b>
Sanitary Sewer Fees	\$ 4,308,877	\$ 3,384,000	\$ 3,129,000	\$ 2,805,000	\$ 2,585,000	\$ 2,350,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 27,161,877
Sanitary Sewer Bonds	\$ 10,890,000	\$ 3,480,000	\$ 4,850,000	\$ 3,530,000	\$ 3,750,000	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ 28,300,000
Stormwater Utility Fees	\$ 1,000,000	\$ 1,660,000	\$ 2,300,000	\$ 2,040,000	\$ 1,650,000	\$ 1,950,000	\$ 1,400,000	\$ 3,000,000	\$ 2,000,000	\$ 2,000,000	\$ 19,000,000
Stormwater Utility CIP Transfer	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 10,000,000
Transportation Tax Cash Capital	\$ 4,028,985	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,678,985
Transportation Tax Bonds	\$ -	\$ 8,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,500,000
<b>Subtotal CIP Modules</b>	<b>\$ 21,227,862</b>	<b>\$ 18,674,000</b>	<b>\$ 11,279,000</b>	<b>\$ 9,375,000</b>	<b>\$ 8,985,000</b>	<b>\$ 7,100,000</b>	<b>\$ 4,550,000</b>	<b>\$ 6,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 97,640,862</b>
<b>TOTAL ALL SOURCES</b>	<b>\$ 108,930,196</b>	<b>\$ 76,758,969</b>	<b>\$ 73,067,546</b>	<b>\$ 60,058,122</b>	<b>\$ 62,601,127</b>	<b>\$ 73,466,595</b>	<b>\$ 68,217,976</b>	<b>\$ 68,174,789</b>	<b>\$ 66,846,793</b>	<b>\$ 67,271,227</b>	<b>\$ 725,393,339</b>
<b>ALL USES</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>TOTAL</b>
Schools	\$ 13,564,267	\$ 15,794,616	\$ 26,613,000	\$ 9,000,000	\$ 11,865,000	\$ 31,500,000	\$ 12,000,000	\$ 13,000,000	\$ 13,500,000	\$ 13,366,000	\$ 160,202,883
Community Development	\$ -	\$ 607,545	\$ 1,085,545	\$ 864,000	\$ 3,630,000	\$ 880,000	\$ 1,480,000	\$ 780,000	\$ 730,000	\$ 3,820,000	\$ 13,877,090
Recreation & Parks	\$ 1,547,000	\$ 3,440,000	\$ 2,078,000	\$ 2,078,000	\$ 2,628,000	\$ 4,628,000	\$ 14,878,000	\$ 8,428,000	\$ 9,078,000	\$ 6,698,000	\$ 55,481,000
Public Buildings	\$ 51,823,200	\$ 19,860,000	\$ 3,450,000	\$ 4,950,000	\$ 19,050,000	\$ 11,020,000	\$ 9,585,000	\$ 11,950,000	\$ 9,650,000	\$ 5,960,000	\$ 147,298,200
Public Trans. & Traffic Control	\$ 11,617,000	\$ 12,799,000	\$ 9,802,000	\$ 10,268,000	\$ 11,685,000	\$ 10,595,000	\$ 13,410,000	\$ 13,510,000	\$ 13,410,000	\$ 12,420,000	\$ 119,516,000
Street, Bridge, & Pedestrian Improvements	\$ 3,618,000	\$ 1,458,000	\$ 1,368,000	\$ 1,408,000	\$ 1,478,000	\$ 4,478,000	\$ 7,228,000	\$ 6,978,000	\$ 3,978,000	\$ 3,978,000	\$ 35,970,000
Other Regional Contributions	\$ 632,867	\$ 625,808	\$ 617,860	\$ 612,059	\$ 606,332	\$ 600,679	\$ 595,100	\$ 496,594	\$ 496,594	\$ 496,594	\$ 5,780,487
Information Technology Plan	\$ 4,900,000	\$ 3,500,000	\$ 16,770,000	\$ 21,500,000	\$ 2,500,000	\$ 2,132,500	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 61,302,500
Allowance for Inflation or Additional Projects	\$ -	\$ -	\$ 4,141	\$ 3,063	\$ 173,795	\$ 532,416	\$ 1,991,876	\$ 4,382,195	\$ 8,354,199	\$ 12,882,633	\$ 28,324,318
<b>Subtotal Base CIP Uses</b>	<b>\$ 87,702,334</b>	<b>\$ 58,084,969</b>	<b>\$ 61,788,546</b>	<b>\$ 50,683,122</b>	<b>\$ 53,616,127</b>	<b>\$ 66,366,595</b>	<b>\$ 63,667,976</b>	<b>\$ 62,024,789</b>	<b>\$ 61,696,793</b>	<b>\$ 62,121,227</b>	<b>\$ 627,752,478</b>
Sanitary Sewer Module	\$ 15,198,877	\$ 6,864,000	\$ 7,979,000	\$ 6,335,000	\$ 6,335,000	\$ 4,150,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 2,150,000	\$ 55,461,877
Stormwater Utility Module	\$ 2,000,000	\$ 2,660,000	\$ 3,300,000	\$ 3,040,000	\$ 2,650,000	\$ 2,950,000	\$ 2,400,000	\$ 4,000,000	\$ 3,000,000	\$ 3,000,000	\$ 29,000,000
Transportation Tax Module	\$ 4,028,985	\$ 9,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,178,985
<b>Subtotal CIP Modules</b>	<b>\$ 21,227,862</b>	<b>\$ 18,674,000</b>	<b>\$ 11,279,000</b>	<b>\$ 9,375,000</b>	<b>\$ 8,985,000</b>	<b>\$ 7,100,000</b>	<b>\$ 4,550,000</b>	<b>\$ 6,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 5,150,000</b>	<b>\$ 97,640,862</b>
<b>TOTAL ALL USES</b>	<b>\$ 108,930,196</b>	<b>\$ 76,758,969</b>	<b>\$ 73,067,546</b>	<b>\$ 60,058,122</b>	<b>\$ 62,601,127</b>	<b>\$ 73,466,595</b>	<b>\$ 68,217,976</b>	<b>\$ 68,174,789</b>	<b>\$ 66,846,793</b>	<b>\$ 67,271,227</b>	<b>\$ 725,393,340</b>
% FROM BONDS	77.3%	69.5%	71.9%	71.4%	70.4%	73.4%	70.9%	68.2%	67.6%	65.6%	71.0%
% FROM CITY AND OTHER CASH SOURCE	22.7%	30.5%	28.1%	28.6%	29.6%	26.6%	29.1%	31.8%	32.4%	34.4%	29.0%

# Summary Funding Tables

## BASE CAPITAL IMPROVEMENT PROGRAM SOURCES AND USES OF FUNDS

For the Ten Fiscal Years Ending June 30, 2020

		Projected	Total
CITY FUNDED SOURCES:		Debt Service	General Fund
Planned Future General Fund Appropriations to Capital Projects Fund, FY 2011 - 2020			
FY 2011	\$4,000,000	\$37,916,774	\$41,916,774
FY 2012	\$4,000,000	\$42,667,263	\$46,667,263
FY 2013	\$6,000,000	\$47,572,880	\$53,572,880
FY 2014	\$10,000,000	\$51,062,339	\$61,062,339
FY 2015	\$12,000,000	\$57,056,666	\$69,056,666
FY 2016	\$12,000,000	\$60,522,518	\$72,522,518
FY 2017	\$13,000,000	\$62,962,282	\$75,962,282
FY 2018	\$13,500,000	\$65,869,459	\$79,369,459
FY 2019	\$14,500,000	\$68,268,399	\$82,768,399
FY 2020	\$16,000,000	\$68,426,219	\$84,426,219
Total Planned Future Appropriations	\$105,000,000	\$562,324,799	\$667,324,799
Planned General Obligation Bond Issues:			
FY 2011	\$72,260,000		
FY 2012	\$40,340,000		
FY 2013	\$46,690,000		
FY 2014	\$38,380,000		
FY 2015	\$39,350,000		
FY 2016	\$51,100,000		
FY 2017	\$47,400,000		
FY 2018	\$45,500,000		
FY 2019	\$44,200,000		
FY 2020	\$43,150,000		
Total General Obligation Bond Issues	\$468,370,000		
Planned Other City Sources			
Bond Interest Earnings (Current Year)	\$10,352,678		
Open Space Trust Fund Account Transfer	\$0		
Miscellaneous (ARHA & Bond Premium)	\$0		
General Fund Balances (Prior Years)	\$10,971,240		
Sale of Property Revenue	\$1,150,000		
Comcast Revenues	\$9,850,000		
Reallocated Prior Year Balances	\$5,223,500		
Other CIP Cash Revenue	\$1,515,059		
Total Planned Other City Sources		\$39,062,477	
<b>TOTAL CITY SOURCES (FY 2011 - FY 2020)</b>		<b>\$612,432,477</b>	

# Summary Funding Tables

## BASE CAPITAL IMPROVEMENT PROGRAM SOURCES AND USES OF FUNDS For the Ten Fiscal Years Ending June 30, 2020

Current City Sources (FY 2010 and prior)

Capital Projects Fund Balances at 6/30/09	\$53,460,324	
General Fund Appropriation FY 2010	\$4,400,038	
General Fund Balances Designated for Subsequent Years' Capital Expenditures	\$226,958	
General Obligation Bonds (planned FY 2010 issuance)	\$54,602,669	
Bond Interest Earnings	\$1,487,713	
Comcast Revenues	\$985,000	
Reallocated Prior Year Balances	\$4,774,268	
Bond Premiums	\$1,063,877	
Open Space (FY 2010 Transfer)	\$0	
Total City-Funded Current Sources	\$121,000,847	\$121,000,847

<b>GRAND TOTAL CITY-FUNDED SOURCES</b>	<b>\$733,433,324</b>
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**CITY FUNDED USES:**

Approved Capital Budgets through FY 2010:

Prior Year Approved Projects	\$53,460,324	
FY 2010 Approved Capital Budget	\$67,540,523	
Total Approved Capital Budgets	\$121,000,847	\$121,000,847

Approved FY 2011 - 2020 City Funded CIP

FY 2011 Proposed Capital Budget	\$82,252,334	
FY 2012 Proposed Capital Budget	\$53,929,969	
FY 2013 Approved Capital Budget	\$61,383,546	
FY 2014 Approved Capital Budget	\$50,528,122	
FY 2015 Approved Capital Budget	\$53,461,127	
FY 2016 Approved Capital Budget	\$65,366,595	
FY 2017 Approved Capital Budget	\$62,667,976	
FY 2018 Approved Capital Budget	\$61,024,789	
FY 2019 Approved Capital Budget	\$60,696,793	
FY 2020 Approved Capital Budget	\$61,121,227	
Total Approved FY 2011 - 2020 CIP	\$612,432,477	\$612,432,477

<b>TOTAL CITY FUNDED USES</b>	<b>\$733,433,324</b>
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## Summary Funding Tables

**Table 5**  
**Debt Service Indicators**

	Total Debt Service	Outstanding Debt <sup>1</sup>	General Government Expenditures <sup>2</sup>	Assessed Value of Real Property (Thousands of Dollars) <sup>3</sup>	Personal Income (Thousands of Dollars) <sup>4</sup>
FY 2001	12,382,315	107,875,000	401,555,221	14,632,349	6,931,579
FY 2002	16,015,996	153,925,000	452,671,072	16,132,989	7,039,735
FY 2003	17,739,094	143,615,000	488,044,085	19,225,926	7,280,299
FY 2004	18,938,838	197,520,000	516,275,303	22,757,185	7,979,004
FY 2005	22,938,317	241,890,000	545,688,442	27,359,650	8,617,789
FY 2006	27,101,086	287,859,512	623,774,871	32,906,719	9,401,891
FY 2007	31,232,166	264,878,536	689,280,260	34,243,031	9,877,753
FY 2008	30,775,390	310,407,561	680,221,408	35,522,197	10,514,868
FY 2009	32,156,705	376,725,000	747,270,756	34,379,163	10,514,868
FY 2010	37,418,614	391,862,669	730,487,158	31,819,266	10,672,591
FY 2011	37,916,774	454,947,669	749,350,309	30,388,588	10,725,954
FY 2012	42,667,263	483,812,536	702,959,476	30,694,298	10,790,310
FY 2013	47,572,880	508,629,902	717,109,727	31,308,184	10,855,052
FY 2014	51,062,339	521,241,269	716,173,286	32,560,511	11,180,703
FY 2015	57,056,666	529,702,857	733,273,639	34,188,537	11,806,923
FY 2016	60,522,518	544,752,835	749,751,393	36,239,849	12,586,073
FY 2017	62,962,282	552,132,813	744,469,459	38,414,240	13,416,754
FY 2018	65,869,459	554,972,790	744,392,342	40,719,095	14,302,259
FY 2019	68,268,399	554,127,768	743,164,004	43,162,240	15,246,209
FY 2020	68,426,219	551,942,746	743,689,249	45,751,975	16,252,458

<sup>1</sup> Beginning in FY 2006, debt attributable to sanitary sewer capital projects is excluded because sanitary sewer systems are 100% self-supporting.

<sup>2</sup> General Government expenditures after FY 2011 are based on a long range forecast scenario.

<sup>3</sup> Presented on a calendar year basis. Future growth assumes a 4.5% decline in FY 2011, followed by 1.0% growth in FY 2012, 2% in FY 2013, 4.0% growth for FY 2014, 5.0% in FY 2015, and 6.0% growth in FY 2016 through FY 2020.

<sup>4</sup> Total personal income through FY 2006 is from the U.S. Department of Commerce Bureau of Economic Analysis (BEA). Personal income estimates for FY 2011 is increased by 0.5%, another 0.6% in FY 2012 and FY 2013, 3.0% in FY 2014, 5.6% in FY 2015, and 6.5% in FY 2016 - FY 2020..

## Summary Funding Tables

Table 5. (continued)			
Debt Service Indicators			
Fiscal Year	Ratio of Debt Service to General Governmental Expenditures	Outstanding Debt as a Percentage of Assessed Value of Real Property/ <sup>1</sup>	Debt per Capita as a Percentage of Per Capita Income
Ceiling	10.00%	1.60%	An amount equal to 4.5% of total personal income
Target	8.00%	1.10%	An amount equal to 3.2 % of total personal income
FY 2001	3.08%	0.74%	1.56%
FY 2002	3.54%	0.95%	2.19%
FY 2003	3.58%	0.75%	1.97%
FY 2004	3.62%	0.87%	2.48%
FY 2005	4.16%	0.88%	2.81%
FY 2006	4.34%	0.87%	3.06%
FY 2007	4.53%	0.77%	2.68%
FY 2008	4.47%	0.87%	2.95%
FY 2009	4.30%	1.06%	3.47%
FY 2010	4.77%	1.20%	3.56%
FY 2011	5.06%	1.43%	4.04%
FY 2012	6.07%	1.50%	4.26%
FY 2013	6.63%	1.54%	4.43%
FY 2014	7.13%	1.51%	4.40%
FY 2015	7.78%	1.46%	4.22%
FY 2016	8.07%	1.42%	4.08%
FY 2017	8.46%	1.36%	3.90%
FY 2018	8.85%	1.30%	3.69%
FY 2019	9.19%	1.23%	3.47%
FY 2020	9.20%	1.16%	3.26%

<sup>1</sup> Includes general obligation bonds and term notes. In past years, total assessed value included real and personal property. Beginning in FY 2000 - FY 2005 CIP, this indicator has been revised per the debt policies adopted on December 9, 1997, to include only real property. Debt indicators exclude debt attributable to sanitary sewer capital projects beginning in FY 2007 because sanitary sewer systems become 100 percent self-supporting in that year.

## Summary Funding Tables

Table 5. (continued) Debt Service Indicators		
General Fund Balance as a Percentage of General Fund Revenue		
Fiscal Year	Unreserved	Undesignated
Floor	10.00%	4.00%
Target	N/A	5.50%
FY 1993	24.30%	7.60%
FY 1994	23.40%	7.60%
FY 1995	22.40%	6.60%
FY 1996	20.60%	5.50%
FY 1997	19.10%	6.70%
FY 1998	17.60%	7.60%
FY 1999	16.50%	6.90%
FY 2000	17.30%	6.50%
FY 2001	16.60%	6.70%
FY 2002	17.61%	6.79%
FY 2003	14.43%	7.27%
FY 2004	14.59%	6.90%
FY 2005	13.26%	5.89%
FY 2006	13.24%	5.61%
FY 2007	13.36%	5.42%
FY 2008	12.00%	5.20%
FY 2009	9.29%	4.68%

Source: Alexandria FY 2009 Comprehensive Annual Financial Report (CAFR)



## Summary Funding Tables

**Table 6: General Obligation Bond Repayment Schedules**

Table 6, below, summarizes the annual debt service for all currently outstanding general obligation bond issues of the City of Alexandria. Tables 7 through 18, on the following pages, show the date of issue, the years remaining on the payment schedule, and the amount of principal and interest due each year for the individual bond issues. (Debt service does not include \$256,070 for Commonwealth Transportation Board in the operating budget.) The debt service on these tables includes all general obligation bonded debt including that financed by sanitary sewer fees, open space dedicated real estate tax revenues, and affordable housing dedicated real estate tax revenues.

City of Alexandria, Virginia Summary of Total General Obligation Debt Service			
Fiscal Year	Principal	Interest	Total
2011	\$21,065,000	\$15,955,555	\$37,020,555
2012	\$22,725,000	\$15,024,768	\$37,749,768
2013	\$24,285,000	\$14,011,650	\$38,296,650
2014	\$25,195,000	\$12,973,544	\$38,168,544
2015	\$25,130,000	\$12,026,144	\$37,156,144
2016	\$25,085,000	\$11,020,462	\$36,105,462
2017	\$25,050,000	\$9,919,737	\$34,969,737
2018	\$24,995,000	\$8,828,425	\$33,823,425
2019	\$24,960,000	\$7,734,176	\$32,694,176
2020	\$22,925,000	\$6,652,707	\$29,577,707
2021	\$19,985,000	\$5,643,056	\$25,628,056
2022	\$17,155,000	\$4,733,356	\$21,888,356
2023	\$17,155,000	\$3,948,956	\$21,103,956
2024	\$13,855,000	\$3,154,719	\$17,009,719
2025	\$13,855,000	\$2,508,294	\$16,363,294
2026	\$11,815,000	\$1,894,906	\$13,709,906
2027	\$8,150,000	\$1,315,400	\$9,465,400
2028	\$8,150,000	\$902,475	\$9,052,475
2029	\$8,150,000	\$484,013	\$8,634,013
2030	\$4,800,000	\$136,800	\$4,936,800
<b>Total</b>	<b>\$364,485,000</b>	<b>\$138,869,143</b>	<b>\$503,354,143</b>

## Summary Funding Tables

Table 7. City of Alexandria, VA  
**BUILD AMERICA BOND ISSUE OF \$44.5 MILLION - B (JUNE, 2009)\***  
 Debt Outstanding at June 30, 2010

Fiscal Year	Principal	Interest	Total
2011	\$0	\$2,380,250	\$2,380,250
2012	\$0	\$2,380,250	\$2,380,250
2013	\$0	\$2,380,250	\$2,380,250
2014	\$0	\$2,380,250	\$2,380,250
2015	\$0	\$2,380,250	\$2,380,250
2016	\$0	\$2,380,250	\$2,380,250
2017	\$0	\$2,380,250	\$2,380,250
2018	\$0	\$2,380,250	\$2,380,250
2019	\$0	\$2,380,250	\$2,380,250
2020	\$0	\$2,380,250	\$2,380,250
2021	\$4,100,000	\$2,280,825	\$6,380,825
2022	\$4,100,000	\$2,078,900	\$6,178,900
2023	\$4,100,000	\$1,871,850	\$5,971,850
2024	\$4,100,000	\$1,660,700	\$5,760,700
2025	\$4,100,000	\$1,445,450	\$5,545,450
2026	\$4,800,000	\$1,207,200	\$6,007,200
2027	\$4,800,000	\$945,600	\$5,745,600
2028	\$4,800,000	\$679,200	\$5,479,200
2029	\$4,800,000	\$409,200	\$5,209,200
2030	\$4,800,000	\$136,800	\$4,936,800
Total	\$44,500,000	\$36,518,225	\$81,018,225

\* Build America Bond portion of issuance; payment schedule does not reflect the Federal B.A.B. subsidy

## Summary Funding Tables

Table 8. City of Alexandria, VA  
**GENERAL OBLIGATION BOND ISSUE OF \$35.2 MILLION - A (JUNE, 2009)\***  
 Debt Outstanding at June 30, 2010

Fiscal Year	Principal	Interest	Total
2011	\$1,100,000	\$1,112,875	\$2,212,875
2012	\$2,200,000	\$1,057,875	\$3,257,875
2013	\$3,200,000	\$960,875	\$4,160,875
2014	\$4,100,000	\$861,000	\$4,961,000
2015	\$4,100,000	\$781,563	\$4,881,563
2016	\$4,100,000	\$676,500	\$4,776,500
2017	\$4,100,000	\$553,500	\$4,653,500
2018	\$4,100,000	\$410,000	\$4,510,000
2019	\$4,100,000	\$246,000	\$4,346,000
2020	\$4,100,000	\$82,000	\$4,182,000
Total	\$35,200,000	\$6,742,188	\$41,942,188

\* Tax-exempt portion of bond issuance

## Summary Funding Tables

**Table 9. City of Alexandria, VA**  
**GENERAL OBLIGATION BOND ISSUE OF \$58.0 MILLION - A (JULY, 2008)\***  
**Debt Outstanding at June 30, 2010**

Fiscal Year	Principal	Interest	Total
2011	\$1,900,000	\$2,371,688	\$4,271,688
2012	\$2,500,000	\$2,297,438	\$4,797,438
2013	\$3,100,000	\$2,177,750	\$5,277,750
2014	\$3,100,000	\$2,046,000	\$5,146,000
2015	\$3,100,000	\$1,937,500	\$5,037,500
2016	\$3,100,000	\$1,805,750	\$4,905,750
2017	\$3,100,000	\$1,650,750	\$4,750,750
2018	\$3,100,000	\$1,495,750	\$4,595,750
2019	\$3,100,000	\$1,356,250	\$4,456,250
2020	\$3,100,000	\$1,232,250	\$4,332,250
2021	\$3,100,000	\$1,104,375	\$4,204,375
2022	\$3,100,000	\$976,500	\$4,076,500
2023	\$3,100,000	\$852,500	\$3,952,500
2024	\$3,100,000	\$726,563	\$3,826,563
2025	\$3,100,000	\$597,525	\$3,697,525
2026	\$3,100,000	\$466,550	\$3,566,550
2027	\$3,100,000	\$334,800	\$3,434,800
2028	\$3,100,000	\$202,275	\$3,302,275
2029	\$3,100,000	\$67,813	\$3,167,813
Total	\$57,100,000	\$23,700,027	\$80,800,027

\* Tax-exempt portion of bond issuance

## Summary Funding Tables

Table 10. City of Alexandria, VA  
**GENERAL OBLIGATION BOND ISSUE OF \$5.0 MILLION - A (JULY, 2008)\***  
 Debt Outstanding at June 30, 2010

Fiscal Year	Principal	Interest	Total
2011	\$250,000	\$239,500	\$489,500
2012	\$250,000	\$228,250	\$478,250
2013	\$250,000	\$217,000	\$467,000
2014	\$250,000	\$205,594	\$455,594
2015	\$250,000	\$194,031	\$444,031
2016	\$250,000	\$182,250	\$432,250
2017	\$250,000	\$170,000	\$420,000
2018	\$250,000	\$157,188	\$407,188
2019	\$250,000	\$144,063	\$394,063
2020	\$250,000	\$130,750	\$380,750
2021	\$250,000	\$117,250	\$367,250
2022	\$250,000	\$103,750	\$353,750
2023	\$250,000	\$90,250	\$340,250
2024	\$250,000	\$76,750	\$326,750
2025	\$250,000	\$63,000	\$313,000
2026	\$250,000	\$49,000	\$299,000
2027	\$250,000	\$35,000	\$285,000
2028	\$250,000	\$21,000	\$271,000
2029	\$250,000	\$7,000	\$257,000
<b>Total</b>	<b>\$4,750,000</b>	<b>\$2,431,626</b>	<b>\$7,181,626</b>

\* Taxable portion of bond issuance for Glebe Park housing project

## Summary Funding Tables

Table 11. City of Alexandria, VA  
**GENERAL OBLIGATION BOND ISSUE OF \$22.8 MILLION - A (MAY, 2007)\***  
 Debt Outstanding at June 30, 2010

Fiscal Year	Principal	Interest	Total
2011	\$0	\$1,025,650	\$1,025,650
2012	\$0	\$1,025,650	\$1,025,650
2013	\$0	\$1,025,650	\$1,025,650
2014	\$2,905,000	\$1,025,650	\$3,930,650
2015	\$2,890,000	\$909,450	\$3,799,450
2016	\$2,870,000	\$793,850	\$3,663,850
2017	\$2,845,000	\$679,050	\$3,524,050
2018	\$2,825,000	\$565,250	\$3,390,250
2019	\$2,825,000	\$424,000	\$3,249,000
2020	\$2,825,000	\$282,750	\$3,107,750
2021	\$2,830,000	\$141,500	\$2,971,500
Total	\$22,815,000	\$7,898,450	\$30,713,450

\* Tax exempt bond issuance refinanced prior City bond issuance

## Summary Funding Tables

Table 12. City of Alexandria, VA  
 GENERAL OBLIGATION BOND ISSUE OF \$56.0 MILLION - A (JUNE, 2006)\*  
 Debt Outstanding at June 30, 2010

Fiscal Year	Principal	Interest	Total
2011	\$2,920,000	\$2,139,831	\$5,059,831
2012	\$2,920,000	\$1,993,831	\$4,913,831
2013	\$2,920,000	\$1,847,831	\$4,767,831
2014	\$2,920,000	\$1,701,831	\$4,621,831
2015	\$2,915,000	\$1,585,031	\$4,500,031
2016	\$2,915,000	\$1,468,431	\$4,383,431
2017	\$2,915,000	\$1,322,681	\$4,237,681
2018	\$2,915,000	\$1,176,931	\$4,091,931
2019	\$2,915,000	\$1,053,044	\$3,968,044
2020	\$2,915,000	\$925,513	\$3,840,513
2021	\$2,915,000	\$797,981	\$3,712,981
2022	\$2,915,000	\$666,806	\$3,581,806
2023	\$2,915,000	\$521,056	\$3,436,056
2024	\$2,915,000	\$375,306	\$3,290,306
2025	\$2,915,000	\$251,419	\$3,166,419
2026	\$2,915,000	\$127,531	\$3,042,531
Total	\$46,660,000	\$17,955,054	\$64,615,054

\* Tax exempt portion of bond issuance

## Summary Funding Tables

**Table 13. City of Alexandria, VA  
GENERAL OBLIGATION BOND ISSUE OF \$15.0 MILLION - A (JUNE, 2006)\*  
Debt Outstanding at June 30, 2010**

Fiscal Year	Principal	Interest	Total
2011	\$750,000	\$686,625	\$1,436,625
2012	\$750,000	\$645,375	\$1,395,375
2013	\$750,000	\$604,125	\$1,354,125
2014	\$750,000	\$562,875	\$1,312,875
2015	\$750,000	\$521,625	\$1,271,625
2016	\$750,000	\$480,000	\$1,230,000
2017	\$750,000	\$438,375	\$1,188,375
2018	\$750,000	\$396,000	\$1,146,000
2019	\$750,000	\$353,250	\$1,103,250
2020	\$750,000	\$310,125	\$1,060,125
2021	\$750,000	\$266,625	\$1,016,625
2022	\$750,000	\$222,750	\$972,750
2023	\$750,000	\$178,500	\$928,500
2024	\$750,000	\$133,875	\$883,875
2025	\$750,000	\$89,250	\$839,250
2026	\$750,000	\$44,625	\$794,625
Total	\$12,000,000	\$5,934,000	\$17,934,000

\* Taxable portion of bond issuance (affordable housing)



## Summary Funding Tables

**Table 14. City of Alexandria, VA  
GENERAL OBLIGATION BOND ISSUE OF \$54.8 MILLION - C (NOVEMBER, 2004)  
Debt Outstanding at June 30, 2010**

Fiscal Year	Principal	Interest	Total
2011	\$2,740,000	\$1,637,150	\$4,377,150
2012	\$2,740,000	\$1,527,550	\$4,267,550
2013	\$2,740,000	\$1,417,950	\$4,157,950
2014	\$2,740,000	\$1,328,900	\$4,068,900
2015	\$2,740,000	\$1,212,450	\$3,952,450
2016	\$2,740,000	\$1,082,300	\$3,822,300
2017	\$2,740,000	\$959,000	\$3,699,000
2018	\$2,740,000	\$842,550	\$3,582,550
2019	\$2,740,000	\$732,950	\$3,472,950
2020	\$2,740,000	\$623,350	\$3,363,350
2021	\$2,740,000	\$513,750	\$3,253,750
2022	\$2,740,000	\$404,150	\$3,144,150
2023	\$2,740,000	\$294,550	\$3,034,550
2024	\$2,740,000	\$181,525	\$2,921,525
2025	\$2,740,000	\$61,650	\$2,801,650
Total	\$41,100,000	\$12,819,775	\$53,919,775

## Summary Funding Tables

**Table 15. City of Alexandria, VA  
GENERAL OBLIGATION BOND ISSUE OF \$32.5 MILLION - B (OCTOBER, 2004)\*  
Debt Outstanding at June 30, 2010**

Fiscal Year	Principal	Interest	Total
2011	\$3,205,000	\$1,310,206	\$4,515,206
2012	\$3,170,000	\$1,190,019	\$4,360,019
2013	\$3,130,000	\$1,079,069	\$4,209,069
2014	\$3,130,000	\$922,569	\$4,052,569
2015	\$3,085,000	\$797,369	\$3,882,369
2016	\$3,060,000	\$666,256	\$3,726,256
2017	\$3,050,000	\$513,256	\$3,563,256
2018	\$3,015,000	\$383,631	\$3,398,631
2019	\$2,980,000	\$255,494	\$3,235,494
2020	\$2,945,000	\$128,844	\$3,073,844
Total	\$30,770,000	\$7,246,713	\$38,016,713

\* Tax exempt bond issuance refinanced prior City bond issuance

## Summary Funding Tables

**Table 16. City of Alexandria, VA  
GENERAL OBLIGATION BOND ISSUE OF \$64.7 MILLION - (JANUARY 1, 2004)  
Debt Outstanding at June 30, 2010**

Fiscal Year	Principal	Interest	Total
2011	\$3,300,000	\$1,810,875	\$5,110,875
2012	\$3,300,000	\$1,645,875	\$4,945,875
2013	\$3,300,000	\$1,480,875	\$4,780,875
2014	\$3,300,000	\$1,348,875	\$4,648,875
2015	\$3,300,000	\$1,216,875	\$4,516,875
2016	\$3,300,000	\$1,084,875	\$4,384,875
2017	\$3,300,000	\$952,875	\$4,252,875
2018	\$3,300,000	\$820,875	\$4,120,875
2019	\$3,300,000	\$688,875	\$3,988,875
2020	\$3,300,000	\$556,875	\$3,856,875
2021	\$3,300,000	\$420,750	\$3,720,750
2022	\$3,300,000	\$280,500	\$3,580,500
2023	\$3,300,000	\$140,250	\$3,440,250
Total	\$42,900,000	\$12,449,250	\$55,349,250

## Summary Funding Tables

Table 17. City of Alexandria, VA  
GENERAL OBLIGATION BOND ISSUE OF \$54.5 MILLION - (JULY, 2001)  
Debt Outstanding at June 30, 2010

Fiscal Year	Principal	Interest	Total
2011	\$2,900,000	\$380,905	\$3,280,905
2012	\$2,895,000	\$257,655	\$3,152,655
2013	\$2,895,000	\$130,275	\$3,025,275
Total	\$8,690,000	\$768,835	\$9,458,835

## Summary Funding Tables

**Table 18. City of Alexandria, VA  
GENERAL OBLIGATION BOND ISSUE OF \$34.0 MILLION - (JANUARY, 1999)  
Debt Outstanding at June 30, 2010**

Fiscal Year	Principal	Interest	Total
2011	\$2,000,000	\$860,000	\$2,860,000
2012	\$2,000,000	\$775,000	\$2,775,000
2013	\$2,000,000	\$690,000	\$2,690,000
2014	\$2,000,000	\$590,000	\$2,590,000
2015	\$2,000,000	\$490,000	\$2,490,000
2016	\$2,000,000	\$400,000	\$2,400,000
2017	\$2,000,000	\$300,000	\$2,300,000
2018	\$2,000,000	\$200,000	\$2,200,000
2019	\$2,000,000	\$100,000	\$2,100,000
Total	\$18,000,000	\$4,405,000	\$22,405,000

## Summary Funding Tables

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## Capital Project Detail Sheets

The detail sheets on the following pages provide a variety of information about the City's capital improvement projects. In the heading for each project in the CIP detail, the following information is provided:

**Project Title** – The title by which the project is referred to in official documents.

**Subsection** – Identifies the group of like projects in which the project is included, within the section.

**Managing Department** – Identifies the agency that is primarily responsible for planning and managing the project.

**Priority** – The priority assigned to this project. There are three priority designations: (a) Essential; (b) Very Desirable; and (c) Desirable.

**Estimated Useful Life of Improvement** – Where possible, information on the estimated life of the improvement scheduled in the FY 2011 – FY 2020 CIP is provided.

**Phase** - As part of the FY 2011 CIP, the City is continuing a phase review process for major projects. For these major projects, information is provided on which phase the project is currently in.

## Capital Project Detail Sheets

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# ALEXANDRIA CITY PUBLIC SCHOOLS (ACPS)

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## Alexandria City Public Schools (ACPS)

On November 16, 2009, the Alexandria School Board received the FY 2011 – FY 2016 Proposed Capital Improvement Program (CIP) from ACPS staff. The Proposed CIP included two plan options: a Needs-Based Request totaling \$139.1 million over six years; and a Constrained Resources Request totaling \$127.0 million over six years. The primary variation between the two options was a less aggressive investment strategy relative to equipment and systems replacement as well as EcoCity initiatives. A central theme of both plans was substantial investment (\$50.1 million) to prepare for and manage capacity issues resulting from rapid enrollment growth. Another new addition to the ACPS FY 2011 Proposed CIP is a group of projects entitled EMG, or ACPS Facilities Analysis Results. This project group consists primarily of major renovation to facility shells and foundations, and the project list and prioritization was generated by a comprehensive engineering analysis conducted over the last year by an outside consultant. The six-year request for EMG projects is \$38.6 million in the Constrained Resources Request.

The City Manager's FY 2011 – FY 2020 Proposed CIP focuses on balancing the very real and immediate needs of the Alexandria School System with the severe competition for funding in today's fiscal environment. This was accomplished through addressing the full funding request of ACPS staff request, but spreading the spending out over a slightly longer period of time. More specifically, funding for projects categorized as Group 2 projects in the EcoCity category and some EMG projects have been delayed. The Proposed CIP funds \$108.3 million for ACPS in the first six years of the plan (\$18.7 million less than the Constrained Resources Request), but provides \$160.2 million over ten years (\$33.2 million more than the Constrained Resources Request). The City Manager's Proposed CIP fully funds the ACPS request for Capacity-related funding through FY 2013. The requested funding for a second new elementary school project in FY 2014 had to be delayed by two years due to funding constraints.

The FY 2010 Approved CIP included a six-year funding total of \$63.8 million for ACPS, with a FY 2011 total of \$4.0 million. The FY 2011 Proposed CIP funds \$108.3 million in the first six years, which represents a \$43.6 million increase, which is primarily attributable to the addition of capacity-related projects.

Because the ACPS FY 2011 Proposed CIP only includes funding requests for six years (FY 2011 – FY 2016), the City Manager's Proposed CIP includes estimated funding streams for ACPS maintenance programs in FY 2017 – FY 2020. In some cases such as Asset Replacement and City Mandates, the Proposed CIP simply maintains a consistent level of effort in the out-years. In other programs like the EMG (ACPS Facility Analysis Results) program, the CIP actually escalates budget assumptions in the last four years in order to restore funding for some of the requests which could not be addressed in the first six years.

The following pages include summary tables describing the ACPS request as well as the City Manager's Proposed CIP totals. Project descriptions are also included for the three Capacity-related Projects, which are also three of the largest projects in the ACPS plan: Intermediate Capacity Solutions (\$9.7 million); Patrick Henry Community School (\$23.0 million); and Elementary School Project #2 (\$21.0 million). For additional detail on ACPS planned projects, please reference the FY 2011 ACPS Proposed Capital Improvement Program online at: <http://www.acps.k12.va.us/budgets/>

## Alexandria City Public Schools (ACPS)

### FY 2011 - FY 2020 City Manager Proposed CIP

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>ACPS System Maintenance</b>													
ADA Projects		\$0	\$1,140,000	\$2,038,000	\$0	\$272,000	\$681,000	\$0	\$1,000,000	\$0	\$500,000	\$500,000	\$6,131,000
Asset Loss Prevention		\$0	338,000	305,000	277,000	278,000	874,000	150,000	150,000	150,000	150,000	150,000	\$2,822,000
Asset Replacement		\$0	350,000	359,000	377,000	985,000	558,000	507,000	507,000	507,000	507,000	507,000	\$5,164,000
City Mandates		\$0	238,000	21,000	258,000	23,000	246,000	279,000	279,000	279,000	279,000	279,000	\$2,181,000
EcoCity Projects		\$0	1,746,267	764,616	810,000	850,000	905,000	985,000	1,000,000	1,000,000	1,000,000	1,000,000	\$10,060,883
ACPS Facilities Analysis Results		\$0	1,046,000	5,400,000	4,500,000	2,542,000	6,700,000	7,518,000	8,000,000	10,000,000	10,000,000	9,500,000	\$65,206,000
Equipment and Systems Replacement		\$0	510,000	692,000	261,000	1,114,000	739,000	430,000	430,000	430,000	430,000	430,000	\$5,466,000
Instructional Environment		\$0	600,000	615,000	630,000	2,936,000	662,000	1,131,000	634,000	634,000	634,000	1,000,000	\$9,476,000
<b>ACPS Capacity-Related Projects</b>													
Intermediate Capacity Solutions		\$0	\$7,596,000	\$2,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,696,000
Patrick Henry Community School		\$0	0	3,500,000	19,500,000	0	0	0	0	0	0	0	\$23,000,000
Elementary Project #2		\$0	0	0	0	0	500,000	20,500,000	0	0	0	0	\$21,000,000
<b>Total Expenditure Requests</b>		<b>\$0</b>	<b>\$13,564,267</b>	<b>\$15,794,616</b>	<b>\$26,613,000</b>	<b>\$9,000,000</b>	<b>\$11,865,000</b>	<b>\$31,500,000</b>	<b>\$12,000,000</b>	<b>\$13,000,000</b>	<b>\$13,500,000</b>	<b>\$13,366,000</b>	<b>\$160,202,883</b>
<b>Less Total Revenues</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Subtotal Requests</b>		<b>\$0</b>	<b>\$13,564,267</b>	<b>\$15,794,616</b>	<b>\$26,613,000</b>	<b>\$9,000,000</b>	<b>\$11,865,000</b>	<b>\$31,500,000</b>	<b>\$12,000,000</b>	<b>\$13,000,000</b>	<b>\$13,500,000</b>	<b>\$13,366,000</b>	<b>\$160,202,883</b>

## Alexandria City Public Schools (ACPS)

### ACPS CIP Budget Request, FY 2011-2016 Proposed

#### Needs-Based Request

Source	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total, All Years	Percent of Total
ADA	2,691,752	1,317,864	-	-	-		4,009,616	2.88%
Asset Loss Prevention	2,454,106	851,577	315,188	1,654,945	1,395,906	2,089,799	8,761,521	6.30%
Asset Replacement	1,024,736	602,500	500,000	500,000	500,000	500,000	3,627,236	2.61%
Capacity	7,596,000	2,101,250	21,065,031	19,384,031	-		50,146,313	36.04%
City Mandates	337,677	122,500	361,453	127,689	130,381	133,141	1,212,841	0.87%
Ecocity	5,463,940	2,624,834	3,331,052	1,286,957	3,738,969	3,686,962	20,132,713	14.47%
EMG	4,093,852	15,718,417	7,119,956	4,805,795	4,018,114	2,180,952	37,937,086	27.27%
Equipment and Systems Replacements	1,884,801	1,407,158	1,653,739	685,376	736,663	529,311	6,897,048	4.96%
Instructional environment	2,726,000	615,000	630,375	646,134	662,288	1,131,408	6,411,205	4.61%
<b>Grand Total</b>	<b>28,272,864</b>	<b>25,361,101</b>	<b>34,976,794</b>	<b>29,090,927</b>	<b>11,182,320</b>	<b>10,251,572</b>	<b>139,135,579</b>	<b>100.00%</b>

#### Constrained Resources Request

Source	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total, All Years	Percent of Total
ADA	1,140,000	2,038,234	-	272,406	681,295		4,131,935	3.25%
Asset Loss Prevention	337,500	304,938	276,774	278,446	874,058	150,481	2,222,196	1.75%
Asset Replacement	350,000	358,750	376,912	985,103	558,411	506,904	3,136,080	2.47%
Capacity	7,596,000	2,101,250	21,065,031	19,384,031	-		50,146,313	39.49%
City Mandates	237,677	20,500	257,928	23,194	246,364	278,739	1,064,402	0.84%
Ecocity	3,024,439	3,622,051	2,901,209	848,535	1,563,634	5,453,909	17,413,776	13.71%
EMG	2,345,941	7,390,966	9,154,197	10,262,660	6,356,781	3,045,230	38,555,775	30.36%
Equipment and Systems Replacements	510,000	692,485	260,686	1,114,483	738,510	429,947	3,746,111	2.95%
Instructional environment	600,000	615,000	630,375	2,935,604	662,288	1,131,408	6,574,675	5.18%
<b>Grand Total</b>	<b>16,141,557</b>	<b>17,144,173</b>	<b>34,923,113</b>	<b>36,104,461</b>	<b>11,681,341</b>	<b>10,996,619</b>	<b>126,991,263</b>	<b>100.00%</b>

Difference, Needs-Based to Constrained Resources	(12,131,308)	(8,216,928)	(53,681)	7,013,534	499,021	745,047	(12,144,315)	-8.73%
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Difference, Constrained Resources to City Proposed	(2,577,290)	(1,349,557)	(8,310,113)	(27,104,461)	183,659	20,503,381	(18,654,380)	
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# Alexandria City Public Schools (ACPS)

## Intermediate Capacity Solutions

Subsection: ACPS Capacity Projects  
 Managing Department: ACPS  
 Project Group: 3

Estimated Useful Life of Improvement: 40 years  
 Priority: Highly Desirable

**Project Summary:** The FY 2011 Proposed CIP includes \$9.7 million to fund immediate and intermediate solutions to the capacity issues currently being faced by Alexandria City Public Schools. The primary solution planned by ACPS is the addition of 10 to 15 modular classrooms at several school sites. The capacity problems at schools are often not constrained to the availability of sufficient classroom space. Often it is the lack of sufficient core spaces like cafeterias, kitchens, gymnasiums, and music and art program space that provide the biggest challenges. Some proposed sites include James K. Polk (\$2.6 million in FY 2011), Charles Barrett (\$2.7 million in FY 2011), and John Adams (\$1.1 million in FY 2011), as well as smaller capacity solutions implemented at other ACPS sites.

ACPS also plans to use changes in policies and practices to help mitigate growing enrollment. The implementation of Modified Open Enrollment allows students to be distributed more equally across grade levels and school sites, which creates more efficient use of space and teaching staff. This helps mitigate potential need for additional capital investment above that currently planned.

**Changes from Prior Year:** This is a new project in the FY 2011 CIP.

**Operating Impact:** Specific impacts on the City and ACPS operating budgets cannot be determined until the design and programming processes are complete.

Intermediate Capacity Solutions	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	7,596,000	2,100,000	0	0	0
Total Revenues	0	0	0	0	0	0
Net City Share	0	7,596,000	2,100,000	0	0	0

Intermediate Capacity Solutions	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	9,696,000
Total Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	9,696,000

# Alexandria City Public Schools (ACPS)

## Patrick Henry Community School

Subsection: ACPS Capacity Projects

Managing Department: ACPS

Project Group: 3

Estimated Useful Life of Improvement: 40 years

Priority: Highly Desirable

**Project Summary:** ACPS is projecting continued enrollment growth, with some of the fastest growth occurring in the City's west end. In order to accommodate this growth long-term, ACPS plans to build a new community elementary school on the Patrick Henry site next to the current facility, at a projected cost of \$23 million. Patrick Henry has been identified as the best school site for this project as the current Patrick Henry building needs to be replaced (or substantially renovated) within the near future. For planning purposes, if enrollment growth materializes as projected, the new facility will house half the students on the Patrick Henry campus and the existing facility will house the other half for a Pre-k through 8<sup>th</sup> grade school. If the enrollment growth does not occur, future ACPS use of the old school building will be re-evaluated. **It should be noted that the cost estimate for this project is very preliminary at this time given the still uncertain state of the programming plan for the facility.** The estimate is based on an assumed size of 100,000 square feet (needed to handle a Pre-k through 8<sup>th</sup> grade program) at a cost of \$200 per square foot. ACPS developed these cost per square foot estimates using the T.C. Williams contract costs and adjusting for market variations since that contract award. An additional \$3.0 million is included above the \$20.0 million construction estimate for site grading and utility work, as well as to aid in the complex design process that will be necessary for the proposed community school model. As more decisions are made about the ACPS program for this facility, and as the site constraints are better understood, these costs estimates may need to be adjusted.

Because this project is being approached as a community school model, ACPS will be coordinating closely with both Recreation, Parks and Cultural Activities and General Services during the planning and design phases of this project. ACPS will also work with other relevant City agencies in planning exercises to maximize connected services from all sectors of the City. Under the current program and budget estimates, this community school would provide space for the RPCA Out-of-School Time Program for youth. The space would not be unique RPCA space, but rather would be shared space designed to meet the daytime needs of ACPS as well as the afternoon and evening needs of RPCA for youth recreation. This option would free up space at the existing Patrick Henry Recreation Center that could potentially be used for adult recreation needs.

If the City is to construct new, dedicated space for RPCA in either the new or existing facilities, the cost estimates for this project would increase since the budget for this project does not include funds for this additional work. As a rough order of magnitude, the Patrick Henry Recreation Center renovation project listed (but not funded) in the last two CIP's, which would demolish and rebuild a portion of the existing facility, was estimated to cost \$6.2 million. Even assuming some degree of redundancy in facility design and space, incorporating a similar program into this project could easily increase cost estimates by as much as \$5.0 million. Additionally, the budget estimate does not include demolition costs for the current facility, as ACPS projects needing the space for the foreseeable future. The FY 2011 – FY 2020 Proposed CIP does not have the capacity for this additional funding for a new or renovated recreation center within the guidance provided by City Council.

**Changes from Prior Year:** This is a new project in the CIP, but incorporates only some limited elements of the RPCA Patrick Henry Recreation Center project and it will greatly reduce playing field availability on site.

**Operating Impact:** Specific impacts on the City and ACPS operating budget cannot be determined until the design and programming processes are complete, but a new facility of this magnitude will bring sizable operating costs.

Patrick Henry Community School	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	3,500,000	19,500,000	0	0
Total Revenues	0	0	0	0	0	0
Net City Share	0	0	3,500,000	19,500,000	0	0

Patrick Henry Community School	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	23,000,000
Total Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	23,000,000

# Alexandria City Public Schools (ACPS)

## New Elementary School Project #2

Subsection: ACPS Capacity Projects

Managing Department: ACPS

Project Group: 3

Estimated Useful Life of Improvement: 40 years

Priority: Highly Desirable

**Project Summary:** In addition to constructing a new elementary school at the Patrick Henry site, ACPS plans to construct a second new elementary school at an east end site not yet determined. The current enrollment projections envision a situation where ACPS needs to construct another new school in the near future in order to handle the influx of students. Possible sites for this school project currently include Cora Kelly or Potomac Yard. This school would also be planned as a community school model and as such ACPS plans to facilitate connected service delivery with City agencies. The preliminary cost estimate for construction of this facility is \$21 million. The Proposed CIP includes funding for this project in FY 2015 and FY 2016.

**Changes from Prior Year:** This is a new project in the FY 2011 CIP.

**Operating Impact:** Specific impacts on the City and ACPS operating budget cannot be determined until the design and programming processes are complete, but a new facility of this magnitude will bring sizable operating costs.

Elementary School #2	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	0	0	0	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>

Elementary School #2	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	20,500,000	0	0	0	0	21,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>20,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21,000,000</b>



# COMMUNITY DEVELOPMENT

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## Community Development

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>City-wide Amenities</b>													
	Coordinated Sign & Wayfinding System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Crime Prevention Projects (Street Lighting)	35,000	0	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	\$270,000
<b>Small Area Planning</b>													
	King Street Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
	Braddock Area Plan Implementation	100,000	0	0	0	0	0	0	0	0	0	0	\$0
	Waterfront Plan Implementation	0	0	0	0	0	0	0	0	0	0	10,000	\$10,000
	Landmark/Van Dorn Area Plan	0	0	0	0	0	0	0	0	0	0	10,000	\$10,000
	Redevelopment of Arlandria	500,000	0	0	0	0	0	0	0	0	0	0	\$0
<b>Stream &amp; Channel Maintenance</b>													
	Environmental Restoration	\$388,750	\$0	\$122,000	\$0	\$134,000	\$0	\$150,000	\$0	\$150,000	\$0	\$150,000	\$706,000
	Four Mile Run Watershed Improvements	0	0	0	0	0	0	0	0	0	0	10,000	\$10,000
	Four Mile Run Park & Stream Restoration	965,497	0	455,545	455,545	0	0	0	0	0	0	0	\$911,090
	Four Mile Run Channel Maintenance	600,000	0	0	600,000	0	0	0	600,000	0	0	0	\$1,200,000
	Lower King Street Flooding	0	0	0	0	0	0	100,000	250,000	0	0	0	\$350,000
	Stream and Channel Maintenance	1,770,750	0	0	0	600,000	600,000	600,000	600,000	600,000	600,000	600,000	\$4,200,000
	City Marina Waterfront Dredging	0	0	0	0	100,000	3,000,000	0	0	0	100,000	3,000,000	\$6,200,000
<b>Woodrow Wilson Bridge Project</b>													
	Woodrow Wilson Bridge Project	\$18,767,211	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditure Requests</b>		<b>\$23,127,208</b>	<b>\$0</b>	<b>\$607,545</b>	<b>\$1,085,545</b>	<b>\$864,000</b>	<b>\$3,630,000</b>	<b>\$880,000</b>	<b>\$1,480,000</b>	<b>\$780,000</b>	<b>\$730,000</b>	<b>\$3,820,000</b>	<b>\$13,877,090</b>
<b>Less Total Revenues</b>		<b>\$19,432,211</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Subtotal Requests</b>		<b>\$3,694,997</b>	<b>\$0</b>	<b>\$357,545</b>	<b>\$835,545</b>	<b>\$864,000</b>	<b>\$3,630,000</b>	<b>\$880,000</b>	<b>\$1,480,000</b>	<b>\$780,000</b>	<b>\$730,000</b>	<b>\$3,820,000</b>	<b>\$13,377,090</b>

# Community Development

## Transportation Signage and Wayfinding System

**Subsection:** City-wide Amenities  
**Managing Department:** Planning & Zoning/T&ES  
**Phase:** Phase 2 (Alternatives Analysis)

**Estimated Useful Life of Improvement:** Not Applicable  
**Priority:** Highly Desirable  
**Project Group:** 3

**Project Summary:** This project provides for the comprehensive design of a signage, wayfinding, and identity system that will project a consistent image for the entire City, reduce clutter, promote walking and mass transit, and be sustainable as well as expandable. The Proposed CIP does not include any "base CIP" funding for this project, but would fund partial implementation of this program through the use of a Commercial Add-on Tax for Transportation projects. A description of this proposed funding source appears at the end of the Public Transportation and Traffic section of the CIP.

**Changes from Prior Year:** Total implementation of this project is estimated at \$2.3 million. \$1.2 million in the Transportation Tax Module is proposed in FY 2011 to partially complete the first phase of implementation which consists of the fabrication and installation of parking wayfinding signs in Old Town, as well as transportation and wayfinding signage at the City's gateways.

**Project History:** A study undertaken by the City to evaluate the need for a new visitors' center concluded in 2003 that a major weakness is an ineffective and inadequate sign program to direct persons around the City, including informational and directional signs for visitors, tourists, residents, and business travelers. As a result of the need to be more proactive in orienting and informing visitors and residents, motivating them to visit historic sites, and making the navigation of the City easier, a coordinated signage and wayfinding program was recommended. With increased regional competition for retail, restaurant, and tourism dollars, this is a key economic development project. In September 2007, \$450,000 was allocated for the design of the wayfinding and identification system. Parking in Old Town has been identified as a high priority issue by the City Council, the Planning Commission, the Chamber of Commerce, and others. An Old Town Parking Study is under way; this study and previous studies indicate that visitors are not able to easily locate parking garages; that is why the proposed initial phase of this program is parking wayfinding signage in Old Town.

**Schedule:** The design phase of this project is currently nearing completion and is expected to be completed by the Spring 2010. Work sessions with the City Council, Planning Commission, and two Boards of Architectural Review were held in January 2009. The implementation phase has not yet begun; once it does, it can occur over time as funding becomes available. Implementation involves the fabrication and installation of the wayfinding signs. Implementation will be coordinated with the implementation of the Braddock, King Street, Mt. Vernon Avenue, Arlandria, Waterfront, and Landmark/Van Dorn plans.

**Customer Service Level Impact:** A well-designed and implemented wayfinding program will provide a comprehensive wayfinding program for vehicles and pedestrians, increase identification of key sites and attractions, including parking, and support the City's goals of orienting and informing visitors and residents, motivating them to visit historic sites, and making the navigation of the City easier.

**Operating Impact:** Specific operating costs are unknown at this time, but the cost of replacement signs will be a component of future operating budgets.

Coordinated Sign System	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Coordinated Sign System	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within projected range of costs)	
Creates a City-wide framework that directs the type and placement of signage and is sustainable as well as expandable	
Projects a consistent image for the City	

# Community Development

## Crime Prevention Projects

Subsection: City-wide Amenities  
 Managing Department: T&ES  
 Project Group: 1

Estimated Useful Life of Improvement: 20 years  
 Priority: Essential

**Project Summary:** This project provides funding for the replacement of street lighting citywide, particularly addressing deficiencies in areas where crime data shows that poor lighting might attribute to increased criminal activity. This project also provides funding for the purchase of Gadsby light fixtures and poles. Additional street cans can also be funded with this account to help mitigate litter in the City. Other small capital projects designed to react to trends in crime in the City can also be funded through this project.

**Changes from Prior Year:** Funding totaling \$270,000 (\$30,000 annually) has been planned for FY 2012 – 2020, and \$35,000 remains in unallocated prior year funds for this project. Annual funding was reduced from \$60,000 (annually) to \$30,000 (annually) for FY 2012 – FY 2020.

**Project History:** This project was formerly listed as Miscellaneous Street Cans/Street Lighting in previous capital plans. Under this title, the project provided funding for the replacement of street cans and lighting, particularly to address deficiencies that were noted during the Inner City Walk of 2006. \$25,000 of previously unallocated balance was expended in FY 2009 for lighting to address various deficiencies in the Arlandria area.

Since many of the issues identified in the Inner-City Walks have been addressed (particularly related to street cans) this project will now focus on funding the implementation of street lighting as a crime prevention measure. In an effort to increase the safety of residents and to aid the Alexandria Police Department with crime prevention activities, future funding will be used to address street lighting deficiencies in areas where crime data shows that increased lighting could prevent criminal activity. Funding is currently planned for FY 2012 – 2020 to begin to address street lighting deficiencies and for the purchase of Gadsby light fixtures and poles where appropriate.

**Operating Impact:** This project will have no impact on the operating budget.

Crime Prevention Projects	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	35,000	0	30,000	30,000	30,000	30,000
Less Revenues	0	0	0	0	0	0
Net City Share	35,000	0	30,000	30,000	30,000	30,000

Crime Prevention Projects	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	30,000	30,000	30,000	30,000	30,000	120,000
Less Revenues	0	0	0	0	0	0
Net City Share	30,000	30,000	30,000	30,000	30,000	120,000

# Community Development

## King Street Plan Implementation

Subsection: Neighborhood Planning  
 Managing Department: Planning & Zoning  
 Project Group: 3

Estimated Useful Life of Improvement: Not Applicable at this time  
 Priority: Highly Desirable

**Project Summary:** This project will assist in the implementation of the King Street Retail Strategy. Improvements could include new street furniture, improved sidewalks, new plantings, opportunities to coordinate with the wayfinding program, and other improvements for King Street. A streetscape plan would need to be coordinated with T&ES and RPCA. Future funding may be included for this CIP project as specific initiatives are identified.

**Changes from Prior Year:** This is a new project in the CIP.

**Operating Impact:** Specific operating impact estimates will be developed as the details of this plan implementation become available. Elements such as improved sidewalks and new plantings will likely impact the level of maintenance required by the City.

King Street Plan	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

King Street Plan	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	10,000	10,000

## Braddock Area Plan Implementation

Subsection: Neighborhood Planning  
 Managing Department: Planning & Zoning  
 Project Group: 3

Estimated Useful Life of Improvement: Not Applicable at this time  
 Priority: Highly Desirable

**Project Summary:** This project will provide funding to assist in the implementation of the Braddock Metro Neighborhood and Braddock East Plans to be funded by city and developer contributions for open space and community amenities. Other potential improvements include but not limited to new street furniture, improved sidewalks, new plantings and other improvements. Future funding may be included for this CIP project as specific initiatives are identified.

Overall City investment in the Braddock Area Plan Implementation is likely to exceed the amount current programmed and more detailed cost implications will be developed as specific projects are brought forward for consideration.

**Changes from Prior Year:** \$100,000 in prior year unallocated balance remains for this project.

**Operating Impact:** Specific operating impact estimates will be developed as the details of this plan implementation become available. Elements such as improved sidewalks and new plantings will likely impact the level of maintenance required by the City.

Braddock Area Plan	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	100,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	100,000	0	0	0	0	0

Braddock Area Plan	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

## Community Development

### Waterfront Plan Implementation

**Subsection:** Neighborhood Planning  
**Managing Department:** Planning & Zoning  
**Project Group:** 3

**Estimated Useful Life of Improvement:** Not Applicable at this time  
**Priority:** Highly Desirable

**Project Summary:** This project provides a placeholder to assist in the implementation of the forthcoming updated Alexandria Waterfront Plan. This project is part of a new planning process for Alexandria's waterfront that was initiated in early 2009. The Waterfront Plan will cover the area from Jones Point Park in the South to Daingerfield Island in the North. This project would encompass the implementation of specific elements of the Waterfront Plan (which is still under development), including but not limited to, a comprehensive plan for flood mitigation in the lower King Street commercial area, upgrades to the utilities at the City Marina, as well as upgrades to City Marina's seawalls.

**Changes from Prior Year:** The City Marina Utility Upgrades, City Marina Seawalls, and Lower King Street Flooding projects have been split out into separate project listings with corresponding funding for the FY 2011 – FY 2020 CIP.

**Project History:** In 1999, \$674,000 was allocated to provide funding for the removal of deteriorating piles at the Old Town Yacht basin; for the inspection and repair of the waterfront bulkhead at Point Lumley Park; and the inspection and repair of dolphins used for tying up and docking large boats. \$350,000 was allocated to provide for the installation of a dry pipe system as a more effective means of combating a fire. A total of \$850,000 was allocated in September 2001 to fund the planned repairs to the bulkhead at Point Lumley Park, including complete steel sheet piling replacement and landscaping; and modifications to the pier in front of the Chart House including mooring piles and a dolphin to render it suitable for the receipt and docking of mid-size boats. An additional \$100,000 was spent in FY 2003 to complete the improvements. In November 2007, new capital funding of \$892,743 for marina and signage improvements related to the National Harbor initiative were approved by Council.

**Operating Impact:** Specific operating impact estimates will be developed as the details of this plan implementation become available. Elements such as improved sidewalks and new plantings will likely impact the level of maintenance required by the City.

Waterfront Plan	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Total Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Waterfront Plan	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Plan Implement.	0	0	0	0	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	10,000	10,000

# Community Development

## Landmark/Van Dorn Area Plan Implementation

**Subsection:** Neighborhood Planning  
**Managing Department:** Planning & Zoning  
**Project Group:** 3

**Estimated Useful Life of Improvement:** Not Applicable at this time  
**Priority:** Highly Desirable

**Project Summary:** The Landmark/Van Dorn Corridor Plan was adopted by City Council in February 2009. This project provides a placeholder to assist in the implementation of the Landmark/Van Dorn Corridor Plan. Currently, Landmark Mall is in a state of decline as it has outlived its economic usefulness, and no longer is deemed a desirable retail destination by many shoppers. As a result, many shoppers drive to other major shopping centers and spend their retail dollars at those centers. The City suffers a loss of tax revenues and jobs as a result. Funding for the plan remains undetermined at this time but it is anticipated that the plan will be funded both by the City and the developers. Future improvements as a result of the plan could include new infrastructure, parking facilities, street furniture, wider sidewalks, new plantings and other improvements for the Landmark/Van Dorn area. Future funding may be included for this CIP project as specific initiatives are identified.

**Changes from Prior Year:** There have been no changes to this project.

**Project History:** General Growth Properties (GGP) who manages the mall and owns a large portion of the mall along with Sears and Macy's, has been planning a major redevelopment of this key 55 acre site. Previously discussed plans called for a mixed-use town center with major anchor stores, rejuvenated retail, movie theatres, residential units, as well as possible office space.

It remains to be seen whether the new infrastructure and public amenities that will be part of the redevelopment plan will require City funding. GGP has previously indicated that it believes City funding will be needed to make the project financially feasible. The City has indicated that when actual financial projections of the project are developed, the issue of potential City funding will be clarified. If City capital funding were to be provided, it may take the form of Tax Increment Financing (TIF). Some of the new tax revenues, generated by a redeveloped project, would finance some of the project infrastructure through the issuance of TIF-type bonds whose debt service would be paid by project generated tax revenues. It is too early in the project's planning phases to determine if TIF or any other kind of City funding will be necessary.

**Operating Impact:** Any financing plan, including that using a TIF, would result in net new tax revenues being generated for the City's General Fund. These funds would be used to offset any operating costs that might be incurred by the City.

Landmark/Van Dorn Area Plan	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Landmark/Van Dorn Area Plan	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	10,000	10,000



# Community Development

## Redevelopment of Arlandria

**Subsection:** Neighborhood Planning  
**Managing Department:** Planning & Zoning/T&ES  
**Project Group:** 3

**Estimated Useful Life of Improvement:** 40+ years  
**Priority:** Highly Desirable

**Project Summary:** This project provides for redevelopment work in key commercial areas of Arlandria as a part of the overall revitalization of this neighborhood. \$500,000 in prior year balance remains unallocated for this project. Future funding may be added to this CIP project as specific initiatives are identified.

**Changes from Prior Year:** There has been no change in funding for this project.

**Project History:** The planning of this project began in 2001 as a part of the Upper Potomac West Task Force Report. The concept was to redevelop the block known as the "Safeway-Datatel" block (corner of Mt. Vernon Ave. and West Glebe Rd.) as the keystone in the entire Arlandria revitalization process. Pedestrian improvements were made in the Arlandria area (Landover Path) and the old Datatel Building was demolished and a surface parking lot was constructed in its place in FY 2005. A feasibility study has been completed for the Plan-recommended improvements to the gateway into the City of Alexandria, connections to Four Mile Run Park, and pedestrian safety improvements. Pedestrian improvements at Russell Road and Mount Vernon Avenue were completed. Additional revitalization projects are planned for the area which includes: pedestrian bulb-outs and crosswalks along Mount Vernon Avenue and East Glebe Road, installation of speed tables on Four Mile Run and Old Dominion Boulevards, installation of pavers along sidewalks on Bruce Street, Gateway improvements, and connections to Four Mile Run Park and improvements to the Commonwealth Avenue/Mount Vernon Avenue intersection. Short and long term safety improvements are planned at the intersection of Mount Vernon Avenue and West Glebe Road and Mount Vernon Avenue and West Reed Avenue. These improvements may include reallocation of existing travel lanes, new medians or crosswalk, driveway consolidations and/or elimination of turn lanes to reduce pedestrian crossing distance. Staff expects intersection improvements at Mt. Vernon and Glebe and Mt. Vernon and Reed to begin construction in the summer of FY 2011.

**Operating Impact:** Specific operating impact estimates will be developed as the details of this plan implementation become available. Elements such as improved sidewalks and new plantings will likely impact the level of maintenance required by the City.

Redevelop. of Arlandria	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	500,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	0	0	0	0	0

Redevelop. of Arlandria	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Community Development

## Environmental Restoration

**Subsection:** Stream & Channel Maintenance  
**Managing Department:** T&ES  
**Project Group:** 1

**Estimated Useful Life of Improvement:** 25 years  
**Priority:** Essential

**Project Summary:** This program provides for various projects within the City that will enhance local water quality and eventually the water quality of the Chesapeake Bay. Projects that may be included under this program include stream restoration; water quality improvement structure; wetland enhancement; riparian buffer planting; green roofs on City buildings if found to be feasible; invasive species removal and identification of potential environmental enhancement project locations. In an effort to maximize the benefits of the program, the monies budgeted under this program may be used as matching funds to obtain additional grant funding from various State and Federal programs. Recent projects where these funds have been employed include buffer enhancements adjacent to the Holmes Run Trail and the proposed Holmes Run stream restoration at Chambliss. These projects are being implemented based on their benefits to water quality. Fees collected in lieu of water quality improvements or mitigation required under the Chesapeake Bay Ordinance from private developments are used to supplement these projects. A total of \$706,000 is planned over ten years (\$122,000 in FY 2012; and \$134,000 in FY 2014, and \$150,000 in FY 2016, FY 2018, FY 2020) for this project. A total of \$388,750 remains as an unallocated balance.

**Changes from Prior Year:** Funding for FY 2012 and FY 2014 remains unchanged. Additional \$150,000 is funded for FY 2016, FY 2018 and FY 2020.

**Project History:** The City conducted a stream assessment project as part of this program that was completed in early FY 2006. The assessment identified and prioritized restoration opportunities in and along City streams. Funds from this account were also used as matching funds for a grant that enabled the City to retrofit a green roof at the Health Department Building.

**Operating Impact:** This project will have no impact on the operating budget.

Environmental Restoration	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	388,750	0	122,000	0	134,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	388,750	0	122,000	0	134,000	0

Environmental Restoration	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	150,000	0	150,000	0	150,000	706,000
Less Revenues	0	0	0	0	0	0
Net City Share	150,000	0	150,000	0	150,000	706,000

# Community Development

## Four Mile Run Watershed Improvements

Subsection: Stream & Channel Maintenance  
 Managing Department: T&ES  
 Project Group: 3

Estimated Useful Life of Improvement: Not Estimated  
 Priority: Highly Desirable

**Project Summary:** This project provides for stormwater improvements in the highly urbanized Four Mile Run watershed outside the limits of the stream corridor. The City received State and Tribal Assistance Grant (STAG) funding in 2004 and 2005 for this purpose. Staff has used the 2004 monies (City share of \$157,786, EPA share of \$192,850) for a green roof (completed in October of 2009) and proposes a bioretention retrofit project at Cora Kelly Magnet Elementary School, which is located in the watershed and in close proximity to Four Mile Run. The 2005 monies (City share of \$393,627, EPA share of \$481,100) are proposed to design and construct ultra-urban BMPs at Charles Barrett Elementary School and Fire Station 206; bioretention areas at Nicholas Colesanto Art Center and Charles Barrett Elementary School; and construction of a green roof at E.C. Burke Library. The 2006 and beyond STAG monies are managed by the Department of Recreation, Parks, and Cultural Activities. Improvements inside the Four Mile Run Channel are funded by the separate Four Mile Run Park & Stream Restoration project.

Staff expects to complete the following projects with currently allocated balances:

- Jan - April 2010:** RFP for feasibility, design and construction of BMP's at Charles Barrett, Fire Station 206, Colesanto Art Center
- Jan - April 2010:** ITB for construction of Green Roof at Burke Library. Staff is currently working with the library to determine best time for actual construction. Estimate to be complete by August 2011.
- May - Dec 2010:** Design and cost estimates for BMP's at Charles Barrett, Fire Station 206, and Colesanto Art Center
- Jan - March 2011:** ITB for construction of BMP's at Charles Barrett, Fire Station 206, and Colesanto Art Center
- April - September 2011:** Construction of BMP's at Charles Barrett, Fire Station 206, and Colesanto Art Center

**Changes from Prior Year:** A prior year balance of \$158,392 has been transferred to the Four Mile Run Park and Stream Restoration to serve as the City match for the FY 2008 STAG award.

**Operating Impact:** This project will have no impact on the operating budget.

4 Mile Run Watershed Improvements	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

4 Mile Run Watershed Improvements	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	10,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	10,000	0

# Community Development

## Four Mile Run Park & Stream Restoration

Subsection: Stream & Channel Maintenance  
 Managing Department: Recreation  
 Project Group: 3

Estimated Useful Life of Improvement: Not Estimated  
 Priority: Highly Desirable

**Project Summary:** This project provides for restoration work along the highly urbanized Four Mile Run channel. A State and Tribal Assistance (STAG) grant award has been appropriated from the FY 2008 Federal year in the amount of \$700,000 to be split equally between Arlington and Alexandria. This will require a match of \$286,364, which is funded from prior year balances.

In FY 2012 and 2013 respectively STAG grant local matches of \$205,545 will be required to meet the 2009 and 2010 STAG requirements. Additionally, the U.S. Army Corps of Engineers (USACE) is completing a stream feasibility study, which will enable additional restoration work from Mt. Vernon Avenue upstream. It is anticipated that federal water resource funding will become available once the Army Corps of Engineers completes its feasibility study. The Federal water resource funding could provide up to 65 percent of the cost of project elements that qualify for funding through the Army Corps of Engineers.

**Changes from Prior Year:** \$204,545 has been requested in FY 2012 and FY 2013 to meet the City of Alexandria local 2009 and 2010 STAG grant match requirement. A prior year balance of \$158,392 has been transferred from the Four Mile Run Watershed Improvements project to help serve as the City match for the FY 2008 STAG award.

### Project Schedule:

Four Mile Run Tidal Demonstration Revised Schedule:

- Design work begins in March 2009 and expected to continue through November 2010
- Submittal of design to EPA and VA DEQ for review, October 2010
- Advertise for construction bids, January 2011
- Award Construction Contracts, May 2011
- Start Construction, June 2011
- Complete Construction, April 2012
- Submit Final Payment, June 2012

**Operating Impact:** Maintenance costs will be determined once the design plan is completed and a maintenance MOU is established with Arlington County.

4 Mile Run Park & Stream	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	965,497	0	455,545	455,545	0	0
Less Revenues	665,000	0	250,000	250,000	0	0
Net City Share	300,497	0	205,545	205,545	0	0

4 Mile Run Park & Stream	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	911,090
Less Revenues	0	0	0	0	0	500,000
Net City Share	0	0	0	0	0	411,090

# Community Development

## Four Mile Run Channel Maintenance

**Subsection:** Stream & Channel Maintenance

**Managing Department:** T&ES

**Project Group:** 1

**Estimated Useful Life of Improvement:** 3 years

**Priority:** Essential

**Project Summary:** This project reflects the City's share of the Four Mile Run Channel Maintenance agreement with Arlington County as required by the U.S. Army Corp of Engineers. According to the agreement, the City's share should be budgeted at \$100,000 per year, up to a maximum of \$900,000 in total balances. In the event additional funding is required by the U.S. Army Corp of Engineers prior to FY 2013, project balance from the Stream and Channel Maintenance project will be utilized to cover this agreement. The U.S. Army Corps of Engineers annually inspects Four Mile Run and dictates the extent of the channel maintenance activities that are to be completed. This project funds routine maintenance in the channel. Improvements to the channel beyond routine maintenance are funded by the Four Mile Run Park & Stream restoration project.

Substantial channel maintenance work will be required during FY 2010 – FY 2011, which will mostly deplete the prior year unallocated accumulated funding. The requested funding should be sufficient, but if there is a major flood event; more funds may be requested.

**Changes from Prior Year:** Funding is requested in the amount of \$600,000 for FY 2013 and \$600,000 for FY 2017.

**Project History:** In FY 2006, maintenance activities were conducted in Four Mile Run primarily involving the removal of sediment near bridges and vegetation within the floodway. The work was completed in partnership with Arlington County and the cost was split 50/50 between the City and the County. A recent U.S. Army Corp review of Four Mile Run has indicated that some removal of siltation buildup may be warranted.

**Operating Impact:** This project will have no impact on the operating budget.

4 Mile Run Channel Maint.	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	600,000	0	0	600,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	0	0	600,000	0	0

4 Mile Run Channel Maint.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	600,000	0	0	0	1,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	600,000	0	0	0	1,200,000

# Community Development

## Stream / Channel Maintenance and Restoration

**Subsection:** Stream & Channel Maintenance  
**Managing Department:** T&ES  
**Project Group:** 1

**Estimated Useful Life of Improvement:** Varies  
**Priority:** Essential

**Project Summary:** This subtask includes an annual capital maintenance budget for routine maintenance of various streams and channels throughout the City to preserve their capacity to carry a 100-year floodwater, and for repairs to erosion damage, stream corridor degradation, grade control structures, storm sewer discharge points, and stream stabilization/restoration.

**Changes from Prior Year:** Previously approved funding for "Flood of 2006 Restoration," and "Channel Restoration" has been transferred to this project, as the funded activities have become relatively indistinguishable. There is no funding for FY 2011, FY 2012, and FY 2013, as the prior year balance is anticipated to be sufficient for this period.

**Project History:** Stream maintenance activities occurred in FY 2002 in Cameron Run and in FY 2003 and 2004 in Holmes Run. More recently, additional maintenance was performed in early FY 2007 in Cameron Run and Backlick Run as a result of the flooding that occurred in June/July of 2006. The next major maintenance activity is scheduled for Spring-Summer 2010.

**Operating Impact:** This project will have no impact on the operating budget.

Stream/ Channel Maintenance	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,770,750	0	0	0	600,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,770,750	0	0	0	600,000	600,000

Stream/ Channel Maintenance	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	600,000	600,000	600,000	600,000	600,000	4,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	600,000	600,000	600,000	600,000	4,200,000

# Community Development

## City Marina Waterfront Dredging

Subsection: Potomac Waterfront Improvements

Estimated Useful Life of Improvement: 5 years

Managing Department: T&ES

Priority: Essential

Project Group: 2

**Project Summary:** This project provides for the dredging of the City Marina from the Torpedo Factory to Founders Park. Dredging work for this area is done on average every six years. The work is necessary to prevent the accumulation of silt at the marina causing a loss of usable slip space. The current plan calls for dredging to be performed in FY 2015 and FY 2020, with design work being performed in the year prior.

**Changes from Prior Year:** \$3.1 million has been added for the dredging cycle in FY 2019 and FY 2020.

**Project History:** In addition to the \$450,000 that was budgeted in FY 2008, \$575,000 was reprogrammed into this project in order to complete dredging of City-owned slips. An additional \$1,428,000 was appropriated in FY 2008 for this project to include dredging of the T-head pier area to accommodate cruise and mid-sized tall ships. Additional dredging was completed in FY 2008 in order to coincide with the opening of the National Harbor in Maryland. This dredging allowed for the docking of water taxis coming from the National Harbor and other large ships, which brings additional visitors to the downtown area.

**Operating Impact:** This project enables maximized use of the City Marina, which in turn maximizes the revenue generating capabilities of this facility and the use and enjoyment of the waterfront.

City Marina Dredging	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	100,000	3,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	100,000	3,000,000

City Marina Dredging	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	100,000	3,000,000	3,100,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	100,000	3,000,000	3,100,000

## Community Development

### Woodrow Wilson Bridge Project

**Subsection:** Woodrow Wilson Bridge Project

**Managing Department:** T&ES

**Project Group:** 3

**Estimated Useful Life of Improvement:** 40 years

**Priority:** Highly Desirable

**Project Summary:** In June 2000, the City requested that the Federal Highway Administration (FHWA) consider a reduction in the size of the Urban Deck at Washington Street, which was to be built as a part of the Woodrow Wilson Bridge Project. The urban deck was included in the Settlement Agreement between the City of Alexandria and the United States Department of Transportation, dated March 1, 1999. In December 2000, the Alexandria City Council approved the reduced deck, conditioned upon the receipt of alternative mitigation. FHWA has agreed to the modifications as approved by the City, including the acquisition and construction of new active outdoor recreation facilities, enhancements to Freedmen's Cemetery. Funding for these modifications will be provided entirely by FHWA and administered by VDOT. The City has completed land acquisition of the three parcels, which are part of this project. As a result of escalation of the costs for acquisition of property for both the Freedman's Cemetery Enhancements and the Recreation project at Witter Drive, funding within the settlement agreement has been reallocated among the elements of the agreement. Funding was reprogrammed from the Streetscape element to the Recreation project to cover additional acquisition costs. Funding was also reprogrammed from the Streetscape element to cover additional acquisition costs for the Freedman's Cemetery project. \$18,767,211 remains unallocated for the remaining elements of these projects.

**Changes from Prior Year:** There have been no changes in funding for this capital project.

#### Project Details:

**Recreation (\$23,025,000):** The recreational outdoor facilities will be located at a to-be-named site (now commonly referred to as the Witter Recreational Fields) that was acquired by the City in the vicinity of Duke Street and Telegraph Road. The recreational outdoor facilities will provide for the active recreational usage component originally planned at the Urban Deck, as provided under the Agreement, and is contemplated to include a maximum of one field, two multi-purpose playing fields, public restrooms, and a paved parking lot to accommodate site uses. This recreational facility is currently under design and construction is anticipated to begin in FY 2011.

**Freedmen's Cemetery Enhancements (\$9,625,000):** The two improved commercial properties on the site of the Freedmen's Cemetery were acquired and enhanced to complement the features outlined in the Agreement, including a fitting memorial to Freedmen's Cemetery. Enhancements include careful and reasonable re-grading of the acquired properties consistent with the need to preserve existing grave sites, appropriate landscaping, pathways, fencing erected to minimize any effect on historic and archeological resources, and a sculpture and a well commemorating the names of the buried here. A national design competition was held in 2008 and a winning concept was selected. The design is currently underway and construction is anticipated to be completed in 2011.

**Streetscape Improvements (\$950,000):** The City's objective for this project is to provide a Gateway to Alexandria from the south along the George Washington Memorial Parkway. This Gateway is located along South Washington Street immediately north of the Hunting Creek Bridge. The National Park Service, who owns this property, has withdrawn its support for this project as it does not conform to their revised design criteria for the GW Parkway. In FY 2010, the Gateway portion of this project was eliminated. These monies will be used to provide other improvements in the area north of the Washington Street Urban Deck

**Equipment (\$300,000):** Funding will be provided by FHWA and VDOT for the City's first time purchase of equipment and maintenance of the new recreation fields to be constructed on the Witter Recreational Field.

**Operating Impacts:** When completed, the City will incur to-be-determined operating expenditures to maintain the above facilities. The Witter Athletic Field Complex will likely require up to \$300,000 in operating expenditures in the first year, with the annual operating costs after that estimated at \$230,000.



## Community Development

Wilson Bridge Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	18,767,211	0	0	0	0	0
Less Revenues	18,767,211	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Wilson Bridge Project	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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# RECREATION & PARKS

## Recreation and Parks

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## Recreation and Parks

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Renovated or Expanded Rec Facilities</b>													
	Chinquapin Recreation Center	\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,000,000	\$0	\$2,000,000	\$2,000,000	\$0	\$6,600,000
	Patrick Henry Recreation Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Spray Parks	0	0	0	0	0	0	0	0	0	2,000,000	1,000,000	\$3,000,000
	City Median Conversion	0	0	0	0	0	0	0	400,000	400,000	0	0	\$800,000
	City Marina Seawalls	0	0	0	0	0	0	200,000	1,500,000	0	0	0	\$1,700,000
	City Marina Utility Upgrades	0	0	0	0	0	0	250,000	1,000,000	0	0	0	\$1,250,000
<b>Recreation Facilities Maintenance</b>													
	Recreation Center CFMP	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,000,000
	Public Pools	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	\$520,000
	City Marina Maintenance	0	52,000	52,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	\$824,000
<b>Park Facilities Maintenance</b>													
	ADA Requirements	\$54,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000	\$290,000
	Athletic Field Improvements	1,425,500	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	\$10,000,000
	Athletic Field Restrooms	0	0	0	0	0	200,000	250,000	0	0	0	0	\$450,000
	Ball Court Renovations	0	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	\$1,500,000
	Bike Trails	0	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	\$600,000
	Irrigation Projects	0	0	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	\$1,152,000
	Miracle Field	0	0	0	0	0	0	0	0	0	0	570,000	\$570,000
	Park Facilities CFMP	8,000	250,000	313,000	313,000	313,000	313,000	313,000	313,000	313,000	313,000	313,000	\$3,067,000
	Pavement Repairs at Parks	0	0	0	0	0	0	0	2,000,000	1,000,000	0	0	\$3,000,000
	Playground Renovations	0	193,000	300,000	500,000	500,000	850,000	750,000	500,000	550,000	600,000	650,000	\$5,393,000
	Public Art Conservation Program	0	35,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	\$305,000
	Public Art Acquisition	0	0	0	0	0	0	0	300,000	300,000	300,000	300,000	\$1,200,000
	Tree & Shrub Capital Maintenance	0	226,000	226,000	226,000	226,000	226,000	326,000	326,000	326,000	326,000	326,000	\$2,760,000
	Windmill Hill Park Bulkhead	\$784,953	0	0	0	0	0	500,000	5,000,000	0	0	0	\$5,500,000
<b>Open Space Acquisition &amp; Development</b>													
	Open Space Acquisition & Development	\$9,011,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditure Requests</b>		<b>\$11,335,686</b>	<b>\$1,547,000</b>	<b>\$3,440,000</b>	<b>\$2,078,000</b>	<b>\$2,078,000</b>	<b>\$2,628,000</b>	<b>\$4,628,000</b>	<b>\$14,878,000</b>	<b>\$8,428,000</b>	<b>\$9,078,000</b>	<b>\$6,698,000</b>	<b>\$55,481,000</b>
<b>Less Total Revenues</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Subtotal Requests</b>		<b>\$11,335,686</b>	<b>\$1,547,000</b>	<b>\$3,440,000</b>	<b>\$2,078,000</b>	<b>\$2,078,000</b>	<b>\$2,628,000</b>	<b>\$4,628,000</b>	<b>\$14,878,000</b>	<b>\$8,428,000</b>	<b>\$9,078,000</b>	<b>\$6,698,000</b>	<b>\$55,481,000</b>

# Recreation and Parks

## Chinquapin Aquatics Center

**Subsection:** Renovated Recreation Facilities

**Estimated Useful Life of Improvement:** 40 years

**Managing Department:** Recreation/General Services

**Priority:** Essential

**Project Group:** 2

**Project Summary:** This project will provide \$6.6 million over the next ten years for needed renovations of the Chinquapin Aquatics and Fitness Center. Significant mechanical system replacement is required in order to extend the useful life of this facility. Specifically in FY 2012, the HVAC system requires major attention in order to be able to efficiently control the climate within the aquatics facility. The operating costs associated with heating and cooling Chinquapin are dramatically increasing each year this maintenance is delayed. In addition to the HVAC system, this plan funds improvements to the pool decking and elements as well as much-needed upgrades to the fitness room.

**Changes from Prior Year:** Funding for a major renovation/ expansion has been revised to renovation only to maintain the existing facility. Previous funding of \$20.15 million (\$850K in FY 2012; \$10 million in FY2013; and \$9.3 million in FY2014) has been reduced, consistent with the change to the scope of this project. The revised funding provides for \$1.6 million in FY2012; \$1 million in FY2016; and \$2 million in FY2018 and FY2019 for a total of \$6.6 million.

**Project History:** Planned funding for this project has existed as a “placeholder” since the FY 2004 – FY 2009 CIP for an expansion to this facility. In the FY2011 CIP this scope has been revised to provide much needed capital replacement of core mechanical systems and worn interior conditions to keep this facility in good operating condition.

**Schedule:** Design and construction are estimated to begin in FY 2012.

**Customer Service Level Impact:** The renovation of the Chinquapin Recreation Center provides an extended 15 to 20 years of life of the core mechanical systems of the building. This project would not fund the expansion of the facility at this time. The lack of funding will limit RPCA and ACPS program expansion capabilities at the Center in the future.

**Operating Impact:** Impact to operating budget will not be available until design is completed.

Chinquapin Aquatics Center	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	1,600,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	1,600,000	0	0	0

Chinquapin Aquatics Center	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	1,000,000	0	2,000,000	2,000,000	0	6,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,000,000	0	2,000,000	2,000,000	0	6,600,000

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within projected range of costs)	
Quality measure to be determined	

# Recreation and Parks

## Patrick Henry Recreation Center

**Subsection:** Renovated Recreation Facilities

**Estimated Useful Life of Improvement:** 40 years

**Managing Department:** Recreation/General Services

**Priority:** Highly Desirable

**Project Group:** 3

**Project Summary:** The FY 2009 and FY 2010 Approved CIP's included a project listing for a major renovation of Patrick Henry Recreation Center, but neither plan had identified funding for the project. In the Proposed FY 2011 CIP, the Schools section includes \$23 million in funding for a new community school construction project on the Patrick Henry site. As the program and design for this community school project are solidified, the concept of recreational programming and space for youth will be an important part of the discussion. Also, adult recreation facilities at the existing Patrick Henry Center may be expanded after the new school facility is built nearby.

**For more specific description of the timing and nature of the Patrick Henry Community School project, please see the Schools section of this document or the ACPS Capital Improvement Program document.**

**Changes from Prior Year:** This project will no longer be included as a standalone project in the Recreation and Parks section of the CIP, but will be a component of the Patrick Henry Community School project in the Schools section.

**Operating Impact:** Specific impacts on the City's operating budget cannot be determined until the design and programming processes are complete.

Patrick Henry Rec Center	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	N/A	N/A	N/A	N/A	N/A	N/A
Less Revenues	0	0	0	0	0	0
Net City Share	N/A	N/A	N/A	N/A	N/A	N/A

Patrick Henry Rec Center	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	N/A	N/A	N/A	N/A	N/A	N/A
Less Revenues	0	0	0	0	0	0
Net City Share	N/A	N/A	N/A	N/A	N/A	N/A

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within projected range of costs)	
Quality measure to be determined	

# Recreation and Parks

## Spray Parks

**Subsection:** Renovated Recreation Facilities      **Estimated Useful Life of Improvement:** Not Estimated  
**Managing Department:** Recreation                      **Priority:** Highly Desirable  
**Project Group:** 3

**Project Summary:** The City's existing swimming pools are 30+ years old and do not offer the amenities that most children now desire. Unlike a traditional swimming pool, a spray park is place where children of all ages and abilities can safely and freely play together. In addition, the spray features operate on an auto-controller which lessens daily maintenance requirements. Staffing costs are also less than a traditional pool.

The Department of Recreation, Parks and Cultural Activities staff has studied the existing pool conditions as well as service and program levels. The resulting Department plan recommends the creation/renovation of two aquatic facilities, Chinquapin and Old Town Pools, as well as the repurposing of the City's neighborhood pools and Warwick pools into spray parks. Due to extreme competition for CIP funding, this project is not scheduled to begin until FY 2019. The \$3.0 million in FY 2019 and FY 2020 will provide for the removal of the existing pools at Ewald, Nannie J. Lee, and Colasanto and the installation of spray parks. The cost of converting Warwick Pool into a spray park would be larger than this CIP could support.

**Changes from Prior Year:** The planned funding for this project has increased from \$1.8 million to \$3.0 million, but has been delayed until FY 2019 and FY 2020.

**Operating Impact:** Impacts on departmental operating costs and estimated revenues cannot be determined until the design of the spray area is finalized however; it is anticipated that the required staffing and operating supply costs will be reduced.

Spray Parks	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Spray Parks	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	2,000,000	1,000,000	3,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>3,000,000</b>



## Recreation and Parks

### City Median Conversions and Renovations

**Subsection:** Renovated Recreation Facilities

**Estimated Useful Life of Improvement:** 20 years

**Managing Department:** Recreation

**Priority:** Essential

**Project Group:** 2

**Project Summary:** This project provides for construction and improvements to the Duke Street and King Street median strips. \$400,000 is planned in FY 2017 and FY 2018 to provide for defined hardscape and softscape median areas that will reduce vegetation, improve aesthetics and reduce annual maintenance costs. Hardscape areas will include decorative bricks and/or stamped concrete and softscaped sections will have provisions for beds of planting as opposed to long stretches of grass.

**Changes from Prior Year:** This is a new initiative in the CIP program.

**Project Schedule:** The current plan would implement Duke Street median improvements in FY 2017 and King Street area median improvements in FY 2018.

**Operating Impact:** This project should substantially reduce the City's operating expenses incurred to maintain medians.

City Median Conversion	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

City Median Conversion	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	400,000	400,000	0	0	800,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	400,000	400,000	0	0	800,000

# Recreation and Parks

## City Marina Seawalls

**Subsection:** Renovated Recreation Facilities  
**Managing Department:**  
**Project Tier:** 2

**Estimated Useful Life of Improvement:** Not Applicable at this time  
**Priority:** Essential

**Project Summary:** The seawalls at the City Marina have suffered 20+ years of erosion and environmental damage due to tidal change and the absence of a breakwater. The aforementioned condition has allowed surrounding water to wash away soils, resulting in dangerous voids in the seawalls that require repair. During the 2008 marina dredging project, areas on the North and South seawall were too tenuous to allow dredging within a reasonable vicinity of the seawalls. If the seawalls are to withstand future storms and daily stresses they must be repaired.

This project includes \$1.7 million in funding to evaluate the condition of the existing seawalls in order to determine the level of needed repair. It is anticipated that the seawalls will require new cladding, caps, and hardware, as well as, soil stabilization, footer repair, sidewalk/walkway renovation, and possibly utility relocation. It is expected that an engineering study of the seawalls will identify required short-term seawall repairs, as well as, long-term solutions that should be addressed with the waterfront redevelopment. The FY 2016 study is estimated to cost \$200,000; it will be a "reconnaissance study" assessing the adequacy of coastal structures around the perimeter of the Alexandria Marina shoreline and set priorities for repairs and improvements. The FY 2017 budget of \$1.5 million is an estimated figure, with final funding requirements being presented once the shoreline study is completed.

**Changes from Prior Year:** This project was a component of the Waterfront Plan Implementation project in the FY 2010 CIP.

**Project Schedule:** The current plan funds design for this project in FY 2016 with construction in FY 2017. The project schedule should coincide with the City Marina Utility Upgrade project to minimize the length of disruption at the facility due to construction.

**Operating Impact:** This project should not impact the City's operating budget.

City Marina Seawalls	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

City Marina Seawalls	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	200,000	1,500,000	0	0	0	1,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	200,000	1,500,000	0	0	0	1,700,000

# Recreation and Parks

## City Marina Utility Upgrade

**Subsection:** Renovated Recreation Facilities  
**Managing Department:**  
**Project Tier:** 2

**Estimated Useful Life of Improvement:** Not Applicable at this time  
**Priority:** Essential

**Project Summary:** A total of \$1.25 million is planned for this project over two years (\$250,000 in FY 2016 and \$1,000,000 in FY 2017). The existing Marina electrical service was designed to meet the needs of boats built in the late 1980's. The current electrical service does not meet the needs of the contemporary boats visiting the Marina today. This has resulted in electrical breakers consistently tripping and boats incurring damage to their electrical systems when plugged into the insufficient electrical shore power supply available at the docking locations. Future funding for this new project will include an evaluation of the existing system, the design and upgrade to the facility and piers electrical service, and replacement of pier utility pedestals. Additional funds may be necessary if the marina is expanded or redesigned through the Waterfront Redevelopment Plan.

**Changes from Prior Year:** This project was a component of the Waterfront Plan Implementation project in the FY 2010 CIP.

**Project Schedule:** The current plan funds design for this project in FY 2016 with construction in FY 2017. The project schedule should coincide with the City Marina Seawalls project to minimize the length of disruption at the facility due to construction.

**Operating Impact:** This project should enable the City to attract more customers to the City Marina and potentially increase revenue generation at the facility.

City Marina Utility Upgrade	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

City Marina Utility Upgrade	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	250,000	1,000,000	0	0	0	1,250,000
Less Revenues	0	0	0	0	0	0
Net City Share	250,000	1,000,000	0	0	0	1,250,000

# Recreation and Parks

## Park Renovations

**Subsection:** Recreation Facilities Improvements  
**Managing Department:** Recreation/General Services  
**Project Group:** 1

**Estimated Useful Life of Improvement:** 10 years  
**Priority:** Essential

**Project Summary:** The FY 2011 – FY 2020 this CIP provides an annual funding stream to address the capital maintenance needs at the City's heavily-used park facilities. The City currently has a backlog of maintenance needs at parks; these existing needs must be prioritized against new maintenance requests throughout the year. In the second half of FY 2010, these funds are being used to complete repairs and improvements to fencing and backstops at several City athletic fields as well as to purchase replacement park furniture and amenities. Renovations to the athletic fields at Ben Brenman and Boothe Parks are anticipated for FY 2011 in addition to needed repairs to lights in several of the City's parks. The FY 2012 schedule currently includes work at the Four Mile Run softball field and Simpson Baseball Fields. More detailed lists of currently planned maintenance activities for the next several years are available from RPCA upon request.

**Changes from Prior Year:** This CIP project was formally named Recreation Renovations and included capital maintenance projects for park facilities as well as recreation centers. Beginning FY 2011, this Park Renovation CFMP funding will be managed by the Department of RPCA and will address capital maintenance needs at park and athletic field facilities. A separate CIP project has been created to address the substantial maintenance needs at the City's recreation centers. This Recreation Center CFMP will be managed by General Services.

**Project History:** Renovation work at the City's Park facilities is prioritized annually according to an evaluation and analysis of the community needs and facility conditions. Some examples of projects completed in FY 2009 include:

- Painting and carpet replacement at Chinguapin
- Repair and replacement of flooring at Mt. Vernon
- Carpet replacement at Cora Kelly
- Sacandaga Totem site design work
- Purchase and installation of Gerald Ford Park sign
- Replacement of ball field fencing
- Frank Mann Field at Four Mile Run sign
- HVAC Repairs Cora Kelly
- HVAC Repairs Chinguapin
- CCTV system at City Marina
- Soft play room conversion at Chinguapin
- Replacement of 40 trash cans and 10 benches
- Repair/replacement of fencing at Ben Brenman, Fort Ward and Lockett fields.

**Operating Impact:** This project will have no impact on the operating budget.

Park Facilities CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	8,000	250,000	313,000	313,000	313,000	313,000
Less Revenues	0	0	0	0	0	0
Net City Share	8,000	250,000	313,000	313,000	313,000	313,000

Park Facilities CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	313,000	313,000	313,000	313,000	313,000	3,067,000
Less Revenues	0	0	0	0	0	0
Net City Share	313,000	313,000	313,000	313,000	313,000	3,067,000

# Recreation and Parks

## Recreation Center CFMP

**Subsection:** Recreation Facilities Maintenance      **Estimated Useful Life of Improvement:** 40 years  
**Managing Department:** Recreation/General Services      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** The FY 2011 – FY 2020 CIP provides an annual funding stream to address the capital maintenance needs at the City's eleven heavily-used neighborhood recreation centers and other recreational facilities. The City currently has a backlog of maintenance needs at recreation centers; these existing needs must be prioritized against new maintenance requests throughout the year. The total ten year budget for this maintenance program is \$5 million, with \$500,000 programmed for each year from FY 2011 through FY 2020. A list of specific planned maintenance projects for the next several years is available upon request from General Services.

**Changes from Prior Year:** This CIP project was formally named Recreation Renovations and included capital maintenance projects for park facilities as well as recreation centers. Beginning FY 2011, this Park Renovation CFMP funding will be managed by the Department of RPCA and will address capital maintenance needs at park and athletic field facilities. A separate CIP project has been created to address the substantial maintenance needs at the City's recreation centers. This Recreation Center CFMP will be managed by General Services. Funding has been provided at \$500,000 per year through FY 2020 for a total of \$5.0 million.

**Project History:** Renovation work at the City's recreation facilities is prioritized annually according to an evaluation and analysis of the community needs and facility conditions.

**Operating Impact:** This project will have no impact on the operating budget.

Recreation Centers CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	500,000	500,000	500,000	500,000	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	500,000	500,000	500,000	500,000	500,000

Recreation Centers CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	500,000	500,000	500,000	500,000	5,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	500,000	500,000	500,000	500,000	5,000,000

# Recreation and Parks

## Public Pools

**Subsection:** Recreation Facilities Maintenance

**Estimated Useful Life of Improvement:** 15 years

**Managing Department:** Recreation

**Priority:** Essential

**Project Group:** 1

**Project Summary:** This project includes annual funding for maintenance of the outdoor pool shells, structures, mechanical and filtration systems, decks, bathhouses, and amenities. A total of \$520,000 over ten years is planned for this maintenance program.

One of the City's oldest pool facilities and most in need of a major renovation is the Warwick Pool. Warwick Pool has been listed as a standalone project in the last three CIP's, but has been unfunded in the last two plans. The costs of fully renovating the facility were too high to fit in the FY 2011 Proposed CIP. The City anticipates the failure of the pool in the very near future, and in that instance would close the pool. The City is starting to look at the aquatics business and programming plan for the future and the long-term plan for the Warwick Pool will be intricate in that analysis.

In the future, the City is planning to move towards constructing Spray Parks rather than continue with the traditional swimming pool as an aquatics solution for the community. For more details see the Spray Parks project description earlier in this section of the CIP.

**Changes from Prior Year:** \$52,000 in funding has been included annually in the out years for continuation of this maintenance program.

**Project History:** An initial study to evaluate and recommend improvements to the City's six outdoor pools was completed in FY 2002. The pool shells, structures, mechanical and filtration systems, decks, bathhouses and amenities were included in this analysis. The results of this initial study, and other follow-up studies, provide the Department with the data needed to prioritize pool renovations and determine costs. Full costs have yet to be determined however, they will be significantly above the budgeted amount.

**Operating Impact:** This project will have no impact on the operating budget.

Public Pools	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	52,000	52,000	52,000	52,000	52,000	52,000
Less Revenues	0	0	0	0	0	0
Net City Share	52,000	52,000	52,000	52,000	52,000	52,000

Public Pools	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	52,000	52,000	52,000	52,000	52,000	520,000
Less Revenues	0	0	0	0	0	0
Net City Share	52,000	52,000	52,000	52,000	52,000	520,000

# Recreation and Parks

## City Marina

**Subsection:** Recreation Facilities Maintenance

**Estimated Useful Life of Improvement:** 10 years

**Managing Department:** Recreation

**Priority:** Essential

**Project Group:** 1

**Project Summary:** This project funds maintenance and modernization efforts at the City Marina for utilities, amenities, rest rooms, structures, security, and services. A total of \$824,000 over ten years is planned for the maintenance program. This funding stream may need to be significantly increased depending on specific recommendations coming out of the Waterfront planning process.

Specific projects planned in FY 2011 - FY 2020 include repairs and/or replacement of the following items located at the City Marina: sections of pier railing; items damaged by freezes; pier light fixtures; pier electrical outlets; shower stalls; counter tops; hut interior renovation; old light posts; pier ladders; navigational signs and lights; wayfinding signs; VHF station and antenna; POS and reservation software and hardware, and bollards. Repainting work on items such as flag poles and restrooms will also be necessary.

**Changes from Prior Year:** Annual funding has been included through FY 2020 to continue this capital maintenance program.

**Project History:** In addition to the types of repairs listed above, City staff has also replaced a drinking fountain, dockmaster hut windows, and repaired the marina pumpout line.

**Operating Impact:** This project will have no impact on the operating budget.

City Marina	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	52,000	52,000	90,000	90,000	90,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	52,000	52,000	90,000	90,000	90,000

City Marina	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	90,000	90,000	90,000	90,000	90,000	824,000
Less Revenues	0	0	0	0	0	0
Net City Share	90,000	90,000	90,000	90,000	90,000	824,000

# Recreation and Parks

**ADA Requirements**

**Subsection:** Park Improvements  
**Managing Department:** Recreation  
**Project Group:** 1

**Estimated Useful Life of Improvement:** 25 years  
**Priority:** Essential

**Project Summary:** According to regulations, new playgrounds and any renovations to existing recreational play areas must comply with ADA accessibility requirements. \$290,000 is planned over ten years to help meet these requirements at new and renovated play areas.

**Changes from Prior Year:** Annual funding has been added through FY2020 to continue the program.

**Project History:** Funding for this project was first included in the FY 2000 - FY 2005 CIP in response to the United States Access Board's regulations for playground accessibility. FY 2009 funding was used to modify the Fort Ward restrooms to meet ADA requirements and to provide an ADA accessible path to the Goat Hill playground. FY 2010 funding will provide ADA playground access at Landover Park.

**Operating Impact:** This project will have no impact on the operating budget.

ADA Requirements	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	54,000	29,000	29,000	29,000	29,000	29,000
Less Revenues	0	0	0	0	0	0
Net City Share	54,000	29,000	29,000	29,000	29,000	29,000

ADA Requirements	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	29,000	29,000	29,000	29,000	29,000	290,000
Less Revenues	0	0	0	0	0	0
Net City Share	29,000	29,000	29,000	29,000	29,000	290,000



# Recreation and Parks

## Athletic Field Renovations

**Subsection:** Park Improvements  
**Managing Department:** Recreation  
**Project Group:** 2

**Estimated Useful Life of Improvement:** 10 years, depending on use  
**Priority:** Essential

**Project Summary:** This project provides funding for the installation of new artificial turf fields at sites around the City as well as the cyclical replacement of carpets on existing artificial turf fields. \$10 million is planned in FY 2017 – FY 2020 for this purpose.

Based on manufacture recommendations the existing synthetic turf fields will reach their life expectancy and require turf replacement beginning in FY 2016. As such, in FY 2017 through FY 2020 the Athletic Field Renovation program will fund the replacement of synthetic turf surfaces. The Minnie Howard synthetic turf will be replaced in FY2016 followed by Ft. Ward in FY 2017. The current cost to replace the synthetic turf on a full size regulation synthetic field is \$500,000.

Unlike natural fields, the proposed synthetic material can be played on after rains, and it will not require “resting” between uses. The implementation of this program will allow greater play time without increasing land requirements within the City. In addition, funds may be used to replace deteriorated backstops, fencing, grading, irrigation and field lighting systems due to heavy usage and deterioration from exposure and age.

**Changes from Prior Year:** The continuation of the City’s artificial turf field program has been delayed to FY 2017, but several new fields are expected to come online within the next 2-3 years. The City is currently moving forward with planning the installation of an artificial turf field at Ben Brenman soccer field using prior year monies. For the needed lighting a development special use permit will be heard by City Council by mid-2010. The Schools also plan to construct a new artificial turf field at Hammond Upper in FY 2011. Two additional artificial turf fields at the Witter site (Woodrow Wilson Bridge settlement) are expected to come online sometime in FY 2012.

**Customer Service Level Impacts:** The synthetic fields do not need to be taken out of the rotation for seeding, mowing, grading, etc. as natural turf fields do; in addition, synthetic turf fields incur far fewer rain closings this allows for 60% more play time when compared to natural turf fields. Furthermore, players are more likely to complete their full schedule of games in the time allotted and fewer injuries are anticipated due to the quality of playing surface provided by synthetic turf fields. Increased demands for field time, due to increases in population and growing interest in sport/health activities, will be difficult to meet without the maintenance of synthetic fields or the purchase of additional property for new fields.

**Operating Impact:** The average annual maintenance cost for an artificial turf field is \$3,800, as opposed to a natural turf field which costs around \$9,800 to maintain.

Artificial Turf Field Program	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,425,500	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,425,500	0	0	0	0	0

Artificial Turf Field Program	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000

Capital Performance Measures
On-time (within projected time period)
On-budget (within projected range of costs)
Increased number of hours played on field (games and practices)
Number of maintenance hours saved
% of positive participant evaluation of field

## Recreation and Parks

### Athletic Field Restrooms

Subsection: Park Improvements  
 Managing Department: Recreation  
 Project Group: 2

Estimated Useful Life of Improvement: Not Estimated  
 Priority: Essential

**Project Summary:** The condition of restrooms at numerous athletic fields throughout the City is deteriorating. This project will fund the site work, purchase and installation of prefabricated restrooms at Fort Ward, Minnie Howard, Lockett, George Washington, and Four Mile Run athletic fields. The prefabricated restrooms will be ADA compliant and replace existing portable units.

**Changes from Prior Year:** Funding for this project has been delayed by a year to FY2015 and FY2016.

**Operating Impact:** It is projected that each site will require approximately \$2,000 annually for the purchase of janitorial supplies and utilities.

Athletic Field Restrooms	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	200,000

Athletic Field Restrooms	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	250,000	0	0	0	0	450,000
Less Revenues	0	0	0	0	0	0
Net City Share	250,000	0	0	0	0	450,000

### Miracle Field

Subsection: Park Improvements  
 Managing Department: Recreation  
 Project Group: 3

Estimated Useful Life of Improvement: 10 years  
 Priority: Highly Desirable

**Project Summary:** This project funds the purchase and installation the City's first miracle field, a rubberized outdoor sports surface. Rubberized sports surfaces provide an environment for those with physical and mental disabilities to participate safely in outdoor sports activities. Similar surfaces are also used by local school systems and recreation departments to meet ADA requirements and the needs of senior programs. This plan has \$570,000 in FY 2020 for this project, but the City will seek private donations and grants to attempt to offset some project costs.

**Changes from Prior Year:** This project has been moved to FY 2020. A Miracle Field was originally planned to be installed at the Lee Center fields in the spring of 2009 but RPCA did not receive funding in the FY 2009 CIP.

**Operating Impact:** This project will have no impact on the operating budget.

Miracle Field	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Miracle Field	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	570,000	570,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	570,000	570,000

# Recreation and Parks

## Ball Court Renovations

Subsection: Park Improvements  
 Managing Department: Recreation  
 Project Group: 1

Estimated Useful Life of Improvement: 15 years  
 Priority: Essential

**Project Summary:** The City is responsible for the upkeep of 34 tennis courts and 18 basketball courts throughout the City. These courts are constantly used by residents for general play, classes, programs, and special events. In addition, tennis and basketball courts throughout the City are used by neighborhood schools. These courts are maintained and renovated on a regular schedule. Renovations include patching or replacing surfaces, drainage work, fencing, grading, light repair/replacement and color coating. \$1,500,000 over ten years is planned in the FY 2011 – FY 2020 CIP. This prioritized schedule has been prepared by staff and is based on current condition, utilization, commonality, and budgeted resources. Only the top 15 highest priority courts are shown here:

	Name	Number of Courts	Court Type	Surface Condition	Completed Renovation	Renovation Schedule
1	Hooffs Run Greenway	1	Basketball	Poor		FY2010
2	Polk	2	Basketball	Poor		FY2013*
3	John Adams School	1	Basketball	Poor		FY2014*
4	Powhatan	1	Basketball	Poor		FY2010
5	Buchanan Street Park	1	Basketball	Poor		FY2010
6	Carlyle	2	Tennis	Poor		FY2010
7	Windmill Hill	1	Basketball	Poor		FY2012
8	Jefferson Houston	1	Basketball	Poor		FY2014*
9	Minnie Howard	1	Basketball	Poor		FY2014*
10	Hammond	3	Tennis	Poor		FY2011*
11	Fort Ward	2	Tennis	Poor		FY2013
12	Patrick Henry School	1	Basketball	Good	Fall 2008	
13	Ramsay School	1	Basketball	Good	Fall 2008	
14	Mount Vernon School	1	Basketball	Good		
15	Hunter/Miller	1	Basketball	Good		

**Changes from Prior Year:** \$150,000 has been added in FY 2016 through FY2020 to continue this annual maintenance program. Carlyle tennis courts have been added to the program.

**Project Schedule:** The current renovation schedule is outlined above.

**Operating Impact:** This project will have no impact on the operating budget.

Ball Court Renovations	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	150,000	150,000	150,000	150,000	150,000
Less Revenues	0		0	0	0	0
Net City Share	0	150,000	150,000	150,000	150,000	150,000

Ball Court Renovations	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	150,000	150,000	150,000	150,000	150,000	1,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	150,000	150,000	150,000	150,000	150,000	1,500,000

# Recreation and Parks

## Irrigation Projects

**Subsection:** Park Improvements  
**Managing Department:** Recreation  
**Project Group:** 1

**Estimated Useful Life of Improvement:** 7-10 years  
**Priority:** Essential

**Project Summary:** This project will fund the expansion and enhancement of the City's irrigation systems. One aspect of the project calls for the current manual irrigation controllers to be replaced with automatic irrigation controllers. Currently, the systems are set to timers, but they do not adjust for droughts, power outages, or rain. The use of irrigation controllers makes for more efficient irrigation systems and allows the system to adjust for climate, park usage, and maintenance. These controllers also help the department utilize current water-conserving landscaping principles. Design for the first phase of the project has been completed.

This project will also work towards designing and implementing irrigation at some of the City's most highly maintained and visible horticultural sites. This will help to improve the aesthetic quality of gateways, parks, plazas, and open spaces throughout the City. Finally, this project will work towards designing and installing irrigation at the City's overused natural turf fields.

**Changes from Prior Year:** Annual funding in FY 2016 through FY 2020 has been added to continue this program.

**Project History:** Recently completed irrigation projects include the replacement of antiquated and obsolete irrigation controllers at twenty-one locations throughout the city.

**Operating Impact:** This project will reduce overall maintenance costs by maximizing efficient use of water and sustaining healthier turf and plantings that do not require replacement as often.

Irrigation	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	128,000	128,000	128,000	128,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	128,000	128,000	128,000	128,000

Irrigation	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	128,000	128,000	128,000	128,000	128,000	1,152,000
Less Revenues	0	0	0	0	0	0
Net City Share	128,000	128,000	128,000	128,000	128,000	1,152,000

# Recreation and Parks

## Playground Renovations

Subsection: Park Improvements  
 Managing Department: Recreation  
 Project Group: 1

Estimated Useful Life of Improvement: 15 years  
 Priority: Essential

**Project Summary:** This program will replace or repair deteriorating play equipment and provide small-scale enhancements in parks and playgrounds throughout the City. The annual budget for playground renovations also includes funding to ensure that the surface area of each of the City's 45 play areas meets Consumer Products Safety Commission standards and to continue a systematic program to replacing park amenities (e.g. benches, trash cans, picnic tables).

	FY	Park Name	Priority	Approx. Age
	2011	Armistead L. Boothe Park	High	5<>10
	2012	Mount Jefferson Park/Greenway	High	>10
	2013	Hooff's Run Park and Greenway	High	>10
	2013	Ewald Park	High	>10
	2014	Hume Springs Park	Medium	5<>10
	2014	Lynhaven Park	Medium	5<>10
		Simpson Park	Medium	5<>10
		Charles Barrett Recreation	Medium	>10
		Sunset Park	Medium	>10
		Beverley Park	Medium	5<>10
		Chinquapin Park	Medium	>10
		Four Mile Run Park	Medium	>10
		Windmill Hill Park	Medium	>10
		Montgomery Park	Low	5<>10
		Armory Tot Lot	Low	>10
		Brookvalley/Holmes Run	Low	>10
		Holmes Run Park	Low	>10
		Woodbine Park	Low	5<>10
		Chetworth Park	Low	<5
		Holmes Run/S. Jordan St.	Low	<5
		Angel Park	Low	<5
		Beach Park	Low	<5
		Mason Avenue Park	Low	<5
		Powhatan Park	Low	<5
		Nannie J. Lee Recreation	None	<5
		Ben Brenman Park	None	<5
		Goat Hill Park	None	<5
		Hunter Miller Park	None	<5
		Fort Ward Park	None	<5
		Charles Houston Recreation	None	<5
		Landover Park	None	<5
		1 & 7 E. Del Ray Park*	None	<5
		Stevenson Park	None	<5
		Buchanan/Durant Center	None	<5
		Tarleton Park	None	<5
		James Mulligan Park	None	<5

## Recreation and Parks

**Changes from Prior Year:** Annual funding in FY 2016 through FY 2020 has been added to continue this program.

**Project History:** Playgrounds and play equipment at Landover Park, Stevenson Park, Tarleton Park, James Mulligan Park, and 1 & 7 East Del Ray Park were scheduled for renovation in FY 2010

**Operating Impact:** This project will have no impact on the operating budget.

Playground Renovations	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	193,000	300,000	500,000	500,000	850,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	193,000	300,000	500,000	500,000	850,000

Playground Renovations	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	750,000	500,000	550,000	600,000	650,000	5,393,000
Less Revenues	0	0	0	0	0	0
Net City Share	750,000	500,000	550,000	600,000	650,000	5,393,000

# Recreation and Parks

## Tree and Shrub Capital Maintenance

**Subsection:** Park Improvements

**Managing Department:** Recreation

**Project Group:** 1

**Estimated Useful Life of Improvement:** 20 years (absent storm damage)

**Priority:** Essential

**Project Summary:** The funding is programmed to renovate and enhance City horticultural sites, as well as to provide for the annual tree planting and care program to provide trees on public streets, in City parks, and in open spaces. In total, the City maintains 187 horticultural sites and over 600 tree wells, which periodically require renovations and enhancements. The project also ensures maintenance of the City's tree canopy and provides continuing visual and environmental quality. This program is budgeted for the planting and care of approximately 700 trees per year, including at least 285 replacement trees, 10 Arbor Day trees, and 55 trees under the cost-share program, based on the average cost per tree and initial care of \$242.

**Changes from Prior Year:** Annual funding in FY 2016 through FY 2020 has been added to this project. This funding includes a \$100,000 increase to plant approximately 250 additional trees annually as recommended in the Urban Forestry Master Plan.

**Project History:** In FY 1994, City Council established a co-payment program for street trees to address citizen requests for new trees in the rights-of-way near their residences. Under this program, a citizen pays approximately one-third of the purchase price of the tree. The budget reflects approximately \$5,000 in revenue annually for additional tree planting under this program. In 2004, the City Manager established the Urban Forestry Steering Committee to prepare a comprehensive Urban Forestry Plan for the City, and in doing so, characterize and quantify the current state of Alexandria's urban forest and identify strategies to improve its health, quality, density and diversity. The twelve-member citizen committee has identified the preservation of the City's tree canopy as the primary issue to be addressed and issued the report in 2009.

**Operating Impact:** The average annual operating cost for newly planted public site trees is \$242 per tree.

Tree & Shrub Capital Mainten.	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	226,000	226,000	226,000	226,000	226,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	226,000	226,000	226,000	226,000	226,000

Tree & Shrub Capital Mainten.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	326,000	326,000	326,000	326,000	326,000	2,760,000
Less Revenues	0	0	0	0	0	0
Net City Share	326,000	326,000	326,000	326,000	326,000	2,760,000

# Recreation and Parks

## Windmill Hill Park Bulkhead

**Subsection:** Park Improvements  
**Managing Department:** Recreation  
**Group:** 3

**Estimated Useful Life of Improvement:** Not Estimated  
**Priority:** Highly Desirable

**Project Summary:** This project consists of renovation and construction work on the bulkhead at Windmill Hill Park. The renovation work on the bulkhead is planned to be phase I of the Windmill Hill Park development. As the design process for the Park moves forward and project costs become more accurate, estimates may be revised. Current estimates assume \$5.5 million in construction costs. \$785,000 in unallocated balance remains to complete design work for this project. Federal funding for the bulkhead portion of this project will be sought.

**Changes from Prior Year:** Funding has been delayed until FY 2016.

**Project History:** The design for renovation and enhancements of Windmill Hill Park was completed in FY 2002. A total of \$1.3 million has been allocated in previous years for the design of the bulkhead renovation.

**Schedule:** The RFP for this project was advertised in winter 2006; design/construction documents were partially completed in FY 2009, were not finalized due to the uncertainty of construction funding. Construction is currently scheduled for FY 2016, but is contingent upon the availability of funding. Once funding is identified, work will be scheduled within the allowable time periods based on environmental impacts.

**Customer Service Level Impact:** This project would increase the length of the waterfront, as well as counteract some of the current deterioration occurring along the shoreline. The project plan calls for the least amount of disturbance by performing the work as quickly as possible and creating the least amount of carry-over problems. The project will be designed to meet resident expectations for durability and aesthetics. By not completing this project, the City may experience serious deterioration of the waterfront, creating potential safety problems into the future.

**Operating Impact:** The City is estimating an additional \$95,000 in annual operating impact from this project.

Windmill Hill Park Bulkhead	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	784,953	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	784,953	0	0	0	0	0

Windmill Hill Park Bulkhead	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	5,000,000	0	0	0	5,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	5,000,000	0	0	0	5,500,000

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within projected range of costs)	
Feet of shoreline stabilized	
% reduction in citizen complaints about the area	



# Recreation and Parks

## Public Art Conservation Program

**Subsection:** Park Improvements  
**Managing Department:** Recreation  
**Project Group:** 1

**Estimated Useful Life of Improvement:** Perpetual  
**Priority:** Essential

**Project Summary:** This project provides an annual funding stream for the maintenance of art in public areas. Beginning in FY 2011 the Office of the Arts will manage a Public Art Conservation Program funded through this capital maintenance program. The public art conservation program will provide the vehicle to insure the long term preservation and viability of the City's art investments. \$35,000 in FY 2011 funding will provide for the "Brio" sculpture assessment, repair and cleaning. A survey conducted by Save Outdoor Sculpture in 1995 indicated that treatment of "Brio" was needed at the time and underscored the need for a long term maintenance plan of the City's public art collection. FY2011 funding will also be applied to the maintenance of the Rocky Versace and Vietnam Memorial sculptures and \$10,000 will be used to hire a consultant to create an inventory of public art within the City, evaluate existing conditions, recommend a conservation plan and estimate costs required to preserve and protect the City's current collection of public art. In FY 2012, funds will be applied to address the need for additional lighting in King Street Gardens to improve safety, enhance the environment, and increase options for use of the plaza. These funds will also provide improved landscaping to provide a longer season of plant interest with more year round color, provide plants that are clean in appearance as viewed from the street and appropriate to the urban setting, thrive on the trellis structure, and maintain the original design intent of the space.

**Changes from Prior Year:** This is a new initiative in the CIP program. Funding for the public art maintenance was traditionally a result of private donations or from the RPCA Facilities account of the CIP. This project addresses the anticipated Arts conservation costs from 2011 to 2020.

**Project History:** Based on City Council request to develop a comprehensive Arts program for the City the Department of Recreation, Parks and Cultural Activities has started phase one of a public art master planning process that identify funding sources to acquire, commission, maintain, repair public art, as well as, identify priority locations for public art throughout the city. The public art master planning process is a heavily-Commission based project that will take consultants 18 to 24 months to complete and is not funded in either the CIP or the operating budget.

**Operating Impacts:** Operating impact to be determined once public art master planning process is completed.

Public Art Conservation	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	35,000	30,000	30,000	30,000	30,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	35,000	30,000	30,000	30,000	30,000

Public Art Conservation	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	30,000	30,000	30,000	30,000	30,000	305,000
Less Revenues	0	0	0	0	0	0
Net City Share	30,000	30,000	30,000	30,000	30,000	305,000

# Recreation and Parks

## Public Art Acquisition Program

Subsection: Park Improvements  
 Managing Department: Recreation  
 Project Group: 3

Estimated Useful Life of Improvement: Perpetual  
 Priority: Highly Desirable

**Project Summary:** This project has an annual funding stream to provide for the purchase of new art in public areas. The Public Art Acquisition Program will provide the vehicle to insure the growth and long term viability of the City's art investments.

**Changes from Prior Year:** This is a new initiative in the CIP program. Funding for the public art acquisitions traditionally were a result of private donations or from the RPCA Facilities account of the CIP. This project addresses the anticipated Arts acquisition costs from FY 2017 to FY 2020, with a funding level of approximately 0.5% of the total base CIP starting in FY 2017.

**Project History:** Based on City Council request to develop a comprehensive Arts program for the City the Department of Recreation, Parks and Cultural Activities has started phase one of a public art master planning process that identify funding sources to acquire, commission, maintain, repair public art, as well as, identify priority locations for public art throughout the city. The public art master planning process is a heavily commission based project that will take consultants 18 to 24 months to complete.

**Operating Impacts:** There is no operating impact associated with this project.

Public Art Acquisition	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Public Art Acquisition	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	300,000	300,000	300,000	300,000	1,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	300,000	300,000	300,000	300,000	1,200,000

# Recreation and Parks

## Bike Trails

Subsection: Park Improvements  
 Managing Department: Recreation  
 Project Group: 1

Estimated Useful Life of Improvement: 20 years  
 Priority: Essential

**Project Summary:** This project provides for construction and improvements to the soft surface parks trail/path system in the City. Funding included within the CIP will be used to meet the capital maintenance requirements for the City's existing soft park trail/path system and park walkways.

**Changes from Prior Year:** \$60,000 has been added to the FY 2016 - FY 2020 in order to continue this annual soft park path maintenance program.

**Project Schedule:** In FY 2011 the City expects to complete repairs of stone dust paths in Waterfront parks, Mount Jefferson Park and Dora Kelly Park. FY 2012 will see the continuation of repairs to the path in Dora Kelly Park.

**Operating Impact:** This project will have no impact on the operating budget.

Bike Trails	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	60,000	60,000	60,000	60,000	60,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	60,000	60,000	60,000	60,000	60,000

Bike Trails	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	60,000	60,000	60,000	60,000	60,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	60,000	60,000	60,000	60,000	60,000	600,000

# Recreation and Parks

## Pavement Improvements in Parks

**Subsection:** Park Improvements  
**Managing Department:** Recreation  
**Project Group:** 2

**Estimated Useful Life of Improvement:** Not Estimated  
**Priority:** Essential

**Project Summary:** This program provides \$3.0 million in FY 2017 and FY 2018 funding to repair and pave park streets and RPCA parking areas. The condition of pavement in many of the City's parks is very poor and investment in the near future is necessary to ensure these facilities continue to be safe and accessible to the public.

**Changes from Prior Year:** This is a new project in the CIP.

**Project Schedule:** This plan would fund repairs at Hensley Park, Fort Ward Park, Chinquapin Park, and Ben Brenman Park in FY 2017 and Boothe Park, Four Mile Run Park, and the Lee Center in FY 2018.

**Operating Impact:** This project will have no impact on the operating budget.

Pavement Repairs	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Pavement Repairs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	2,000,000	1,000,000	0	0	3,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	2,000,000	1,000,000	0	0	3,000,000

# Recreation and Parks

## Open Space Acquisition and Development

**Subsection:** Open Space Acquisition and Development      **Estimated Useful Life of Improvement:** Perpetual  
**Managing Department:** Recreation/Open Space              **Priority:** Essential  
**Project Tier:** 1

**Project Summary:** This is an on-going project, which provides for the purchase and improvements to land for City facilities and open space areas. In FY 2010, the City reduced the dedicated real estate 1¢ for Open Space to 0.3¢, which will fully fund debt service for past open space-related borrowing (\$798k in FY 2011). The remaining revenues of 0.7¢ will be utilized as a revenue source for the City's General Fund. The remaining prior year balance of \$9.0 million will remain available for the purchase of desirable open space and other related costs within the City as it becomes available.

The City plans to purchase property at 600 North Henry Street in the spring of 2010 at a cost of \$2.4 million. Other improvements to recently purchased Open Space are also planned for spring of FY 2010 at costs ranging from \$750,000 to \$1,000,000. The use of these funds will take the remaining balance in the Open Space Fund down to approximately \$5.5 million.

**Changes from Prior Year:** There are no changes to this project from FY 2010 CIP.

**Project History:** Based on City Council's request to establish a process to determine the comprehensive needs of recreation and leisure services Citywide, the Department of Recreation, Parks, and Cultural Activities commissioned an outside consultant to complete a recreation and open space needs assessment. The needs assessment, called The Strategic Master Plan for Open Space, Parks and Recreation, which includes the Strategic Master Plan, Open Space Plan and Needs Assessment, was completed and presented to City Council in December 2002. The Open Space Plan identified the need for the City to add 100 acres of open space by the year 2012 (based on a projected population at that time of 142,000) in order to maintain the City's current ratio of 7.5 acres of open space for every 1,000 Alexandria residents. To fund the acquisition of land for open space, City Council, in the context of the FY 2004 budget process, approved the establishment of the City of Alexandria Open Space Trust Fund Account to finance permanent open space public improvements included in the City's capital budget. This Trust Fund Account is to be funded from one percent of the annual total revenue generated from real property taxes in the City (changed by City Council starting in FY 2007 from the previous dedication of one cent per \$100 of the assessed value). Since 2004 the City has acquired via purchase or dedication some 21.5 acres of open space and 26.7 acres are planned for future dedication or acquisition. To leverage the annual revenues, the City issued \$10.0 million in open space bonds in FY 2005 and \$0.5 million in FY 2006.

**Operating Impact:** Total operating costs associated with this project are projected at \$713,000 in FY 2010 and \$719,000 in FY 2011 and into the out years. These are rough estimates and may vary greatly depending on the amount and type of land acquired.

<b>OPEN SPACE SOURCES AND USES</b>			
	FY 2009	FY 2010	FY 2011
<b>Sources</b>			
Opening Balance	\$8,829,534	9,615,116	\$5,472,087
Dedicated Real Estate taxes	2,868,849	814,305	798,386
Adjustment for Actual Tax as Adjusted in Prior Year	213,347	TBD	TBD
Bond Issuance	-	-	-
<b>SOURCES SUBTOTAL</b>	<b>11,911,730</b>	<b>10,429,421</b>	<b>\$6,270,473</b>
<b>Uses</b>			
Land Acquisition/1	1,326,109	4,000,000	TBD
Debt Service	829,325	814,305	798,386
Open Space Coordinator/2	92,430	94,279	96,164
N. VA Conservation Trust / Misc.	48,750	48,750	48,750
<b>USES SUBTOTAL</b>	<b>2,296,614</b>	<b>4,957,334</b>	<b>943,300</b>
<b>Ending Balance</b>	<b>9,615,116</b>	<b>5,472,087</b>	<b>5,327,173</b>
<b>Acres Purchased</b>	<b>0.50</b>	<b>2.00</b>	<b>TBD</b>
/1 FT 2010 land acquisition total is an estimate as of January 2010.			
/2 Includes salary and benefits			

## Recreation and Parks

Open Space Acquisition&Dev.	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	9,011,233	0	0	0	0	0
Debt Service	0	798,386	778,395	758,404	742,161	720,921
Total Expenditures	9,011,233	798,386	778,395	758,404	742,161	720,921
Less Revenues <sup>1</sup>	0	798,386	778,395	758,404	742,161	720,921
Net City Share	9,011,233	0	0	0	0	0

Open Space Acquisition&Dev.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Debt Service	697,182	674,692	653,452	633,461	613,470	3,798,267
Total Expenditures	697,182	674,692	653,452	633,461	613,470	3,798,267
Less Revenues <sup>1</sup>	697,182	674,692	653,452	633,461	613,470	3,798,267
Net City Share	0	0	0	0	0	0

<sup>1</sup> Revenues represent a dedicated General Fund use and do not factor into CIP Special Revenue totals

# Public Buildings

**Public Buildings**

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## Public Buildings

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY 2011-FY 2020
<b>Libraries</b>	Library CFMP	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,500,000
<b>Preservation of Historic Facilities</b>	City Historic Facilities CFMP	35,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	\$3,500,000
	Torpedo Factory Repairs	0	0	0	0	0	0	0	0	0	0	10,000	\$10,000
<b>Public Safety Facilities</b>	New Police Facility	0	44,860,200	2,000,000	0	0	0	0	0	0	0	0	\$46,860,200
	Emergency Govt Relocation Center	0	0	0	0	0	0	0	1,200,000	0	0	0	\$1,200,000
	Fire Station CFMP	0	273,000	350,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	\$3,823,000
	Fire Station 203 (Cameron Mills)	0	0	0	0	600,000	5,600,000	0	0	0	0	0	\$6,200,000
	Fire Station 205 (Cameron Street)	0	0	0	0	0	0	0	0	0	700,000	3,000,000	\$3,700,000
	Fire Station 206 (Seminary Road)	0	0	0	0	0	0	0	700,000	3,000,000	6,000,000	0	\$9,700,000
	Fire Station 207 (Duke Street)	0	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	\$9,700,000
	New Fire Station (FS 210 Eisen. Valley)	1,450,000	2,135,000	11,210,000	0	0	0	0	0	0	0	0	\$13,345,000
	Police k-9 Facility Renovation	0	0	0	0	0	0	270,000	0	0	0	0	\$270,000
	Burn Building	0	0	0	0	200,000	0	0	0	0	0	0	\$200,000
	Emergency Operations Center (EOC)	75,000	200,000	3,500,000	0	0	0	0	0	0	0	0	\$3,700,000
	Sheriff CFMP	234,507	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	\$4,600,000
	Public Safety Center Slab	0	1,330,000	0	0	0	0	0	0	0	0	0	\$1,330,000
	Pistol Range	0	0	0	0	0	0	0	1,435,000	0	0	0	\$1,435,000
	Vola Lawson Animal Shelter	0	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	\$300,000
<b>Public Health &amp; Welfare Facilities</b>	Mental Health Residential Facilities	0	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	\$1,500,000
<b>Renovation and Reconstruction of Other City Facilities</b>	City Hall HVAC Replacement	0	0	0	0	1,200,000	10,000,000	6,800,000	0	0	0	0	\$18,000,000
	Elevator Replacement/Refurbishment	52,000	225,000	0	500,000	0	500,000	0	0	0	0	0	\$1,225,000
	Emergency Generators	565,000	250,000	250,000	0	0	0	0	0	0	0	0	\$500,000
	Environmental Compliance	100,000	0	0	0	0	0	0	0	0	0	0	\$0
	Energy Conservation Program	203,000	210,000	210,000	210,000	210,000	210,000	210,000	210,000	210,000	210,000	210,000	\$2,100,000
	General Services CFMP	115,969	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	\$11,000,000
	Market Square Renovations	0	0	0	0	0	0	300,000	300,000	0	0	0	\$600,000
	Space Management Program	0	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	\$1,000,000
<b>Total Expenditure Requests</b>		<b>\$2,830,476</b>	<b>\$51,823,200</b>	<b>\$19,860,000</b>	<b>\$3,450,000</b>	<b>\$4,950,000</b>	<b>\$19,050,000</b>	<b>\$11,020,000</b>	<b>\$9,585,000</b>	<b>\$11,950,000</b>	<b>\$9,650,000</b>	<b>\$5,960,000</b>	<b>\$147,298,200</b>
<b>Less Total Revenues</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,750,000</b>
<b>Subtotal Requests</b>		<b>\$2,830,476</b>	<b>\$51,823,200</b>	<b>\$18,110,000</b>	<b>\$3,450,000</b>	<b>\$4,950,000</b>	<b>\$19,050,000</b>	<b>\$11,020,000</b>	<b>\$9,585,000</b>	<b>\$11,950,000</b>	<b>\$9,650,000</b>	<b>\$5,960,000</b>	<b>\$145,548,200</b>

## Public Buildings

**Library CFMP**

Subsection: Libraries

Estimated Useful Life of Improvement: 40 years

Managing Department: General Services

Priority: Essential

Project Group: 1

**Project Summary:** This project provides for annual capital maintenance requirements at Beatley, Barrett, Burke, and Duncan branch libraries. These heavily-used facilities require ongoing capital investment for items such as carpet replacement, furniture and fixture replacement, electrical and plumbing work, and carpentry. On occasion larger projects involving HVAC systems or roof repairs may be necessary. \$115,000 was allocated for capital maintenance and repairs at Duncan, Beatley and Barrett Libraries in November 2009. A total of \$1.5 million over 10 years (\$150,000 per year) has been added to address these capital maintenance requirements

**Changes from Prior Year:** \$150,000 per year has been added from FY 2011 to FY 2020 to address capital replacement needs for the libraries for a total of \$1,500,000.

**Operating Impact:** This project will have no impact on the operating budget.

Library CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	150,000	150,000	150,000	150,000	150,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	150,000	150,000	150,000	150,000	150,000

Library CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	150,000	150,000	150,000	150,000	150,000	1,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	150,000	150,000	150,000	150,000	150,000	1,500,000

## Public Buildings

### City Historic Facilities Capital Facilities Maintenance Plan (CFMP)

**Subsection:** Preservation of Historic Facilities      **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project provides funding to address capital maintenance requirements at the City's historic buildings managed by the Office of Historic Alexandria (OHA), including plaster repair, painting, floor restoration, heating, ventilation and air conditioning (HVAC), and electrical and plumbing systems components. OHA-managed properties requiring capital maintenance include Fort Ward Park, Gadsby's Tavern, Lloyd House, The Lyceum, Stabler-Leadbeater Apothecary Museum, Friendship Firehouse, Payne Street Records Center (Archives), and Archeology space located at the Torpedo Factory Arts Center. A total of \$3.5 million over ten years (FY 2011 – FY 2020) has been planned for this project.

**Changes from Prior Year:** In the FY 2011 – FY 2020 CIP, annual funding has been budgeted at \$350,000 each year for a total of \$3.5 million.

**Project History:** In FY 2006, General Services commissioned a comprehensive assessment of historic facilities. The assessment identified \$3.4 million in capital needs at OHA properties to be performed, including plaster repair, painting, floor restoration, HVAC, electrical and plumbing components. Staff regularly reports its progress to the 26-member Historic Alexandria Resources Commission (HARC) which advises the City in the preservation of historic sites and building and artifacts. Much of the work from the initial assessment is now complete and funding provided will assist with maintaining capital to the City's historic facilities.

**Operating Impact:** This project will have no impact on the operating budget.

OHA CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	35,000	350,000	350,000	350,000	350,000	350,000
Less Revenues	0	0	0	0	0	0
Net City Share	35,000	350,000	350,000	350,000	350,000	350,000

OHA CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	350,000	350,000	350,000	350,000	350,000	3,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	350,000	350,000	350,000	350,000	350,000	3,500,000

## Public Buildings

### Torpedo Factory Repairs

**Subsection:** Preservation of Historic Facilities      **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project provides funds to address the most critical repair and major maintenance needs at the Torpedo Factory. The City is responsible for all capital building maintenance subsequent to its repurchase of this building in August 1998.

**Changes from Prior Year:** \$10,000 is budgeted in the out-year (FY 2020) as a placeholder in the event that further major capital improvements are required in a future CIP.

**Project History:** The heating, ventilation, and air conditioning (HVAC) system replacement, elevator repairs, and electrical lighting upgrades were completed in March 2007.

**Operating Impact:** This project will have no impact on the operating budget.

Torpedo Factory Repairs	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Torpedo Factory Repairs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	10,000	10,000

## Public Buildings

### New Police Facility

**Subsection:** Public Safety Facilities

**Managing Department:** General Services

**Phase:** Phase 3 (Design)

**Project Group:** 3

**Estimated Useful Life of Improvement:** 25 years

**Priority:** Highly Desirable

**Project Summary:** This project provides for the design and construction of a new multi-level police headquarters facility on City property on Wheeler Avenue. Components of the new facility will include a multilevel facility structure of at least 118,000 square feet, a multilevel parking structure, and significant site, security, and infrastructure improvements. In addition, there are significant site improvements to be accomplished as part of this project, including the relocation of the T&ES/Parks and Recreation Maintenance facility from South Quaker Lane to Business Center Drive which occurred in 2008; demolition of the South Quaker Lane facility; relocation of the salt domes and recycling site from the current approved Police facility site which occurred in 2009; environmental cleanup; and reconfiguration and new construction of impacted access and existing parking areas.

A total of \$80.9 million is programmed over three years for this project. Of this amount, \$61.3 million (\$3 million in FY 2009; \$23.6 million in FY 2010; \$32.7 million in FY 2011; and \$2.0 million in FY2012) is budgeted for facility construction. The remaining balance of \$19.6 million represents costs associated with the purchase and installation of information technology equipment and new radio equipment for the public safety communications center, communications broadcast sites, as well as portable radios. A total of \$3.7 million from FY 2008 or earlier fiscal years is being used to fund initial architectural and engineering costs. Much of this equipment (such as the E-911 system and radio system equipment) would have needed to be purchased even if the Police headquarters was not being built.

**Changes from Prior Year:** \$7.0 million in planned funding has been moved from FY2012 to FY2011 to meet the scheduled completion of the project by Fall 2011.

**Project History:** In 2002, to permanently address the overcrowded conditions at the current Public Safety Center, City Council determined that a new Police Department facility needed to be built or acquired. Therefore, a total of \$68.5 million was planned over nine years (FY 2004-FY 2011) in prior CIPs for the purchase of land and the construction of a new Police facility, including \$3.5 million for the build-out of offsite leased office and warehouse space for most sections of the Police Department's temporary move, which was completed in FY 2005, as well as funding to move, upgrade or replace existing T&ES and Recreation facilities.

Staff initially reviewed nine potential sites, which were reduced to two sites that worked best for the new facility as programmed. On June 22, 2004, City Council established a citizen Ad Hoc Task Force to review two potential sites for the new Police facility and any other sites that had not already been reviewed based on those requirements. In November 2004, the Ad Hoc Task Force presented a report to City Council with its recommendation supporting a City-owned site known as the Duke Street/Wheeler Avenue site as the location of the new Police facility.

In May 2005, staff completed a comprehensive traffic report, in addition to further meetings with the general public and the surrounding community. In October 2005, City Council held a public hearing on the selection of the new site. There was a general consensus that the proposed site was the best available and most cost effective for the new facility. The City-owned site presented a good opportunity for the City to improve and consolidate other City operations (T&ES & Recreation Maintenance). It is a centrally located site that works well for the Police Department. It also saves the City from spending an estimated \$16.0 million on land acquisition.

A design contract was awarded in FY 2006 for the new police facility. Design was completed in November 2008 consistent with the project schedule. During the design process, the City reviewed the overall facility and parking programs to address potential shared public/police facility opportunities as directed as part of the site approval process, and will update potential program areas as required due to program growth, changes in technology and related costs (E-911, radios and CAD/RMS equipment as an example) and other areas that might have impact on the overall final construction (including tentative furniture, fixtures, and equipment) numbers. The City determined that the Construction Management at Risk (CM@Risk) process was the preferred delivery method for the project and a competitive RFP process was conducted over the Summer 2008 with ultimate award of a preconstruction contract in October 2008. The City's General Services staff developed a guaranteed maximum price (GMP) for the facility with the selected contractor, and the GMP was established in early 2009.

## Public Buildings

### New Police Facility, continued

**Schedule:** This project is currently in construction. A guaranteed maximum price (GMP) was established in 2009 and construction began in summer 2009, with project completion scheduled for fall 2011.

**Customer Service Level Impact:** The new facility will result in consolidated operations of the Alexandria Police Department, which are now located on multiple sites. This will facilitate coordination and cooperation amongst various divisions and shifts.

**Operating Impact:** This project is just entering the construction phase, therefore, facility operating costs remain unknown at this time, but they will be similar to another building of its size. However, current and potential future lease costs will be saved. An independent analysis by Jones Lang LaSalle, which was commissioned by the City in 2008, indicated that on a net present value basis over a 20-year period, and accounting for the residual ownership value at the end of 20 years, the cost of ownership over 20 years was \$42.4 million, while the cost of leasing would be \$146.8 million, thereby creating a \$104.4 million ownership advantage when compared to leasing. If the residual value of the land and building at the end of 20 years is not considered, then the value of owning over leasing would be \$60.0 million.

New Police Facility	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Facility	0	32,750,000	2,000,000	0	0	0
IT/Radio Equip.	0	12,110,200	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	44,860,200	2,000,000	0	0	0

New Police Facility	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Facility	0	0	0	0	0	34,750,000
IT/Radio Equip.	0	0	0	0	0	12,110,200
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	46,860,200

## Public Buildings

### K-9 Facility Renovation Project

**Subsection:** Public Facilities

**Estimated Useful Life of Improvement:** 20 years

**Managing Department:** General Services

**Priority:** Essential

**Project Group:** 2

**Project Summary:** This project will provide for the renovation of the existing Police K-9 Facility. This project will provide for training, kennel and office spaces in addition to flooring designed to deter the spread of common kennel diseases. \$270,000 is funded in FY2016 to support the construction efforts.

**Changes from Prior Year:** This is a new project request.

**Operating Impact:** Impacts on the operating budget are not known at this time.

K-9 Facility Renovation	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

K-9 Facility Renovation	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	270,000	0	0	0	0	270,000
Less Revenues	0	0	0	0	0	0
Net City Share	270,000	0	0	0	0	270,000

## Public Buildings

### Back-Up Government Relocation Center

**Subsection:** Public Safety Facilities

**Estimated Useful Life of Improvement:** 20 years

**Managing Department:** General Services

**Priority:** Highly Desirable

**Project Group:** 3

**Project Summary:** This project will provide for the proposed electrical and cabling infrastructure work at the Lee Center required to provide for emergency contingent operations for the Courthouse or other City facilities should they be negatively affected by a catastrophic event that would render the facility inoperable for an extended period of time. This project is the result of an extensive study of operations by a City team comprised of Courthouse Users, the City Manager's Office, Sheriff, Emergency Management, ITS and General Services. The City will pursue grant funding for other required elements. \$1.2 million is budgeted in FY 2017 for this project in the FY 2011 Proposed.

As a more specific plan is developed for the City Hall HVAC Replacement project (project description located later in this section), the timing of this project may need to be accelerated. This Back-up Government Center could be a potential temporary location for staff and functions currently housed in City Hall.

**Changes from Prior Year:** \$1.2 million has been added in FY 2017 that will provide for the infrastructure needed to allow for the relocation of critical City functions at alternate facilities.

**Operating Impact:** This project will have no impact on the operating budget.

Emergency Govt. Relocation Center	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Emergency Govt. Relocation Center	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	1,200,000	0	0	0	1,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	1,200,000	0	0	0	1,200,000



## Public Buildings

### Burn Building

**Subsection:** Public Safety Facilities

**Estimated Useful Life of Improvement:** 25 years

**Managing Department:** General Services

**Priority:** Essential

**Project Group:** 2

**Project Summary:** This project provides \$200,000 in FY 2014 for renovations to the Alexandria Fire Department Burn Building, a two and a half story, 4,040 square foot building. Built in 1999, the Burn Building is located on Payne Street near the Alexandria Sanitation Authority. The burn building is used for recruit and in-service training. The building, which was renovated in 1999 and 2004, is in need of substantial renovations due to the type of use at the facility. A State-funded consultant report has identified a number of renovations and improvements that are needed. The City has applied for a grant from the Virginia Department of Fire Programs to fund a portion of the renovation and received \$21,000 (much less than the \$400K requested). The renovation includes repairs of doors, windows, floors, walls and roofing as well as several building enhancements. Immediate needs were addressed with the funding available. The existing smoke stack at the facility still remains a concern; this unnecessary feature has required continued maintenance and repair and is now being planned for demolition. Long-term considerations will need to be considered for the renovation/replacement of the facility as funding becomes available.

**Changes from Prior Year:** \$200,000 has been added in FY 2014 to demolish the existing smoke stack at the burn building. .

**Operating Impact:** This project will have no impact on the operating budget.

Burn Building	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	200,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	200,000	0

Burn Building	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	200,000

## Public Buildings

### Fire Station Capital Maintenance Facility Plan (CFMP)

**Subsection:** Public Safety Facilities      **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project provides a multi-year funding plan for essential renovations to the City's nine current fire stations. Funding in the amount of \$3.8 million has been planned over ten years (FY 2011 - FY 2020) for continued updating and facility maintenance repairs to the City's fire stations. These monies will be available to address the ongoing costs of critical capital repair requirements of the City's existing stations, which have increased due to inflation and the need to address contaminants commonly found in older buildings.

**Changes from Prior Year:** Annual funding has been extended to the out-year (FY 2020). \$400,000 has been budgeted from FY 2013 through FY 2020, in addition to the \$273,000 and \$350,000 budgeted in FY 2011 and FY 2012 respectively to fund much needed repairs identified in a 2008 facility assessment survey.

**Operating Impact:** This project will have no impact on the operating budget.

Fire Station CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	273,000	350,000	400,000	400,000	400,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	273,000	350,000	400,000	400,000	400,000

Fire Station CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	400,000	400,000	400,000	400,000	400,000	3,823,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	400,000	400,000	400,000	400,000	3,823,000

## Public Buildings

### Fire Station 203 (Cameron Mills Road) Expansion

**Subsection:** Public Safety Facilities

**Estimated Useful Life of Improvement:** 25 years

**Managing Department:** General Services

**Priority:** Highly Desirable

**Phase:** Phase 0 (Identification of Need or Problem)

**Project Group:** 3

**Project Summary:** This project will provide \$6.2 million in funds for the design and future capital investment in Fire Station 203, located on Cameron Mills Road. Response data shows that added emergency medical unit is warranted in this area, but the current facility was not designed to support the additional unit. An assessment of the existing facility in FY 2010 identified that renovation of the existing facility was not economically feasible due to existing structural constraints and recommended the demolition of the existing structure and construction of a new station on the same site.

**Changes from Prior Year:** Total funding of \$6.2 million has been provided to rebuild this fire station. \$600,000 has been programmed in FY 2014 for design and \$5.6 million in FY2015 for construction. The unallocated balance of \$420,000 has been transferred to the Fire Station 210 project to allow for the reconstruction of the impound lot facilities on the same site.

**Customer Service Level Impact:** It is anticipated that this project will provide enhanced EMS service to the surrounding area once an expansion to the existing facility is complete.

**Schedule:** This project is currently is phase 1 (Concept).

**Operating Impact:** This project has not yet reached the programming and/or construction phase so operating costs cannot be accurately determined until scope of project is defined, however, the operating impact is likely to be significant.

FS 203 (Cameron Mills Rd)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	600,000	5,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	600,000	5,600,000

FS 203 (Cameron Mills Rd)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	6,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	6,200,000

## Public Buildings

### New Fire Station 210 (Eisenhower Valley)

**Subsection:** Public Safety Facilities      **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services      **Priority:** Highly Desirable  
**Phase:** Phase 1 (Definition of Requirements) and is expected to move to Phase 2 (Concept) in 2009  
**Project Group:** 3

**Project Summary:** This project provides for the design and construction of a new fire station to be located in the Eisenhower Valley. Additionally, the fire station site will provide training classrooms and training bays for the fire department. The training class rooms will share use with the Police pistol range, which also has an identified need for training class rooms. A total of \$13.3 million has been budgeted over two years (\$2.135 million in FY 2011; and \$11.21 million in FY 2012). In addition, \$1.45 million in prior year unallocated monies remain for the design and other pre-construction costs associated with this new facility.

**Changes from Prior Year:** Funding in FY 2011 has been reduced by \$4 million to \$2.135 million and reprogrammed to FY 2012. An additional \$5 million has been added in FY 2012 reflecting the added training spaces. In addition, \$420,000 of the unallocated funds from Fire Station 203 were transferred to pay for the reconfiguration of the impound lot operation associated with this project.

**Project History:** In 2005, a comprehensive needs assessment was commenced to determine the need for any additional stations with special attention to the future needs in the Eisenhower Valley area. The study was a multi-phase project to study response times and service requirements based on established standards.

In FY 2008, the City Manager formed a staff work group to establish a more efficient utilization of the impound lot resulting in the need for less lot space. This change will allow for this City-owned lot, located on Eisenhower Avenue, to be reconfigured and used as the potential site for the proposed new fire station which would be co-located on the same parcel as the reconfigured and reduced impound lot. The results of the concepts conclude that the collocation can occur with the addition of a secondary relief impound lot storage yard to hold vehicles for auction.

This project provides for the design and construction of a new fire station to be located in the Eisenhower Valley. A total of \$13.5 million has been budgeted over two years. Funding has been revised to reflect the project scheduled of construction to start in FY 2011 and complete in early FY2013.

**Customer Service Level Impact:** The completion of this facility would allow for faster emergency response times in the Eisenhower Valley, and in adjacent areas.

**Schedule:** This project is currently in Phase 2 (Concept).

**Operating Impact:** This project has not yet reached the programming and/or construction phase so operating costs cannot be accurately determined until scope of project is defined, however, the operating impact is likely to be significant.

Fire Station 210 (Eisenhower Ave)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,450,000	2,135,000	11,210,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,450,000	2,135,000	11,210,000	0	0	0

Fire Station 210 (Eisenhower Ave)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	13,345,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	13,345,000

## Public Buildings

### Fire Station 207 Project

Subsection: Public Safety Facilities  
 Managing Department: General Services  
 Project Group: 3

Estimated Useful Life of Improvement: 25 years  
 Priority: Highly Desirable

**Comment [RWT1]:** Will this be changed to FS TBD, per discussion with CMO about need to address fire service levels.

**Project Summary:** This project provides funding for the replacement of Fire Station 207 (3301 Duke Street). Previously listed as Fire Station TBD, this project was identified as a priority facility based on the condition of the existing facility and the need for a more centrally-located City fire station that could accommodate truck and rescue company vehicles and staffing. A total of \$9.7 million is proposed, including \$700,000 in FY 2016 for design; \$3.0 million in FY 2017; and \$6.0 million in FY 2018 for construction.

**Changes from Prior Year:** This project was previously listed as "Fire Station Project TBD".

**Operating Impact:** This project has not yet reached the programming and/or construction phase so operating costs cannot be accurately determined until scope of project is defined, however, there will likely be operating impacts based on increased square footage.

Fire Station 207 (Duke Street)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Fire Station 207 (Duke Street)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	700,000	3,000,000	6,000,000	0	0	9,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	700,000	3,000,000	6,000,000	0	0	9,700,000

### Fire Station 206 (Seminary Road)

Subsection: Public Safety Facilities  
 Managing Department: General Services  
 Project Group: 3

Estimated Useful Life of Improvement: 25 years  
 Priority: Highly Desirable

**Project Summary:** This project provides for the design and construction required for the renovation or the replacement of Fire Station 206 located at 4609 Seminary Road. A total of \$9.7 million over three years has been budgeted, including \$700,000 in FY 2017; \$3.0 million in FY 2018 and \$6.0 million funded in FY 2019 for construction.

**Changes from Prior Year:** Funding has shifted to FY 2017 through FY 2019.

**Operating Impact:** This project has not yet reached the programming and/or construction phase so operating costs cannot be accurately determined until scope of project is defined.

Fire Station 206 (Seminary Rd)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Fire Station 206 (Seminary Rd)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	700,000	3,000,000	6,000,000	0	9,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	700,000	3,000,000	6,000,000	0	9,700,000

## Public Buildings

### Fire Station 205 (Cameron Street)

Subsection: Public Safety Facilities  
 Managing Department: General Services  
 Project Group: 3

Estimated Useful Life of Improvement: 25 years  
 Priority: Highly Desirable

**Project Summary:** This project provides for design and construction for the renovation or replacement of Fire Station 205 located on Cameron Street. A total of \$3.7 million over two years has been budgeted for this project including \$700,000 in FY 2019 for design; followed by \$3.0 million in FY 2020 to begin construction. Beyond the context of this ten-year CIP, \$6.0 million is anticipated to be requested in FY 2021.

**Changes from Prior Year:** This is a new project in the FY 2011 CIP.

**Operating Impact:** This project has not yet reached the programming and/or construction phase so operating costs cannot be accurately determined until the full scope of the project is defined.

Fire Station 205 (Cameron Street)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Fire Station 205 (Cameron Street)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	700,000	3,000,000	3,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	700,000	3,000,000	3,700,000

## Public Buildings

**Emergency Operations Center (EOC)**

Subsection: Public Safety Facilities  
 Managing Department: General Services  
 Project Group: 3

Estimated Useful Life of Improvement: 25 years  
 Priority: Highly Desirable

**Project Summary:** This project provides for the design and construction of a dedicated emergency operations center using space at the existing Public Safety Center on Mill Road. A total of \$1.95 million in City funds over two years is provided including \$200,000 in FY 2011 for design; followed by \$1.75 million in FY 2012 for construction from City funds with an additional \$1.75 million being sought from grant sources. To date, no specific outside revenue source has been secured.

**Changes from Prior Year:** This is a new project in the FY 2011 CIP.

**Operating Impact:** This project has not yet reached the programming and/or construction phase so operating costs cannot be accurately determined until scope of project is defined.

Emergency Operations Center (EOC)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	75,000	200,000	3,500,000	0	0	0
Less Revenues	0	0	1,750,000	0	0	0
Net City Share	75,000	200,000	1,750,000	0	0	0

Emergency Operations Center (EOC)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	3,700,000
Less Revenues	0	0	0	0	0	1,750,000
Net City Share	0	0	0	0	0	1,950,000

## Public Buildings

**Office of Sheriff Capital Facilities Maintenance Plan (CFMP)**

**Subsection:** Public Safety Facilities      **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project provides for system and infrastructure improvements at the Public Safety Center (PSC), Franklin Backus Courthouse, and Alexandria Detention Center, which are managed by the Alexandria Sheriff's Office (ASO). The ASO and the Department of General Services (DGS) have formed a permanent Task Force, which provides oversight for the work currently underway at these Sheriff managed facilities; develops a list of priorities; and evaluates new project proposals.

A total of \$4.6 million has been planned over ten years (FY 2011-FY 2020) for this project. These funds will be specifically used for various capital improvements at the Detention Center.

**Changes from Prior Year:** Annual funding has been extended to the out-year (FY 2020). In addition, the Detention Center (Jail) project listed previously in the CIP as a separate project has been combined with this project. In the future, any major projects at the Detention Center will be funded from this project.

**Project History:** In FY 2007, significant improvements were made to security systems at the Public Safety Center and Franklin Backus Courthouse. In addition, the 678 windows at the PSC Detention Center were completely refurbished. In FY 2008, improvements were made to the security management and elevator systems at both facilities. Improvements to the highly used facility continue to be initiated and completed as funds

**Operating Impact:** This project will have no impact on the operating budget.

Sheriff CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	234,507	460,000	460,000	460,000	460,000	460,000
Less Revenues	0	0	0	0	0	0
Net City Share	234,507	460,000	460,000	460,000	460,000	460,000

Sheriff CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	460,000	460,000	460,000	460,000	460,000	4,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	460,000	460,000	460,000	460,000	460,000	4,600,000



## Public Buildings

### Public Safety Center Slab Replacement

**Subsection:** Public Safety Facilities  
**Managing Department:** General Services  
**Phase:** Phase 4 (Construction)  
**Project Group:** 2

**Estimated Useful Life of Improvement:** 25 years  
**Priority:** Essential

**Project Summary:** This project provides for the replacement of the 37,000 square foot first floor concrete slab at the Public Safety Center and renovation of the first floor work areas that have experienced damage due to slab settlement. Many of the previous Police Department occupants of the second and third floors have been moved to interim leased space. The Office of the Sheriff, Police Communications, and Police Property remain on the second and third floors. Construction on the slab and its underground elements began in Spring 2008 and is scheduled for completion in Summer 2010. A total of \$5.5 million is planned over three years (\$3.0 million in FY 2009; \$1.5 million in FY 2010; and \$1.3 million in FY 2011) for this project.

**Changes from Prior Year:** The FY 2011 budget request has increased by \$300,000 over the FY 2010 Approved plan.

**Project History:** The Public Safety Center (PSC), completed in 1987, in the subsequent decade provided less adequate space for the City's Police Department, Office of the Sheriff and Magistrate in a combined facility located at 2003 Mill Road. Also, since initial construction, non-structural slab settlement has occurred. A study completed in FY 2001 determined that the slab has settled as much as four inches in some areas of the building due to ongoing consolidation of decaying organic and soft material in the third soil strata and that further settlement due to decaying material might occur.

**Schedule:** This project is currently in Construction and is scheduled for completion in the Summer 2010.

**Customer Service Level Impact:** This project facilitates the re-use of the first floor space at the Public Safety Center.

**Operating Impact:** The operating impact is not known at this time, and will depend on the future uses of the first floor space.

PSC Slab Replacement	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	1,330,000	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	1,330,000	0	0	0	0

PSC Slab Replacement	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	1,330,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,330,000

## Public Buildings

**Pistol Range**

Subsection: Public Safety Facilities

Managing Department: General Services

Project Group: 3

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

**Project Summary:** This project provides \$1.4 million for improvements at the Charles Hill Memorial Firearms Training Facility to address the health, safety and noise concerns raised by the Alexandria Police Department and regional public safety user groups. Environmental tests uncovered high levels of lead residue on surfaces inside of the facility after normal cleaning. It was determined that an improved drainage and filtering system for the entire range would be required, in addition to an environmental cleaning program. It was also determined that a specialized exhaust system must be designed and built to mitigate particulates and improve air quality. Arlington County, a major user of the facility, declined to fund the previously agreed to 50 percent of funds necessary to complete this project, however, negotiations with Arlington continue.

**Changes from Prior Year:** Additional funding in the amount of \$1,435,000 is proposed for FY 2017 .

**Project History:** In January 2008, \$60,000 (\$30,000 in City Share; \$30,000 from Arlington County) was allocated for an improved drainage and filtering system, an environmental cleaning program, a specialized exhaust system, and the design of a roof enclosure and restrooms. The drainage and filtering system was accomplished in FY 2009. The remaining design of the roof structure and ventilation system will begin as funds become available in FY 2017. Arlington County, in the wake of the emerging fiscal crisis declined to fund the previously agreed to 50% of the project costs which severely limited the amount of work that could be completed. Negotiations with Arlington County will continue.

**Operating Impact:** This project has not yet reached the programming and/or construction phase. Therefore, operating costs are unknown at this time.

Pistol Range	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Pistol Range	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	1,435,000	0	0	0	1,435,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	1,435,000	0	0	0	1,435,000

## Public Buildings

**Vola Lawson Animal Shelter**

**Subsection:** Public Safety Facilities      **Estimated Useful Life of Improvement:** N/A  
**Managing Department:** General Services      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project provides for the capital maintenance required at the Vola Lawson Animal Shelter as defined in a contract between the City and the Animal Welfare League (current facility manager). As defined in the contract, the City is responsible for scheduled and unscheduled capital replacement and maintenance of elements and systems at the facility. Based on this agreement, a total of \$300,000 has been budgeted over ten years (\$30,000 per year) to address these capital maintenance and replacement requirements.

**Changes from Prior Year:** Annual funding has been extended to the out-year (FY 2020).

**Project History:** Construction of the Vola Lawson Animal Shelter was completed in Spring 2002 and the facility opened to the public May 16, 2002.

**Operating Impact:** The facility is managed and run by the Animal Welfare League (AWL) under contract to the City. The City is directly responsible for capital maintenance only.

Vola Lawson Animal Shelter	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	30,000	30,000	30,000	30,000	30,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	30,000	30,000	30,000	30,000	30,000

Vola Lawson Animal Shelter	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	30,000	30,000	30,000	30,000	30,000	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	30,000	30,000	30,000	30,000	30,000	300,000

## Public Buildings

### Mental Health Residential Facilities

**Subsection:** Public Health and Welfare Facilities    **Estimated Useful Life of Improvement:** 15 years  
**Managing Department:** General Services    **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project provides for the capital replacement and repair requirements at City-owned and operated group homes. A total of \$1.5 million has been budgeted over ten years (FY 2011 - FY 2020) to provide for this purpose.

**Changes from Prior Year:** Annual funding has been reduced to reflect FY 2010 dollars (\$150,000) in every year. This reflects a decrease of \$123,000 over the first six years (FY 2011 – FY 2016) compared to the Approved FY 2010-FY 2015 CIP. However, it does reflect an additional \$150,000 per year, or \$600,000 from FY 2017 – FY 2020.

**Project History:** The Department of General Services conducted a comprehensive survey of facility conditions at nineteen group homes operated by the City, the Alexandria Community Services Board, and Sheltered Homes of Alexandria. The survey identified approximately \$755,000 in repair and maintenance items at these locations. Mental Health staff has subsequently identified a number of additional facilities to be surveyed. A total of \$1.2 million has been allocated to date to address the repair and maintenance items at these facilities. At this time, this project will be expanded to CSB apartments, as well as to cover newly identified repairs items in the group homes.

**Operating Impact:** This project will have no impact on the operating budget.

Mental Health Residential Facilities	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	150,000	150,000	150,000	150,000	150,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	150,000	150,000	150,000	150,000	150,000

Mental Health Residential Facilities	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	150,000	150,000	150,000	150,000	150,000	1,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	150,000	150,000	150,000	150,000	150,000	1,500,000

## Public Buildings

### City Hall HVAC and Infrastructure Replacement Project

**Subsection:** Public Facilities      **Estimated Useful Life of Improvement:** 20 years  
**Managing Department:** General Services      **Priority:** Essential  
**Project Group:** 2

**Project Summary:** This project will provide for the replacement of major heating, ventilation and air conditioning (HVAC) systems as well as the distribution system through City Hall. This project will increase energy efficiency of the facility by centralizing mechanical systems that have been periodically added on as City operations have changed, and also replace forty-year old mechanical equipment. This project will be further analyzed to identify phasing and relocations plans to minimize the extent of disruption to City Hall operations. One potential part of the relocation plan might include the Emergency Government Relocation Project. A total of \$18.0 million over three years is budgeted for this project. \$1.2 million is budgeted in FY 2014 for design; and \$10 million in FY 2015 and \$6.8 million in FY 2016 for construction.

**Changes from Prior Year:** This is a new project request.

**Operating Impact:** Impacts on the operating budget are not known at this time.

City Hall HVAC Replacement	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	1,200,000	10,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	1,200,000	10,000,000

City Hall HVAC Replacement	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	6,800,000	0	0	0	0	18,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	6,800,000	0	0	0	0	18,000,000

## Public Buildings

### Elevator Replacement/Refurbishment

**Subsection:** Renovation and Reconstruction of Other City Facilities **Estimated Useful Life of Improvement:** N/A

**Managing Department:** General Services **Priority:** Essential

**Project Group:** 1

**Project Summary:** This project provides for the planned systematic replacement of elevators and/or their major operating components at select City facilities over the next five years. A total of \$1.2 million has been budgeted over three years (\$225,000 in FY 2011; \$500,000 in FY 2013; and \$500,000 in FY 2015) for the replacement of the elevators at the Health Department Facility (4480 King Street) and the Detention Center elevators.

Although the City has a planned elevator maintenance program, wear and tear resulting from extensive use coupled with the general useful life of elevators necessitates the capital replacement or refurbishment of these elevators.

**Changes from Prior Year:** \$500,000 per year has been added in FY 2013 and FY 2015 for the replacement of elevators

**Project History:** \$1.2 million was allocated in January 2008 for the removal and replacement of four of the six elevators located at the Courthouse. The Courthouse elevator replacement was completed in FY2010. The elevators at 4480 King Street are expected to be completed in FY 2011.

**Operating Impact:** This project will have no impact on the operating budget.

Elevator Replacement/Refurbishments	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	52,000	225,000	0	500,000	0	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	52,000	225,000	0	500,000	0	500,000

Elevator Replacement/Refurbishments	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	1,225,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,225,000

## Public Buildings

### Emergency Generators

**Subsection:** Renovation and Reconstruction of Other City Facilities **Estimated Useful Life of Improvement:** 15 years

**Managing Department:** General Services

**Priority:** Essential

**Project Group:** 1

**Project Summary:** This project provides for the systematic planned replacement and placement of generators at City facilities. A total of \$500,000 has been proposed over two years (\$250,000 in FY 2011 and \$250,000 in FY 2012) for this purpose.

**Changes from Prior Year:** The unallocated balance has increased by \$80,000 to a total of \$565,000.

**Project History:** In FY 2006, two generators were scheduled to be replaced at the Courthouse and the Public Safety Center. Due to the size and cost of the replacement generator (\$1.0 million) at the Public Safety Center, this work has been deferred while alternate funding sources are pursued to cover this cost. In FY 2008 and 2009, four generators (\$475,000) were replaced at City facilities including the General Services Fleet Services Division, Casey Clinic, and the Lee Center. This substantially completed the current replacement program. Four generators are scheduled to be replaced at the following City facilities: Chinquapin Recreation Center, T&ES Maintenance Facility, Gadsby's Tavern, and the MH/MR/SA and Health Department complex at 4480 King Street.

**Operating Impact:** This project will have no impact on the operating budget.

Emergency Generators	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	565,000	250,000	250,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	565,000	250,000	250,000	0	0	0

Emergency Generators	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	500,000

## Public Buildings

### Environmental Compliance

**Subsection:** Renovation and Reconstruction of Other City Facilities **Estimated Useful Life of Improvement:** N/A

**Managing Department:** General Services **Priority:** Essential

**Project Group:** 1

**Project Summary:** This project will provide for the initial maintenance and repair of the City's best management practices (BMPs) components at City facilities as required by EPA standards. These standards require that all BMPs be surveyed and maintained on both an annual and semi-annual basis. The City currently has 12 such BMPs. The requested amount will bring the City into compliance and future year funding (estimated at \$42,500 per year) will be incorporated as part of the facilities maintenance budget.

**Changes from Prior Year:** \$100,000 in unallocated monies from FY 2009 remains in this project.

**Operating Impact:** This project will have no impact on the operating budget.

Environmental Compliance	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	100,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	100,000	0	0	0	0	0

Environmental Compliance	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0



## Public Buildings

### Energy Conservation Program

**Subsection:** Renovation and Reconstruction of Other City Facilities **Estimated Useful Life of Improvement:** 15 years

**Managing Department:** General Services

**Priority:** Essential

**Project Group:** 1

**Project Summary:** This project provides for energy conservation improvements and the use of energy-efficient technology in existing City buildings in order to achieve greater efficiency. A total of \$2.1 million is planned over ten years to implement these initiatives. Continued emphasis will be placed on energy consumption analysis, the development of strategies to address the largest consumers of energy; promoting energy awareness such as turning off lights and office electrical equipment; adjusting and adhering to space temperature settings and implementing energy conservation initiatives. A new Energy Conservation Committee has also been created to develop strategies to conserve energy.

**Changes from Prior Year:** Annual funding has been adjusted to reflect FY 2010 dollars (\$210,000 per year) and extended to the out-year (FY 2020) for a total of \$2.1 million.

**Project History:** In FY 2008, a new Energy Manager position was created in the Department of General Services to analyze, develop and implement the City's energy conservation efforts, including changes in operating procedures and contracts to save on future energy costs, as well as, enhance the environment.

**Operating Impact:** The City's goal is to reduce energy consumption in the City's facilities by as much as 3 percent per square foot per year. This includes electricity, water, and natural gas with a goal of reducing energy consumption by 20 percent by the year 2015. To date the efforts of this program has resulted in more than \$90,000 in annual savings with an estimated \$170,000 potential for 2009 and \$222,000 annual savings by the end of 2010. The City will also perform a more detailed analysis of fuel consumption and look at means and methods to reduce fuel consumption.

Energy Conservation	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	203,000	210,000	210,000	210,000	210,000	210,000
Less Revenues	0	0	0	0	0	0
Net City Share	203,000	210,000	210,000	210,000	210,000	210,000

Energy Conservation	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	210,000	210,000	210,000	210,000	210,000	2,100,000
Less Revenues	0	0	0	0	0	0
Net City Share	210,000	210,000	210,000	210,000	210,000	2,100,000

## Public Buildings

**General Services Capital Facilities Maintenance Plan (CFMP)**

**Subsection:** Renovation and Reconstruction of Other City Facilities    **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services    **Priority:** Essential  
**Project Group:** 1

**Project Summary:** The Capital Facilities Maintenance Plan (CFMP) provides a work plan that projects the anticipated timetable and estimated costs of infrastructure and equipment repairs and/or replacements, based on industry standards for life expectancies of equipment and materials that are necessary to adequately maintain the City's physical plant. In some cases, the City's equipment may be retained beyond the standard life expectancy if it is in good operating condition and it is cost-effective to do so. The CFMP also provides for the scheduled capital maintenance needs of City facilities, including painting and floor covering (carpet and tile) replacement; mechanical, electrical, and plumbing systems; and window and roof replacements.

In addition to the projects described above, funds are budgeted over six years for the repair and maintenance of open air parking lots at The Lyceum, the Old Health Department, the Old Print Shop, the Lee Center, and three City commercial parking lots.

A total of \$11.0 million has been planned over ten years (FY 2011 – FY 2020) for this project.

**Changes from Prior Year:** Annual funding has been increased to \$1.1 million and extended to the out-year (FY 2020 to reflect the City's commitment to the maintenance of existing City facilities.

**Operating Impact:** This project will have no impact on the operating budget.

GS CFMP	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	115,969	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
Less Revenues	0	0	0	0	0	0
Net City Share	115,969	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000

GS CFMP	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	11,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	11,000,000

## Public Buildings

### Market Square Renovations

**Subsection:** Renovation and Reconstruction  
of Other City Facilities

**Estimated Useful Life of Improvement:** 25 years (Phase I)  
20-40 years (Phase II)

**Managing Department:** General Services

**Priority:** Essential

**Project Group:** 2

**Project Summary:** This project provides for renovations and improvements to the Market Square Plaza and underground parking garage to correct problems that are the result of age. Market Square includes a two-level, underground reinforced concrete garage, built in the mid-1960s, and the plaza area, which includes a fountain and several large planters. The long-range major renovation project, including landscaping, irrigation, water proofing, lighting, sealing of the garage deck, and other elements will be considered in a future CIP. A total of \$600,000 over two years is budgeted (\$300,000 in FY 2016 and \$300,000 in FY 2017) for programming and design development activities for the Market Square Renovations.

**Changes from Prior Year:** There is no change in funding for this project.

**Project History:** In January 1999, the majority of the first phase of reconstruction of the Market Square garage was completed. The thirty-year-old structure had experienced significant structural deterioration due to water infiltration through the roof. Remedial action included replacing the waterproofing membrane underlying the plaza and replacing deteriorated concrete and rebar. In 2006, renovations including replacement of the fountain pumps, limestone stair replacement, and general upgrades to the surface areas were completed.

**Operating Impact:** This project will have no impact on the operating budget.

Market Square Renovations	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Market Square Renovations	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	300,000	300,000	0	0	0	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	300,000	300,000	0	0	0	600,000

## Public Buildings

### Space Management Program

**Subsection:** Renovation and Reconstruction of Other City Facilities    **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** General Services    **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This City-wide program provides for the architectural assessment of City-owned and leased buildings; the documentation and analysis of space needs versus space inventory; as well as relocation recommendations to optimize City-owned space and minimize leased space. A significant part of this program requires evaluation of space occupancy in relation to modified staffing, additional facility space, and potential reuse of properties. A total of \$1.0million over 10 years (\$100,000 per year) has been budgeted to facilitate this program.

**Changes from Prior Year:** Annual funding of \$100,000 has been extended out over 10 years (FY 2011-FY 2020) for a total of \$1.0million.

**Operating Impact:** This project will have no impact on the operating budget.

Space Management	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	100,000	100,000	100,000	100,000	100,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	100,000	100,000	100,000	100,000	100,000

Space Management	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	100,000	100,000	100,000	100,000	100,000	1,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	100,000	100,000	100,000	100,000	100,000	1,000,000

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# PUBLIC TRANSPORTATION & TRAFFIC CONTROL

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Including the Transportation Tax Module

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## Public Transportation & Traffic Control

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Public Transportation</b>													
	DASH Bus Fleet Replacements	600,000	1,800,000	3,000,000	1,800,000	1,800,000	2,400,000	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	\$27,800,000
	DASH Bus Fleet Expansion	0	0	0	0	0	0	0	0	0	0	0	\$0
	Hybrid Bus/Trolley Battery Packs	0	0	0	0	0	0	500,000	150,000	250,000	150,000	150,000	\$1,200,000
	Bicycle Rack Project - DASH Buses	0	0	0	0	0	0	0	0	0	0	0	\$0
	Bus Shelters	230,000	0	155,000	155,000	155,000	155,000	0	0	0	0	0	\$620,000
	ADA Access	20,500	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	\$90,000
	WMATA Capital	1,800,145	7,037,000	6,784,000	6,987,000	7,453,000	8,270,000	8,035,000	8,200,000	8,200,000	8,200,000	8,200,000	\$77,366,000
	Crystal City/Potomac Yard BRT	0	0	0	0	0	0	0	0	0	0	0	\$0
	Potomac Yard Metrorail Station	0	0	0	0	0	0	0	0	0	0	10,000	\$10,000
	King St. Metro Pkg Lot & Bus Loading Lane	0	2,000,000	2,000,000	0	0	0	0	0	0	0	0	\$4,000,000
	SAFETEA-LU Projects	6,347,402	0	0	0	0	0	0	0	0	0	0	\$0
<b>Traffic Signals, Signs &amp; Meters</b>													
	Fixed Equipment	0	780,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	\$8,430,000
<b>Total Expenditure Requests</b>		<b>\$8,998,047</b>	<b>\$11,617,000</b>	<b>\$12,799,000</b>	<b>\$9,802,000</b>	<b>\$10,268,000</b>	<b>\$11,685,000</b>	<b>\$10,595,000</b>	<b>\$13,410,000</b>	<b>\$13,510,000</b>	<b>\$13,410,000</b>	<b>\$12,420,000</b>	<b>\$119,516,000</b>
<b>Less Total Revenues</b>		<b>\$6,347,402</b>	<b>\$3,800,000</b>	<b>\$2,155,000</b>	<b>\$155,000</b>	<b>\$155,000</b>	<b>\$155,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,420,000</b>
<b>Subtotal Requests</b>		<b>\$2,650,645</b>	<b>\$7,817,000</b>	<b>\$10,644,000</b>	<b>\$9,647,000</b>	<b>\$10,113,000</b>	<b>\$11,530,000</b>	<b>\$10,595,000</b>	<b>\$13,410,000</b>	<b>\$13,510,000</b>	<b>\$13,410,000</b>	<b>\$12,420,000</b>	<b>\$113,096,000</b>

# Public Transportation & Traffic Control

## Alexandria Transit Corporation (ATC) Bus Replacement

Subsection: Public Transportation

Estimated Useful Life of Improvement: 12 years

Managing Department: T&ES

Priority: Essential

City Group Project: 1

**Project Summary:** This project provides for the replacement of buses in the DASH fleet. DASH developed a Transportation Development Program for FY 2010 which indicates the numbers of buses DASH needs to replace its fleet based upon a 12-year life expectancy of a bus. The City has historically been able to fund the DASH bus replacement program almost entirely with outside revenue sources. However, the reduction over the last decade in State Urban Funds and other transportation funding sources has forced the planned injection of City funds in order to keep the existing fleet operational. The City anticipates receiving CMAQ / RSTP funds (\$1.8 million) for three hybrid buses in FY 2011, but that will be the final year of the current transportation legislation authorizing these monies. Although it is anticipated that a successor reauthorization will occur, the details of that legislation are yet unknown.

The DASH replacement plan calls for replacement of 7 buses in FY 2012 and 6 each in FY 2013 and FY 2014. The FY 2011 Proposed CIP would fund the replacement of 5 buses in FY 2012 and 3 each in FY 2013 and FY 2014. The City will need to identify additional funding sources for the remaining 8 buses in the future if the 12-year useful life of a DASH bus is to be maintained.

The cost of each bus in FY 2011 and beyond is estimated to be \$595,000 for a hybrid bus, with a radio estimated at an additional \$5,000, for a total cost of \$600,000 per bus. The rapidly increasing demand for hybrid buses may necessitate an increase in this per bus cost estimate in the near future. Listed below is the number of buses to be replaced by fiscal year with the corresponding cost estimate:

<u>Year</u>	<u># Requested</u>	<u># Funded</u>	<u>Cost</u>
FY 2011	3	3	\$1,800,000
FY 2012	7	5	\$3,000,000
FY 2013	6	3	\$1,800,000
FY 2014	6	3	\$1,800,000
FY 2015	4	4	\$2,400,000
FY 2016	2	2	\$1,200,000
FY 2017	7	7	\$4,200,000
FY 2018	7	7	\$4,200,000
FY 2019	7	7	\$4,200,000
FY 2020	6	6	\$3,200,000

**Changes from Prior Year:** The replacement schedule is consistent with economic realities and revenue availability.

**Project History:** The DASH bus system was implemented in 1984 as a supplement to Metrobus service operating in the City. The original four DASH routes were operated with a fleet of 19 buses. In FY 1990, nine new buses were purchased to provide new DASH bus routes to improve bus connections in the Eisenhower Valley and to the Van Dorn Metrorail station. Additional buses have been purchased since FY 1992, bringing the total DASH fleet to 64 buses as of the end of FY 2009.

**Operating Impact:** The annual operating cost associated with each bus is \$182,000, which includes personnel and maintenance costs. Each year a bus is kept operational beyond the 12-year mark, the annual maintenance costs increase dramatically.



## Public Transportation & Traffic Control

DASH Bus Fleet Replacement	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	600,000	1,800,000	3,000,000	1,800,000	1,800,000	2,400,000
Total Revenues	0	1,800,000	0	0	0	0
Net City Share	600,000	0	3,000,000	1,800,000	1,800,000	2,400,000

DASH Bus Fleet Replacement	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	27,800,000
Total Revenues	0	0	0	0	0	1,800,000
Net City Share	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	26,000,000

### Alexandria Transit Corporation (ATC) Bus Expansion

Subsection: Public Transportation

Estimated Useful Life of Improvement: 12 years

Managing Department: T&S

Priority: Highly Desirable

Project Group: 3

**Project Summary:** This project provides for the expansion of the DASH bus fleet. DASH developed a service expansion plan in 2008 which indicated a progressive annual increase in service. The assumption was that expansion could start occurring in FY 2012 with 2 buses and then adding 60 more buses by FY 2020. At this time, the City cannot afford the capital costs of acquiring expansion buses at this rate, nor the operating expenses necessary to provide substantial new service.

The Proposed CIP does not include any "base CIP" funding for this project, but would fund partial implementation of this program through the use of a Commercial Add-on Tax for Transportation projects. A description of this proposed funding source appears at the end of this section of the CIP.

**Changes from Prior Year:** This project is included in the Transportation Tax Module in the FY 2011 Proposed CIP.

**Project History:** The DASH bus system was implemented in 1984 as a supplement to Metrobus service operating in the City. The original four DASH routes were operated with a fleet of 19 buses. In FY 1990, nine new buses were purchased to provide new DASH bus routes to improve bus connections in the Eisenhower Valley and to the Van Dorn Metrorail station. Additional buses have been purchased since FY 1992, bringing the total DASH fleet to 64 buses as of the end of FY 2009. On February 4, 2009, the DASH board approved its CIP request, which called for additional expansion of the bus fleet to coincide with the construction of a new and larger bus facility, which was completed in 2009.

**Operating Impact:** The annual operating cost associated with each additional bus is \$182,000, which includes personnel and maintenance costs.

DASH Bus Fleet Expansion	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	0	0	0	0
Total Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

DASH Bus Fleet Expansion	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	0
Total Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

## Public Transportation & Traffic Control

### Hybrid Bus / Trolley Battery Pack Replacement

Subsection: Public Transportation

Estimated Useful Life of Improvement: 5 – 7 years

Managing Department: T&ES

Priority: Essential

Project Group: 1

**Project Summary:** Beginning in FY 2010, the City changed from the practice of purchasing clean diesel buses to purchasing buses and trolleys with hybrid technology. In hybrid buses and trolleys it is necessary to replace of the large battery packs periodically. Battery packs will have to be replaced after five to seven years of use at approximately \$50,000 per pack. Since the first hybrid buses and trolleys will be acquired in FY 2010 and delivered in FY 2011, this capital project will fund the acquisition of these packs beginning in FY 2016.

**Changes from Prior Year:** This is a new project in the CIP.

**Operating Impact:** The installation cost of a battery pack is unknown at this time.

DASH Capital Outlay	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

DASH Capital Outlay	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	500,000	150,000	250,000	150,000	150,000	1,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	150,000	250,000	150,000	150,000	1,200,000

## Public Transportation & Traffic Control

### Bicycle Rack Project - DASH Buses

Subsection: Public Transportation

Managing Department: T&ES

Project Group: 3

Estimated Useful Life of Improvement: 10 years

Priority: Highly Desirable

**Project Summary:** This project provides for the installation of bus racks on the DASH bus fleet. The racks will be mounted on the front of the buses and can fold up when not in use. Racks can hold two or three bicycles securely. The racks, in constant view of the driver, are secure. Providing bicycle racks on buses helps encourage more multimodal trips, expands ridership and improves bicycle access. Bicycle racks for buses range in cost but a typical cost per bus for the equipment, installation, training and shipping is close to \$3,000 per bus. However, to provide certainty for DASH riders outfitting the entire fleet at one time is preferred at a cost of approximately \$210,000.

Bus racks have been institutionalized throughout the country on many public transit systems. Currently, the Alexandria Transit System (DASH) is the only system in the Metropolitan Washington area that does not provide bike racks on its buses. In Virginia, more than a dozen jurisdictions uses bicycle racks on buses including Hampton Roads Transit, Greater Richmond Transit, Greater Lynchburg Transit, Fredericksburg Regional Transit, the City of Charlottesville and all jurisdictions in Northern Virginia.

The Proposed CIP does not include any "base CIP" funding for this project, but would fund partial implementation of this program through the use of a Commercial Add-on Tax for Transportation projects. A description of this proposed funding source appears at the end of this section of the CIP.

**Changes from Prior Year:** This project is included in the Transportation Tax Module in the FY 2011 Proposed CIP.

**Operating Impact:** This project will have no impact on the operating budget.

Bicycle Rack Project - DASH Buses	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Bicycle Rack Project - DASH Buses	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Public Transportation & Traffic Control

### Bus Shelters

**Subsection:** Public Transportation

**Managing Department:** T&ES

**Project Group:** 1

**Estimated Useful Life of Improvement:** 20 years

**Priority:** Essential

**Project Summary:** This project includes funding for the replacement of existing bus shelters at various locations throughout the City, and the construction of new bus shelters when new shelter sites are identified and approved by the City. In FY 2008, T&ES received \$500,000 in grant funds from the Regional Surface Transportation Program (RSTP) to rebuild and replace some of the existing Metrobus shelters in the City. Bus shelters will also be erected from FY 2012 to FY 2015 by utilizing funds from two SAFTEA-LU grants. \$230,000 in prior year City funds remain for this project.

**Changes from Prior Year:** Funding of \$155,000 per year has been added for FY 2012 to FY 2015 which is completely funded by two SAFTEA-LU grants.

**Project History:** WMATA is no longer installing bus shelters, and the City has taken over this activity. The bus shelter program has funded the completion of 16 shelters between 2005 and 2008. At the beginning of FY 2010 the City circulated an RFP to develop the site designs for the bus shelters and the performance requirements for the shelters. The replacement of the shelters should begin in FY2010 and continue into FY2011 and FY2012.

**Operating Impact:** Maintenance of bus shelters throughout the City costs \$80,000 annually. Each additional bus shelter costs about \$660 per year to maintain.

Bus Shelters	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	230,000	0	155,000	155,000	155,000	155,000
Less Revenues	0	0	155,000	155,000	155,000	155,000
Net City Share	<b>230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Bus Shelters	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	620,000
Less Revenues	0	0	0	0	0	620,000
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Public Transportation & Traffic Control

### ADA Access

**Subsection:** Public Transportation

**Managing Department:** T&ES

**City Group Project:** 1

**Estimated Useful Life of Improvement:** 20 years

**Priority:** Essential

**Project Summary:** This project provides for improved access for persons with disabilities at bus stops throughout the City. Monies will be used for the installation of passenger loading platforms at bus stop locations, or to modify sidewalks and access ramps at or near bus stop locations. These improvements will bring the bus stop locations up to Americans with Disabilities Act (ADA) guidelines and provide better access to and from bus stops along the public right-of way. Most of these improvements are for locations along pedestrian pathways that lead to and from a number of public facilities as well as bus stops. The absence of access ramps and sidewalks along bus stop routes makes pedestrian travel for persons who use wheelchairs and other mobility aids difficult and dangerous. It becomes increasingly difficult for elderly persons who have diminished ranges of mobility to negotiate curbs at street intersections without access ramps. Also, the absence of passenger boarding platforms at bus stops makes boarding and alighting from buses difficult and dangerous for persons who use wheelchairs and other mobility aids. \$20,500 in prior year balance remains for this project.

**Changes from Prior Year:** Funding has been added for FY 2012 through FY 2020 at \$10,000 per year for a total planned expenditure of \$90,000.

**Operating Impact:** This project will have no impact on the operating budget. The expenditure of these funds allows people with disabilities to use fixed route transit, rather than paratransit, and therefore saves on city operating costs.

ADA Access	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	20,500	0	10,000	10,000	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>20,500</b>	<b>0</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>

ADA Access	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	10,000	10,000	10,000	10,000	10,000	90,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>90,000</b>

## Public Transportation & Traffic Control

### Bus & Rail Replacement Improvement (WMATA Capital)

Subsection: Public Transportation

Estimated Useful Life of Improvement: Not Applicable

Managing Department: T&ES

Priority: Essential

Project Tier: 1

**Project Summary:** The Washington Metropolitan Area Transit Authority (WMATA) Board of Directors approved "Metro Matters" and "Beyond Metro Matters" Capital Improvement Program (CIP), which identified \$3.15 billion in urgent capital needs of the region's bus and rail transit system for FY 2005 – FY 2010. The City's share of this agreement was \$63.3 million between FY 2005 and FY 2010.

In June 2009, the City issued bonds to pay off the remaining debt service owed on the Metro Matters agreement at a cost substantially less than originally planned in the WMATA financing plan, this completing the Metro Matters program. The City was able to receive a better financing rate than WMATA due to its high bond rating. Moving into the future, the City will only be obligated to provide funds to WMATA for new capital expenditures, and will not be paying off prior year projects.

The FY 2011 – FY 2020 funding in the Proposed Budget is a placeholder as WMATA has not yet developed a specific successor capital plan. The overall level of funding from the member jurisdictions is projected to decline slightly in the next several years as new federal funding sources help pay for WMATA's capital needs. State Urban Funds can no longer be used to fund the City's share of the WMATA capital program as those funds contain federal funds that the WMATA capital program will not accept.

WMATA staff has been working with individual member jurisdictions over the past several months in order to negotiate the terms of a successor agreement (i.e. Metro Matters II). The intention is to have an overall plan in place for WMATA Board action before the existing Metro Matters agreement expires in June, 2010. As of January 2010 no such new agreement has been reached.

**Changes from Prior Year:** FY 2011 – FY 2016 figures are estimates until such time as the successor to Metro Matters is finalized. The FY 2011-FY 2016 numbers are WMATA's latest estimates for the amount of local contribution which is needed to keep the level of local contribution similar to the current contribution. One item which may have an impact is the matching funds for the \$150 million the federal government will provide D.C. capital region each year for 10 years. Based upon official statements to date, the Commonwealth of Virginia plans to provide its \$50 million annual match as does Maryland and D.C. This is assumed in the figures which are proposed in the CIP.

**Operating Impact:** This project will have a positive impact on the operating budget as the better the Metro system is maintained the less operating costs are negatively impacted.

WMATA Bus/Rail Capital	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	1,800,145	7,037,000	6,784,000	6,987,000	7,453,000	8,270,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,800,145	7,037,000	6,784,000	6,987,000	7,453,000	8,270,000

WMATA Bus/Rail Capital	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	8,035,000	8,200,000	8,200,000	8,200,000	8,200,000	77,366,000
Less Revenues	0	0	0	0	0	0
Net City Share	8,035,000	8,200,000	8,200,000	8,200,000	8,200,000	77,366,000

# Public Transportation & Traffic Control

## Crystal City/Potomac Yard Transit Corridor

Subsection: Public Transportation

Managing Department: T&ES

Project Group: 3

Estimated Useful Life of Improvement: Permanent

Priority: Highly Desirable

**Project Summary:** This project provides funding for the construction of a Crystal City/Potomac Yard transit corridor. It is a joint project between the City of Alexandria, Arlington County, the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA). It will provide High Frequency Transit (HFT) service between the Braddock Road Metro station in Alexandria and the Pentagon in Arlington, connecting the Braddock Road and Potomac Yard areas in Alexandria with the Potomac Yard, Crystal City, and Pentagon City areas of Arlington in a continuous transit corridor. The HFT transit mode has yet to be determined. The City's implementation of this project will coincide with the reconstruction of Route 1 between the Monroe Avenue Bridge and 4 Mile Run by the Potomac Yard Developers which now has been delayed to approximately FY 2012. At this time that work is anticipated for FY 2012.

The City has submitted a TIGER grant to fund this activity, as part of the regional TIGER submittal. It is expected that a determination related to this application's acceptance will occur by February, 2010. In addition, the City has submitted an application for a Department of Transportation Livability Initiative grant for Urban Circulator projects.

The Proposed CIP does not include any "base CIP" funding for this project, but would fund partial implementation of this program through the use of a Commercial Add-on Tax for Transportation projects unless the City receives the TIGER or Livability Initiative grants. A description of this proposed funding source appears at the end of this section of the CIP.

**Changes from Prior Year:** This project is now proposed to be funded by the Transportation Tax Module in the FY 2011 Proposed CIP.

**Project History:** Since the original site plan was developed for Potomac Yard in 1999, the City has been studying and then designing a transit service which will provide a quality transit service to the Yard. In addition to smaller studies, a major Alternatives Analysis study, an Implementation Study, and an Environmental Study have concluded that a transitway, to be used by buses initially, would provide the best transit service in a corridor generally parallel to Route 1, between the Braddock Road Metro Station and the Pentagon. The City is working with WMATA to complete the environmental documents necessary to expend Federal funds on this project. This phase of the project is anticipated to be completed in FY 2011.

**Operating Impact:** Specific impacts on the operating budget are unknown at this time, but the estimated operating subsidies for this new transit service range from \$1 million to \$3 million annually.

Crystal City/ Potomac Yard BRT	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Crystal City/ Potomac Yard BRT	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Public Transportation & Traffic Control

## Potomac Yard Metrorail Station

**Subsection:** Public Transportation  
**Managing Department:** T&ES  
**Project Group:** 3

**Estimated Useful Life of Improvement:** Permanent  
**Priority:** Highly Desirable

**Project Summary:** This project provides for studies, planning, and construction of a new Metrorail station at Potomac Yard. At this current time, the station is in the early stages of study and planning. A decision on proceeding with this new Metrorail station will be made as part of the North Potomac Yard Small Area Plan decision making process. The initial technical station feasibility study was completed in FY 2010.

If the Small Area Plan is approved, the City of Alexandria would likely begin the station implementation process by requesting that WMATA undertake a formal project development process. WMATA's process includes technical and environmental analyses as well as public involvement. Project development would also be subject to the requirements of the National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act. The WMATA process is consistent with and includes many of the same steps as the federal requirements. It is anticipated that the environmental analysis will be completed near the end of 2011. WMATA could issue a design-build request for proposals in 2012, and final design would begin about a year later. Construction would last from 2014 to 2016, when the station would open near the end of 2016.

The current cost estimate developed by WMATA for station construction (on the land reserved for a station or an alternate location north of the land reserved for the station) is estimated at \$240 million (using the highest cost alternative in 2015 dollars). These costs and plans need to be refined. A draft financial plan needs to be finalized to determine how the station could be financed with the resources that the City would likely obtain from multiple sources including federal, State, regional, City, and developer contributions. Other sources of funding include a special tax district, as well as tax increment financing. It is estimated that through the year 2040 Potomac Yard would generate \$719 million in net new local tax revenues.

Funding in the later years could be allocated for the construction of a Metrorail station at Potomac Yard if it is determined that the station should be constructed and a plan of finance which is feasible for the City to undertake is developed and approved. The financial risk to the City must be carefully structured and managed. The projected "gap" between the anticipated tax revenues from the special tax district, per square foot developer contributions, plus additional incremental net new revenues generated by the project, will need to be "bridged" in the early years of the bond financing by firm and sufficient upfront developer payments, so there will be no negative cash impact on the City's General Fund in any given year.

**Changes from Prior Year:** No change.

**Operating Impact:** Specific impacts on the operating budget are unknown at this time. A new Metrorail station is certain to increase the City's operating subsidy to WMATA by a significant amount.

Potomac Yard Metrorail Station	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Potomac Yard Metrorail Station	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	10,000	10,000



## Public Transportation & Traffic Control

### SAFETEA-LU Transportation Projects

Subsection: Public Transportation

Managing Department: T&ES

Project Tier: N/A

Estimated Useful Life of Improvement: Not applicable

Priority: Essential

**Project Summary:** A total of \$6.35 million in federal and state funding has been provided for the following transportation projects and programs:

- Eisenhower Valley Metro Area I and II: (\$3,853,128): for Eisenhower Valley transit improvements, including designing a north entrance and an extended platform at the Eisenhower Metro station, as well as constructing bus shelters, bus bays and crosswalks in order to make development in the area as transit-oriented as possible. Additionally, a study may be undertaken to analyze the potential for transit service between the east and west portions of the service corridor. The total cost of a north entrance and platform extension may total approximately \$15.0 million.
- City-wide Transit (\$1,247,137): for City-wide transit improvements, including the replacement of WMATA bus shelters; additional bus shelters; and amenities such as real-time bus information displays, solar power lighting, and transit information accessible to people with vision impairments.
- Potomac Yard Transit (\$1,247,137): for transit improvements for Potomac Yard as part of the seven-year transit plan for this rapidly developing residential and commercial area, including proposed bus rapid transit.

**Changes from Prior Year:** \$4,262,711 in funds previously allocated to the City for Royal Street Bus Garage relocation (I & II) have been turned over to WMATA, who will manage the project. \$6,347,402 remains in unallocated funding for the projects shown above.

**Project History:** On August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) was signed into law providing for \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through FY 2009, including \$52.6 billion for federal transit programs. Of that total \$567 million was earmarked for transportation projects in the Commonwealth of Virginia, with \$10.6 million earmarked for the City of Alexandria for the above projects.

In FY 2007 through FY 2012, the Commonwealth Department of Rail and Public Transportation allocated funds to provide the local match for SAFETEA-LU transportation projects. In CY 2008 all of the FY 2006 SAFETEA-LU projects have been obligated by the FTA. Some of the FY 2007, including Eisenhower Valley and Potomac Yard Transit, have also been obligated. In FY 2009, the other FY 2007 SAFETEA-LU grant was obligated. The FY 2006 City-Wide Transit project has been obligated and funds are being utilized to develop real-time bus information system for the City of Alexandria. This project is continuing and the funds allocated for this project will be expended by FY 2011. Since some of the City-Wide Transit funds will be used to erect bus shelters and bus shelter amenities, these SAFETEA-LU grants are reported out in the bus shelter line item.

**Operating Impact:** This project will have no impact on the operating budget.

SAFETEA-LU Transportation Projects	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	6,347,402	0	0	0	0	0
Less Revenues	6,347,402	0	0	0	0	0
Net City Share	0	0	0	0	0	0

SAFETEA-LU Transportation Projects	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Public Transportation & Traffic Control

## King Street Metro Parking Lot and Bus Lane Reconfiguration

Subsection: Public Transportation

Estimated Useful Life of Improvement: Permanent

Managing Department: T&ES

Priority: Essential

Project Tier: N/A

**Project Summary:** The King Street Metro Station is an important element of the regional public transportation system and the primary rail to bus transfer hub in Alexandria. It has become even more important after the U.S. Patent and Trademark Office (PTO) relocated its headquarters to a site approximately 1,600 feet from the King Street Metro station.

The Washington Metropolitan Transit Authority (WMATA) and Alexandria have completed several projects to improve the station itself and the access into the station; however, Metrorail activity is not the only transit activity, which is increasing as the Washington Metropolitan Transit Authority (WMATA) and Alexandria have completed several projects to improve the station itself and the access into the station. The current arrangement of the King Street parking lot and bus lane is inadequate to serve any additional bus service. A FY 2006 RSTP funded project will examine constraints and opportunities that will result in several service design concepts for the parking lot and bus lane at the King Street Metrorail station to provide better access for pedestrians, buses, and other uses of the facility. In FY 2007, a \$250,000 RSTP allocation was made for the construction of improvements at the lot. In FY 2008, the City was provided with an additional \$260,000 for the construction of improvements at this location. In FY 2009, the City was awarded \$1,200,000 of RSTP money to construct the facility. WMATA has just completed a study to identify the types and cost of improvements at King Street. The City also received \$2.24 million of CMAQ funds to cover the cost of constructing this facility in this application for FY 2010, which will adequately fund this entire project.

**Changes from Prior Year:** This is a new project in the CIP.

**Operating Impact:** The approximate operating cost will be \$20,000 per year for the larger facility. If a transit store is included in the plans, the City could save approximately that amount in rent.

King Street Metro Parking Lot and Bus Loading Lane	Unallocated Balance					
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	2,000,000	2,000,000	0	0	0
Less Revenues	0	2,000,000	2,000,000	0	0	0
Net City Share	0	0	0	0	0	0

King Street Metro Parking Lot and Bus Loading Lane Reconfiguration						Total FY2011-FY2020
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
Funded	0	0	0	0	0	4,000,000
Less Revenues	0	0	0	0	0	4,000,000
Net City Share	0	0	0	0	0	0

## Public Transportation & Traffic Control

### Fixed Equipment – Signs, Signals, and Meters

**Subsection:** Traffic Signals, Signs and Meters      **Estimated Useful Life of Improvement:** 10-15 years  
**Managing Department:** T&ES      **Priority:** Essential  
**Project Group:** 1

**Project Summary:** This project is ongoing and provides for the upgrade, maintenance and replacement of traffic control and parking equipment, as well as the installation of new traffic signals at intersections currently passively controlled with STOP or YIELD signs. These projects will be mostly constructed by the City's annual signal contractor and other vendors under contract by the City. A total of \$8,430,000 (FY 2011 - FY 2020) has been budgeted for this project. The most recent project (mid-year FY 2010) was the replacement of two failed signals poles on Washington Street, one of which toppled due to structural collapse. Ongoing projects include upgrading the traffic signals along Washington Street. These signals are well over 20 years old and the poles, foundations, and underground conduits need to be replaced before additional failures occur. Parking meter replacement and expansion has been incorporated into this project. Because some of the replacement control equipment was included in the Washington Street Reconstruction project (via State Revenue Sharing funds), additional City parking meters could be funded from this project.

**Changes from Prior Year:** \$850,000 annually has been budgeted for FY 2016 through FY 2020 to continue this annual maintenance program. Also, funding of \$780,000 has been restored for FY 2011.

**Operating Impact:** Each new traffic signal installed will increase operating costs by approximately \$825 for annual electricity costs.

Fixed Traffic Equipment	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Funded	0	780,000	850,000	850,000	850,000	850,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	780,000	850,000	850,000	850,000	850,000

Fixed Traffic Equipment	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Funded	850,000	850,000	850,000	850,000	850,000	8,430,000
Less Revenues	0	0	0	0	0	0
Net City Share	850,000	850,000	850,000	850,000	850,000	8,430,000

# Public Transportation & Traffic Control

## TRANSPORTATION TAX MODULE

**Brief History:** In 2007, the Virginia General Assembly gave Northern Virginia jurisdictions the authority to assess a differentiated real property tax rate on non-residential commercial property with the revenues to be used solely for new transportation projects. Fairfax County and Arlington County have both utilized this authority and have created 11-cent and 12.5-cent add-ons to their rates on commercial properties. The City of Alexandria has not utilized this authority to date.

This tax, if levied, can be used for:

- New road construction and associated planning, design, or right-of-way acquisition, including new additions to, expansions, or extensions of existing roads that add new capacity, service, or access;
- New public transit construction and associated planning, design, or right-of-way acquisition, including new additions to, expansions, or extensions of existing public transit projects that add new capacity, service, or access;
- Other capital costs related to new transportation projects that add new capacity, service, or access;
- The operating costs directly related to these projects; or
- The issuance costs and debt service on bonds that may be issued to support the capital costs in these permitted uses.

**Revenue Generation:** Using the most recent assessment data, every 1-cent on the 2011 commercial real property tax rate generates an additional \$895,000 in revenues for transportation projects. If City Council proceeds with approving the Transportation Tax Module for FY 2011, an additional \$447,500 (one-half of \$895,000) in FY 2010 revenues would be collected on the second tax payment.

The Transportation Tax Module in the FY 2011 – FY 2020 Proposed CIP includes a commercial add-on tax of 3-cents, which would generate just over \$4.0 million in revenues for transportation projects (\$1.3 million from FY 2010 and \$2.7 million from FY 2011). That revenue stream drops to \$2.5 million in FY 2012, but gradually increases over the ten-year plan to an estimated \$3.5 million in FY 2020.

**Proposed Uses:** The Proposed Transportation Tax Module could fund a variety of capital projects in FY 2011. The proposed projects include the purchase of three hybrid buses to expand the DASH fleet and allow for new peak hour bus service throughout the City. The plan also funds the purchase of an additional hybrid trolley, which would enable the City to decrease trolley headways and increase operating hours during peak periods such as weekends and holidays. Funding would also provide for the purchase of bicycle racks for the DASH bus fleet, making alternative transportation more seamless in the region. Finally, the FY 2011 Transportation Tax Module would fund the implementation of a new transportation and wayfinding signage system in Old Town as well as at key City portals. This system would more efficiently guide visitors to transit and transportation options as well as better inform pedestrians and bikers of their surroundings and thus encourage their choice to avoid single-occupancy vehicles.

In FY 2012, the proposed plan would fund an additional expansion bus for DASH as well as the construction of the Potomac Yard Exclusive Transitway. The Potomac Yard project, at an \$8.5 million cost, would require the leverage of bonds for full financing. In FY 2012 – FY 2020, the corresponding operating costs of the new DASH and Trolley peak period service, as well as a portion of the Potomac Yard Exclusive Transitway operating costs would be funded through this special tax. The debt service related to the Potomac Yard Exclusive Transitway borrowing would also be funded in this model. Although the revenue projections do not currently provide sufficient funds to undertake projects such as the Van Dorn Metro Station Lot Reconfiguration or yet-to-be determined transportation initiatives in the Beauregard Corridor, the City intends to revisit these needs in future years in order to assess if funding from this source could be made available for such uses.

In the spirit of the Transportation Master Plan, the overall intent of this plan is to focus this funding source on four transportation project types: **High Capacity Transit Corridors; Peak Period Bus Service; Metro Station Improvements; and Alternative Transportation Initiatives.** All of these projects have an economic development benefit, as they assist workers and tourists in getting to and from their destinations. These projects are also consistent with Alexandria's EcoCity objectives as they focus on transit and proposed hybrid vehicle purchases.

Without the approval of a Transportation Tax Module, implementation of the projects described on the next page is not possible in the next several years under the current CIP financing guidance. There is no funding identified in the base CIP for these projects if a Transportation Tax is not adopted.

## Public Transportation & Traffic Control

3-Cent Transportation Add-on Tax Projects	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>High Capacity Transit Corridors</b>											
Potomac Yard Exclusive Transitway	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500,000
Beauregard Corridor	0	0	0	0	TBD	TBD	TBD	TBD	TBD	TBD	0
Other Transit Corridors	0	0	0	0	0	0	0	0	0	0	\$8,500,000
<i>Transitway Operating Costs</i>	<i>0</i>	<i>900,000</i>	<i>810,000</i>	<i>850,000</i>	<i>940,000</i>	<i>1,060,000</i>	<i>1,210,000</i>	<i>1,380,000</i>	<i>1,550,000</i>	<i>1,730,000</i>	<i>10,430,000</i>
<b>Subtotal</b>	<b>\$0</b>	<b>\$9,400,000</b>	<b>\$810,000</b>	<b>\$850,000</b>	<b>\$940,000</b>	<b>\$1,060,000</b>	<b>\$1,210,000</b>	<b>\$1,380,000</b>	<b>\$1,550,000</b>	<b>\$1,730,000</b>	<b>\$18,930,000</b>
<b>Peak Period Bus Service</b>											
DASH Fleet Expansion	\$1,950,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600,000
<i>DASH New Peak Period Service</i>	<i>0</i>	<i>450,000</i>	<i>617,998</i>	<i>636,538</i>	<i>655,635</i>	<i>675,304</i>	<i>695,563</i>	<i>716,430</i>	<i>737,922</i>	<i>760,060</i>	<i>5,945,450</i>
Trolley Fleet Expansion	650,000	0	0	0	0	0	0	0	0	0	\$8,545,450
<i>Trolley Expanded Service Periods</i>	<i>0</i>	<i>300,000</i>	<i>309,000</i>	<i>318,270</i>	<i>327,818</i>	<i>337,653</i>	<i>347,782</i>	<i>358,216</i>	<i>368,962</i>	<i>380,031</i>	<i>3,047,732</i>
<b>Subtotal</b>	<b>\$2,600,000</b>	<b>\$1,400,000</b>	<b>\$926,998</b>	<b>\$954,808</b>	<b>\$983,453</b>	<b>\$1,012,956</b>	<b>\$1,043,345</b>	<b>\$1,074,645</b>	<b>\$1,106,885</b>	<b>\$1,140,091</b>	<b>\$12,243,182</b>
<b>Metro Station Improvements</b>											
Van Dorn Station Lot Reconfiguration	\$0	\$0	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Alternative Transportation Initiatives</b>											
Transport. Signage/Wayfinding	\$1,218,985	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,218,985
DASH Bus Bicycle Racks	210,000	0	0	0	0	0	0	0	0	0	210,000
<b>Subtotal</b>	<b>\$1,428,985</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,428,985</b>
<i>Debt Service</i>	<i>\$0</i>	<i>\$170,000</i>	<i>\$756,500</i>	<i>\$739,500</i>	<i>\$722,500</i>	<i>\$705,500</i>	<i>\$688,500</i>	<i>\$671,500</i>	<i>\$654,500</i>	<i>\$637,500</i>	<i>\$5,746,000</i>
<b>Total Capital Expenditures</b>	<b>\$4,028,985</b>	<b>\$9,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,178,985</b>
<i>Total Operating Expenditures*</i>	<i>\$0</i>	<i>\$1,820,000</i>	<i>\$2,493,498</i>	<i>\$2,544,308</i>	<i>\$2,645,953</i>	<i>\$2,778,456</i>	<i>\$2,941,845</i>	<i>\$3,126,145</i>	<i>\$3,311,385</i>	<i>\$3,507,591</i>	<i>\$25,169,182</i>
<b>Total Transportation Tax Module</b>	<b>\$4,028,985</b>	<b>\$10,970,000</b>	<b>\$2,493,498</b>	<b>\$2,544,308</b>	<b>\$2,645,953</b>	<b>\$2,778,456</b>	<b>\$2,941,845</b>	<b>\$3,126,145</b>	<b>\$3,311,385</b>	<b>\$3,507,591</b>	<b>\$38,348,167</b>

\* Operating costs displayed in italics

Transportation Add-on Tax Funding Sources	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Cash Revenue from 3-Cent Dedicated Tax	\$4,028,985	\$2,481,318	\$2,498,687	\$2,548,661	\$2,650,607	\$2,783,137	\$2,950,126	\$3,127,133	\$3,314,761	\$3,513,647	\$29,897,060
Bonds Supported by 3-Cent Dedicated Tax	\$0	\$8,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500,000
<b>Total Funding Sources</b>	<b>\$4,028,985</b>	<b>\$10,970,000</b>	<b>\$2,493,498</b>	<b>\$2,544,308</b>	<b>\$2,645,953</b>	<b>\$2,778,456</b>	<b>\$2,941,845</b>	<b>\$3,126,145</b>	<b>\$3,311,385</b>	<b>\$3,507,591</b>	<b>\$38,348,167</b>

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# STREET, BRIDGE, NON- MOTORIZED TRANSPORTATION & SHARED-USE PATHS

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## Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Bridge Repairs &amp; Maintenance</b>													
	Bridge Repairs	\$390,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$6,000,000
<b>Non-Motorized Trans. &amp; Shared-Use Paths</b>													
	Shared-Use Paths	\$810,000	\$768,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$118,000	\$1,830,000
	Non-Motorized Transportation (Safety)	645,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	\$3,000,000
	Non-Motorized Transportation (Mobility)	3,476,088	150,000	150,000	150,000	200,000	270,000	270,000	270,000	270,000	270,000	270,000	\$2,270,000
<b>Street Improvements</b>													
	Edsall Road	2,000,000	2,000,000	0	0	0	0	0	0	0	0	0	\$2,000,000
	Eisenhower Avenue Widening	6,544,800	0	0	0	0	0	0	0	0	0	0	\$0
	King/Quaker Lane/Braddock Road	598,000	0	0	0	0	0	0	0	0	0	0	\$0
	King / Beaugard Intersection	9,794,262	0	0	0	0	0	0	0	0	0	0	\$0
	Mill Road Slip Ramp & Extension	2,980,000	0	0	0	0	0	0	0	0	0	0	\$0
	Madison Montgomery Reconstruction	0	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	\$6,750,000
	Street / Alley Reconstructions & Extensions	985,024	0	400,000	350,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	\$3,350,000
	Miscellaneous Undergrounding	0	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	\$770,000
	King Street Paving	1,213,000	0	0	0	0	0	0	0	0	0	0	\$0
	Washington Street Paving	350,000	0	0	0	0	0	0	0	0	0	0	\$0
	Street Reconstructions TBD	0	0	0	0	0	0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	\$10,000,000
<b>Total Expenditure Requests</b>		<b>\$29,786,174</b>	<b>\$3,618,000</b>	<b>\$1,458,000</b>	<b>\$1,368,000</b>	<b>\$1,408,000</b>	<b>\$1,478,000</b>	<b>\$4,478,000</b>	<b>\$7,228,000</b>	<b>\$6,978,000</b>	<b>\$3,978,000</b>	<b>\$3,978,000</b>	<b>\$35,970,000</b>
<b>Less Total Revenues</b>		<b>\$23,415,000</b>	<b>\$1,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$6,650,000</b>
<b>Subtotal Requests</b>		<b>\$6,371,174</b>	<b>\$1,968,000</b>	<b>\$1,458,000</b>	<b>\$1,368,000</b>	<b>\$1,408,000</b>	<b>\$1,478,000</b>	<b>\$3,478,000</b>	<b>\$6,228,000</b>	<b>\$5,978,000</b>	<b>\$2,978,000</b>	<b>\$2,978,000</b>	<b>\$29,320,000</b>

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Bridge Repairs

Subsection: Bridge Repairs & Maintenance  
 Managing Department: T&ES  
 Project Group: 1

Estimated Useful Life of Improvement: 15 years  
 Priority: Essential

**Project Summary:** This project provides funding for the maintenance, repair, painting of steel structures, joint sealing, bearing repairs and rehabilitation of bridge decks and structures. The City conducts a federally mandated bridge inspection program for in-service bridges and designates safety ratings to the bridges inspected. All bridges in the City are inspected at a minimum of every two years and the results are reported to the State. Industry standards indicate that bridges need to be repainted every 10 to 15 years, while bridge deck reconstruction and rehabilitation may be required every 20 to 25 years. A total of \$6 million is planned over ten years (FY 2011-FY 2020) for this project.

The condition rating for evaluating a bridge is a judgment of a bridge component condition in comparison to its original as-built condition. The scoring system is based on the condition of various components of the bridge, including: (1) deck, (2) superstructure, (3) substructure, (4) channel and slope protection, and (5) culverts. Bridges are rated on a scale of 0 to 9. Any rating below 4 is poor (3 – 4) or critical (0 – 2), indicating the structure will not be able to carry traffic smoothly. All of the City's bridges are rated 6 or higher. The rating scale is as follows:

- |                           |                               |
|---------------------------|-------------------------------|
| 9: Excellent Condition    | 4: Poor Condition             |
| 8: Very Good Condition    | 3: Serious Condition          |
| 7: Good Condition         | 2: Critical Condition         |
| 6: Satisfactory Condition | 1: Imminent Failure Condition |
| 5: Fair Condition         | 0: Failed Condition           |

**Changes from Prior Year:** Annual funding of \$600,000 per year has been extended to the out-year (FY 2020).

**Project History:** In November 2007, \$1 million was allocated for the repair and painting of bridges City-wide. During FY 2010, work began on the maintenance, repair, joint and crack sealing, spall and delamination repairs, and bearing repairs for the following bridges: (1) US Route 1 Bridge over Four Mile Run; (2) Duke Street Bridge over Holmes Run; (3) Cameron Station overpass over Duke Street; (4) Landmark Mall Flyover over Duke Street; (5) Seminary Road Bridge over I-395; (6) Duke Street Bridge over the CSX rail road tracks; (7) Van Dorn Street Bridge over Norfolk Southern Rail Road tracks; (8) Eisenhower Avenue Bridge over Cameron Run; (9) Eisenhower Avenue Bridge over Telegraph Road; (10) Beauregard Street Culvert over Holmes Run; (11) Van Dorn Street Culvert at Holmes Run; and (12) Van Dorn Street Culvert over Backlick Run.

In FY 2010 and FY 2011, work will begin on the miscellaneous painting of the following bridges: (1) Beauregard Street Culvert at Holmes Run; (2) Duke Street Bridge over Holmes Run; (3) Cameron Station Overpass over Duke Street; (4) Telegraph Road Bridge over Mill Road and CSX/Norfolk Southern/WMATA railroads; (5) Telegraph Road Bridge over Duke Street; (6) Seminary Road Bridge over I-395; and (7) the US Route 1 Bridge over Four Mile Run. This work is expected to be completed in FY 2011.

**Operating Impact:** This project will have no impact on the operating budget.

Bridge Repairs	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	390,000	600,000	600,000	600,000	600,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	390,000	600,000	600,000	600,000	600,000	600,000

Bridge Repairs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	600,000	600,000	600,000	600,000	600,000	6,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	600,000	600,000	600,000	600,000	6,000,000

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Shared-Use Paths

Subsection: Non-Motorized Transportation & Shared-Use Paths

Estimated Useful Life of Improvement: 25 years

Managing Department: T&ES

Priority: Essential

Project Group: 1

**Project Summary:** This project consolidates on-going maintenance funds for rehabilitation of the (off-street) shared-use path network in the City and special revenues used for enhancement of the network. Typically, special revenues account for system enhancements; City funds for shared-use paths may also be used to leverage grants that provide system enhancements. The Bicycle Transportation and Multi-Use Trail Master Plan, approved by City Council, called for development of up to 16 miles of shared-use paths. The original 1998 plan has been refined and adapted into subsequent plans such as the Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, Open Space Plan and others. Shared-use paths are intended for use by pedestrians and bicyclists and are considered integral to both the City's transportation and recreation/park networks.

Projects that are focus areas in the shared-use path network include:

- On-going, phased rehabilitation and maintenance programs for the heavily-used Mount Vernon Trail, Holmes Run Greenway/Eisenhower Avenue Trail and Four Mile Run Trail – which are the spines of the city network. T&ES typically manages trail surface (asphalt) maintenance while RPCA manages natural surface trails and all landscaping associated with trails. This sub-project was previously included in 'Bike Trails' in the Recreation and Parks section. The project schedule calls for annual trail maintenance/rehabilitation projects focused on sections in disrepair.

Trail Corridor	Location	Date/Approx Age Existing Trail	Status/Priority
Eisenhower Ave	Lake Cook/Avalon Bay	2008 (20+ years)	Completed
Eisenhower Ave	Mill Road	Summer 2009 (10+ yrs)	Completed
Holmes Run Greenway	Duke/N Ripley	Summer 2009 (20+ yrs)	Completed
Mt. Vernon Trail	Pendleton/E Abingdon	2010 (10-15+ yrs)	Planned/High
Holmes Run Greenway	Bequauregard/Dora Kelley Park	2011 (20+ yrs)	Planned/High
Four Mile Run Trail	Commonwealth/Mt. Vernon Ave	2012 (15+ yrs)	Planned/High
Holmes Run Greenway	N. Ripley to Bequauregard	2013 (15+ yrs)	Planned/High
Mt. Vernon Trail	Royal St/Jones Point Park	2014 (10+ yrs)	Planned/Medium
Holmes Run Greenway	Dora Kelley Park	2015 (15+ yrs)	Planned/Medium
Holmes Run Greenway	Eisenhower Avenue	2016 (15+ yrs)	Planned/Medium
Four Mile Run Trail	Commonwealth/Rte. 1	2017 (2+ yrs)	Planned /Medium
Eisenhower Ave	Telegraph Rd/Mill Rd	2018 (10+ yrs)	Planned/Medium
Chinquapin Park	Chinquapin Park	2019 (20+ yrs)	Planned/Low
Mt. Jefferson Park	Commonwealth Ave/Rte 1	2020 (10+ yrs)	Planned/Low

- Continual development of new connections and an underpass on Eisenhower Avenue which is funded by ARRA 'stimulus' funds and a previous year VDOT Transportation Enhancement grant. Phase 1A of this project is estimated at \$1.5 million and with construction expected to begin in 2010 and be completed by 2012 to conform to ARRA requirements.
- Holmes Run Shared Use Path Crossing:** This sub-project is funded by \$750,000 in VDOT grant funding; it requires no city share. The project will include a crossing and stream restoration from an area near Alexandria's Dora Kelly Nature Park (adjacent to Holmes Run Parkway and N Chambliss Street) to a landing on the northwest side of Holmes Run in property adjacent to Glen Hills Park in Fairfax County. Project is expected to be ready for construction in 2010.
- Holmes Run Bike Trail Study:** This sub-project is funded by \$250,000 in VDOT grant funding; it requires no city share. This sub-project is a study and preliminary engineering for significant upgrades to the existing facilities along the Holmes Run Greenway from N Ripley Street running north to beneath Interstate 395. The trail currently provides access under Interstate 395 and Van Dorn Street via a tunnel, underpass, fair weather crossing and concrete trail system built into the concrete sidewall embankments lining the flood channel of Holmes Run. This project is expected to begin in 2010-11.

## Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

- **Mount Vernon Trail Safety at East Abingdon:** This sub-project is funded by \$250,000 in VDOT grant funding; it requires no city share. This sub-project provides for construction of safety improvements to the Mount Vernon Trail to address substandard sections of the trail where trail width and/or conflicts with vehicles make non-motorized travel unsafe. The special revenue for this project is provided through the Virginia Dept. of Transportation which has allocated federal and state funds through a SAFETEA-LU designation and Project Administration Agreement with the Northern Virginia Regional Commission (NVRC). This sub-project is expected to begin in 2010-11.
- **Old Cameron Run Channel Trail Study:** This sub-project is funded by \$210,000 in VDOT grant funding; it requires no city share. This sub-project is a feasibility study and conceptual design for a bicycle/pedestrian trail between Eisenhower Ave near Telegraph Road to the Mt. Vernon Trail. This project will address a major gap in the city's proposed 'Green Crescent' trail system and ultimately provide a key link in the bicycle/pedestrian multi-modal transportation system. This sub-project is expected to begin in 2011.
- **Four Mile Run Pedestrian and Bicycle Bridge:** This sub-project provides for the design and preliminary engineering for a bridge proposed as part of the Four Mile Run Master Plan. The proposed site for the bridge would connect Commonwealth Ave in Alexandria with S. Eads Street in Arlington and the project is sponsored jointly by the City of Alexandria and Arlington County and managed by the Northern Virginia Regional Commission (NVRC). The City and County each agreed to contribute half of the required 20% in local matching funds for the initial Transportation Enhancement grant application. In effect, the city's portion is 10% of the total project cost of \$500,000. Arlington County is contributing \$50,000 and the grant, managed by NVRC, will account for \$400,000. This project began in Fall 2009.
- **Tarleton Trail:** This sub-project is funded by a \$140,000 FHWA grant; a city match of \$40,000 was previously allocated. Construction of Tarleton Trail improvements which consist of sustainable surface improvements near the Holmes Run Greenway at the Tarleton Tot Lot and safety railing on Eisenhower Avenue that contribute to connectivity in the Eisenhower Valley. This project is funded by a Community System Preservation Pilot Program (TCSP) grant through the Federal Highway Administration and expected to be completed by summer 2010.

**Changes from Prior Year:** This project is a compilation of five existing projects shown in the FY 2010 CIP in the Recreation and Parks section. The projects have been combined together to reflect the primary responsibility for project management. Special revenues (grant) provide funding for all projects except for annual the trail rehabilitation and maintenance program (previously called 'Bike Trails'). The total project cost for this project (\$1,180,000) reflects the estimate to reconstruct shared-use paths in the City as outlined in the Pedestrian and Bicycle Mobility Plan. It does not include estimates for maintenance or rehabilitation to bridges/underpasses or completion of major system gaps.

**Operating Impact:** This project requires on-going staff support from RPCA and T&ES staff.

Shared-Use Paths	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	810,000	768,000	118,000	118,000	118,000	118,000
Less Revenues	810,000	650,000	0	0	0	0
<b>Net City Share</b>	<b>0</b>	<b>118,000</b>	<b>118,000</b>	<b>118,000</b>	<b>118,000</b>	<b>108,000</b>

Shared-Use Paths	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	118,000	118,000	118,000	118,000	118,000	1,830,000
Less Revenues	0	0	0	0	0	650,000
<b>Net City Share</b>	<b>114,000</b>	<b>120,000</b>	<b>126,000</b>	<b>132,000</b>	<b>139,000</b>	<b>1,180,000</b>

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Non-Motorized Transportation (Safety)

Subsection: Non-Motorized Transportation & Shared-Use Paths

Managing Department: T&ES

Project Group: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

**Project Summary:** This project consolidates previously approved, on-going programs that address capital facilities maintenance for non-motorized transportation safety and also make enhancements to the network. The project also includes sub-projects funded by special revenues which are primarily used for safety enhancements. Safety projects may include specialized signals, markings and signage, crossing islands and channeling, secure bicycle parking and detection devices at intersections.

Projects among the focus areas for non-motorized safety include:

- Edsall and South Pickett Street intersection: This sub-project is funded by \$120,000 in VDOT/federal grant funding; it requires no city share. This sub-project will provide pedestrian connectivity and safety improvements to a recently installed sidewalk on Edsall Road. The proposed improvements will include new crosswalks, median island improvements, potential elimination of right-hand slip lane/turning radius improvements, sidewalk improvements and new curb ramps. The project is scheduled to begin in 2011.
- iN-STEP (Neighborhood Safety Transportation Enhancement Program): This sub-project is a previously-approved program (Traffic Calming) that was consolidated in FY2010 with 'On-Street Pedestrian and Bicycle Safety' to make more efficient use of allocated funds and allow the City to be responsive, equitable and proactive in implementing transportation safety enhancements. The iN-STEP program allows the city to implement both small scale projects (i.e. pedestrian and bicycle spot improvements and traffic calming on local roads) and large scale corridor or major intersection improvements. This sub-project also provides funding to design and construct physical traffic calming safety measures within the right-of-way to preserve neighborhoods and enhance safety by diverting cut-through traffic, lowering traffic speeds, and highlighting pedestrian crossing areas. Small scale projects are identified annually in coordination with the annual street resurfacing program. It also allows for spot improvements at locations identified as high-priority in the City's Transportation Master Plan and Pedestrian-Bicycle Mobility Plan. Projects are typically high-crash locations or multi-modal hubs such as transit stops where improvements in the right-of-way can have measurable benefits for vulnerable road users.
- Safe Routes to School: This sub-project is funded by \$500,000 in VDOT competitive grant funding. A city share is not required; however existing local funding greatly improves future grant applications. Funding in this sub-project is intended to enable and encourage children to walk and bicycle to school by making safety improvements within ¼ mile of schools; proposed future City matching funds allow for leveraging federal funding. Typical infrastructure enhancements include staggered medians, illumination and signalization improvements, or raised walkways in high traffic areas to improve visibility of children who walk. Planned projects include provision of pedestrian countdown timers in locations City-wide, intersection safety improvements and sidewalks at Barrett, George Mason, Cora Kelly and Polk Elementary Schools and bicycle parking at schools City-wide.

**Changes from Prior Year:** This project is a compilation of existing sub-projects shown in the FY 2010 CIP. These projects have been realigned and categorized to reflect a focus on non-motorized transportation safety. Specific projects included in this new project include:

- Edsall and South Pickett was a new project in the FY 2010 budget.
- iN-STEP (previously Traffic Calming and On-Street Pedestrian and Bicycle Safety) includes \$645,000 in prior year funding.

At \$3.0 million over 10 years, the current request for Non-Motorized Transportation (Safety) funding reflects only a small portion of the need for pedestrian and bicycle safety improvements citywide and effectively eliminates the capacity for large projects. The total identified need is over \$6.7 million. The iN-STEP portion of the project alone is \$784,000 less than what was budgeted in the FY 2010-2015 approved CIP.

**Operating Impact:** This project requires on-going staff support from T&ES.

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety)	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	645,000	100,000	100,000	100,000	100,000	100,000
Less Revenues	0	0	0	0	0	0
<b>Net City Share</b>	<b>645,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>

Non-Motorized Transportation (Safety)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	500,000	500,000	500,000	500,000	3,000,000
Less Revenues	0	0	0	0	0	0
<b>Net City Share</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>3,000,000</b>

## Non-Motorized Transportation (Mobility)

**Subsection:** Non-Motorized Transportation & Shared-Use Paths      **Estimated Useful Life of Improvement:** 25 years

**Managing Department:** T&ES

**Priority:** Essential

**Project Group:** 1

**Project Summary:** This project consolidates previously-approved projects for on-going maintenance to the non-motorized transportation network and incorporates projects funded by grants. Typically, grants are used for new mobility enhancements; City funds are primarily used to rehabilitate sidewalks or leverage grant applications. This project also allows the city to comply with the Commonwealth Transportation Board adopted "Policy for Integrating Bicycle and Pedestrian Accommodations."

Projects among the focus areas for non-motorized mobility include:

- **Sidewalk, Curb and Gutter:** This sub-project provides funding for on-going maintenance of existing sidewalks, curbs, gutters, crossings, and access ramps throughout the City. These funds may also provide an opportunity to leverage grant revenues or complete gaps in the existing network. The Transportation Master Plan calls for 17.5 miles of new sidewalks across Alexandria. Projects are typically coordinated with annual street resurfacing programs and ensure compliance with federal ADA regulations that mandate accessibility improvements in all street alteration projects.
- **Access to Transit Improvements:** This sub-project further consolidates two grant-supported initiatives to make mobility improvements within 1/16-mile of bus stops, 1/8-mile of future high-capacity transit corridors or 1/2-mile of Metrorail stops. The project formerly known as 'Transit Service Improvements' in the Public Transportation subsection is a \$1,237,500 project to provide sidewalks on Madison Street, Eisenhower Avenue, King Street and Russell Road. This project includes a \$267,000 match (20%) and a \$990,000 grant from the Federal Transit Administration. The city share of this project was funded in FY 2010; this project is currently in final procurement for design with preliminary engineering expected to begin in 2010. A separate grant-supported project (\$750,000 in CMAQ funding) through the Virginia Dept. of Transportation) will make mobility improvements to Duke Street near the western city limits from Landmark Plaza to the Landmark Mall transit station. The project was previously shown in the Pedestrian Improvements sub-section as 'Pedestrian Improvements at Transit.'

Sidewalk Location	Project Limits	Status/Priority
Van Dorn St	Holmes Run Pkwy to Sanger	Completed-2007
Edsall Road	Van Dorn to Pickett	Completed-2008
Del Ray	West Nelson/Commonwealth	Completed-2008
Van Dorn St	Kenmore to Maris	Completed-2008
Cambridge Road	Janney's Lane to Dartmouth Rd	Completed-2009
Duke Street	Oasis to S Walker	Planned/High
Madison Street	Columbus to Washington St	Planned/High
Eisenhower Ave	Van Dorn to Metro Rd	Planned/High
Russell Road	West Glebe to Aspen	Planned/Medium

## Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King St	S 28 <sup>th</sup> St to S 30 <sup>th</sup> St	Planned/Medium
King Street	Menokin to Braddock	Planned/Medium
Russell Road	Woodland Terrace to W Windsor	Planned /Medium

- **Wilkes Street Bikeway:** This project involves bicycle intersection improvements to Wilkes Street which provides an on-road (east-west) bikeway connection between major shared-use paths. The proposed scope of this project includes addition of bicycle signal detection & associated signalization improvements; bicycle intersection safety features; bicycle wayfinding signage; curb ramp improvements to a connecting a shared use path; crosswalk markings and bicycle lane markings. The \$180,000 in special revenue for this project is provided through a Regional Surface Transportation Program (RSTP) grant to the City through VDOT.

**Project History:** This project is a compilation of four existing, sub-projects shown in the FY 2010 CIP. These projects have been realigned and categorized to reflect a focus on non-motorized transportation mobility. Specific changes for FY2011 include:

- The unallocated amount for this project includes previously unallocated amounts for 'Sidewalk, Curb & Gutter' and 'Transit Service Improvements.'
- At \$2.3 million, the current total project cost for Non-Motorized Transportation (Mobility) reflects a small portion of the anticipated need to construct sidewalks as identified in the city's Pedestrian and Bicycle Mobility Plan.
- **Sidewalk, Curb and Gutter:** In 1970, City Council adopted a policy for constructing sidewalks, on a priority basis, on at least one side of streets that are within 1,000 feet of schools and along major arterial roadways.
- **Access to Transit Improvements:** In June 2007, a total of \$924,088 was allocated for the 'Pedestrian Improvements at Transit' project. A revised project scope reduced the estimate to \$750,000. Because there is no match required, the project can be completed without a local match.
- Wilkes Street Bikeway was a new project in the FY 2010 CIP that is entirely funded by special revenue and follows on to the recent structural improvements of the Wilkes Street Tunnel.

**Operating Impact:** This project requires on-going staff support from T&ES.

Non-Motorized Transportation (Mobility)	Unallocated Balance					
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	3,476,088	150,000	150,000	150,000	200,000	270,000
Less Revenues	2,730,000	0	0	0	0	0
Net City Share	746,088	150,000	150,000	150,000	200,000	270,000

Non-Motorized Transportation (Mobility)						Total FY2011-FY2020
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
Expenditures	270,000	270,000	270,000	270,000	270,000	2,270,000
Less Revenues	0	0	0	0	0	0
Net City Share	270,000	270,000	270,000	270,000	270,000	2,270,000

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Edsall Road

Subsection: Street Improvements  
 Managing Department: T&ES  
 Project Group: 2

Estimated Useful Life of Improvement: 25 years  
 Priority: Essential

**Project Summary:** This project provides for the reconstruction of Edsall Road between Whiting Street and the western City Limits. This stretch of roadway is approximately 3,000 feet in length and has required high maintenance over the past ten years. Existing springs in the area and marine clay are affecting the stability of the street subgrade in several areas of the roadway. The pavement is deteriorating and being pushed to the side of the travel lanes. Heaving, twisting and horizontal movement of the existing pavement, sidewalk, curb and gutter is occurring particularly along the south side of the eastbound lane. The pavement, curb and gutters and sidewalks on the north side of Edsall Road are also showing signs of settlement. A concept study is complete and the cost estimate has been developed and escalated for inflation. Construction and design funding for this project were budgeted in FY 2010 and FY 2011.

A total of \$4.5 million is planned for this project. This project will be a participant in the State's revenue sharing program for transportation projects, which means the City will receive \$1.0 million in State match in both FY 2010 and FY 2011. The final \$500,000 necessary to complete the entire project is not funded. However, the project is scalable and the City can complete the portion of the project for which there is sufficient funding.

**Changes from Prior Year:** This project was approved for inclusion in the State's FY 2010 revenue sharing program for transportation projects in the amount of \$1.0 million in State revenues to match the City's budgeted share of \$1.0 million. The project will be submitted again in FY 2011 for an additional \$1.0 million of revenue sharing funds.

The total project cost was previously estimated at \$5.04 million with an unfunded amount of \$1.04 million in FY 2011. The revised estimate, based on utilizing in-house design, is a total of \$4.5 million

**Operating Impact:** This project will have no impact on the operating budget.

Edsall Road	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	2,000,000	2,000,000	0	0	0	0
Less Revenues	1,000,000	1,000,000	0	0	0	0
Net City Share	<b>1,000,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Edsall Road	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	2,000,000
Less Revenues	0	0	0	0	0	1,000,000
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>



# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Eisenhower Avenue Widening

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 2

Estimated Useful Life of Improvement: 25 years

Priority: Essential

**Project Summary:** This project provides for the widening of Eisenhower Avenue between Holland Lane and Stovall Street in order to accommodate additional through lanes, turn lanes, and a wider, landscaped median in accordance with City plans for Eisenhower East. Since Eisenhower Avenue is the principal roadway through Eisenhower Valley, where significant development is underway, this widening should be initiated and completed in a timely manner to avoid extensive traffic disruption. \$1.0 million was allocated in January 2008 for the design of this project and the design is thirty percent complete. The total cost of this entire project is estimated to be as high as \$18.4 million depending on land acquisition costs. Funding was revised in the FY 2009 – FY 2014 CIP budget to match the State Urban Funds totaling \$6.2 million. The City's match for these funds is to come from the prior year balance of \$359,800.

**Changes from Prior Year:** There has been no change in funding for this project.

**Project History:** In January 2008, a total of \$1 million in State funding was allocated for the design of this project.

**Operating Impact:** This project will have an impact on the operating budget in that the planned landscaped median will be to be maintained.

Eisenhower Avenue Widening	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	6,544,800	0	0	0	0	0
Revenues	6,185,000	0	0	0	0	0
Net City Share	<b>359,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Eisenhower Avenue Widening	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Revenues	0	0	0	0	0	0
Net City Share	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## King/Quaker Lane/Braddock Road Intersection

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 2

Estimated Useful Life of Improvement: 25 years

Priority: Essential

**Project Summary:** This project provides funding to study the intersection of King Street, Quaker Lane, and Braddock Road and provide a thorough review of the existing design and traffic flow and recommend steps for redesign to improve the intersection for both motorists and pedestrians. This intersection is currently one of the most congested areas in the City. \$598,000 (\$448,000 in State Urban Funds and \$150,000 in prior year unallocated City monies) remains for this project.

**Changes from Prior Year:** There has been no change in funding for this project.

**Project History:** In October 2007, \$200,000 in State funds was allocated to begin this project. A consultant has developed and analyzed several options for improving this intersection. A final proposal with cost estimates is expected spring 2010.

**Operating Impact:** This project will have no impact on the operating budget.

King / Quaker Ln / Braddock Rd Intersection	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	598,000	0	0	0	0	0
State Urban Funds	448,000	0	0	0	0	0
Net City Share	150,000	0	0	0	0	0

King / Quaker Ln / Braddock Rd Intersection	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## King & Beauregard Intersection Improvements

Subsection: Street Improvements  
 Managing Department: T&ES  
 Project Group: 2

Estimated Useful Life of Improvement: 25 years  
 Priority: Essential

**Project Summary:** This project provides for traffic flow improvements at King Street and Beauregard Street. The City is managing this project and has retained a consultant for the design. \$1.9 million was allocated in June 2005 for the design of this project.

In the FY 2008 to FY 2013 submission to VDOT the City requested an additional \$ 4.5 million be reallocated so that the total remaining funding need of \$9.8 million was available. The \$9.8 million (\$432,262 City match) remains unallocated.

**Changes from Prior Year:** There has been no change in City funding for this project.

**Project History:** Regional growth and development of the King Street corridor, particularly in Fairfax County, has resulted in increased traffic congestion at the intersection of King and Beauregard Streets. Improvements to this intersection have been discussed since the 1970's. In the 1990's, the State conducted a comprehensive transportation study of the Beauregard Street Corridor from Little River Turnpike (Fairfax County) to Arlington Mill Road (Arlington County). The findings and recommendations of the study were presented by the Virginia Department of Transportation (VDOT) staff to the City's Beauregard Street Corridor Task Force in November 1995. The Task Force, made up of representatives of Alexandria, Fairfax County, and Arlington County reviewed the findings and reached consensus that a six-lane, grade-separated alternative for the intersection should be the selected design option.

In June 1997 (based on concerns expressed by Fairlington residents and new Arlington County Board members), the Commonwealth Transportation Board directed the VDOT staff to postpone the detailed design of the project until an updated traffic analysis was conducted to verify the need for the selected alternative. VDOT engaged the consulting firm of Michael Baker and Associates in December 1998 to perform this traffic analysis update. In 1999, VDOT put this project on hold at the request of the City until discussions among VDOT, Arlington County, and the City could occur. The City and Arlington County staff has met with VDOT to examine at-grade potential solutions to the traffic problems associated with this intersection. VDOT commenced a study to examine redesign alternatives for this intersection during fall/winter 2000-2001. VDOT submitted preliminary concept information to the City. The design phase is expected to continue into FY 2010, necessary land acquisition needs to occur, and then construction is anticipated to begin in FY 2011. This project will also help mitigate some of the BRAC-133 traffic impacts.

**Operating Impact:** This project will have no impact on the operating budget.

King & Beauregard Intersection Improvements	Unallocated Balance					
		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	9,794,262	0	0	0	0	0
State Urban Funds	9,362,000	0	0	0	0	0
Net City Share	432,262	0	0	0	0	0

King & Beauregard Intersection Improvements						Total FY2011-FY2020
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Mill Road Slip Ramp & Extension

Subsection: Street Improvements  
 Managing Department: T&ES  
 Project Group: 2

Estimated Useful Life of Improvement: 25 years  
 Priority: Essential

**Project Summary:** This funding provides for Phase II of this project to extend the roadway west from the Telegraph Road overpass to Eisenhower Avenue, and is currently programmed in the VDOT Six-year Improvement Plan. The City is recommending that ramp improvements at Mill Road and Telegraph Road be constructed to provide an access ramp to Interstate 495, and has completed a feasibility study, as well as a VDOT required Interchange Modification Report (IMR), Environmental Analysis and Traffic Study, which indicate that the traffic flow will be improved. Pending the approval by the State and Federal Highway, the schedule and budget for this project will be established.

**Phase I Realignment:** The existing Mill Road, from approximately Roberts Lane on the east to the Telegraph Road overpass on the west, has been realigned to remove hazardous curves from the roadway. Construction began in June 2002 and was completed in Winter 2003.

**Phase II Extension:** Phase II was originally intended as the extension of Mill Road west from the Telegraph Road overpass to Eisenhower Avenue, beyond the new Department of Motor Vehicles (DMV) center. This was found to not be feasible. The State and Federal funding will be reprogrammed at a later date.

In addition, this project provides \$500,000 for the design of an access ramp to Interstate 495 at Mill Road to alleviate recurring congestion at the Telegraph Road and Interstate 495 interchange. This project is critical to the region as a means of easing traffic congestion and provides for safe emergency evacuation and is currently under study.

A total of \$3.0 million (\$2.9 million in State funds and \$100,000 in City Share) has been budgeted for this project. Studies were done using State and local funds. The current project estimate is \$1.5 million if the slip ramp is constructed at the same time as the Telegraph Road Ramp D. If constructed later, construction costs will be considerably higher.

**Changes from Prior Year:** There is no change in the funding for this project.

**Project History:** In October 2007, \$150,000 (\$147,000 in State funds and \$3,000 in City Share) was allocated for a study to determine if an access ramp can be constructed to connect Mill Road traffic to the existing ramp to Westbound I-495 (Beltway Inner Loop). In 2008, additional studies were required by VDOT and FHWA, which were financed through the remaining State funds and \$90,000 in City funds.

**Operating Impact:** This project will have no impact on the operating budget.

Mill Road Slip Ramp & Extension	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	2,980,000	0	0	0	0	0
State Urban Funds	2,880,000	0	0	0	0	0
Net City Share	100,000	0	0	0	0	0

Mill Road Slip Ramp & Extension	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Madison/Montgomery Street

**Subsection:** Street Improvements  
**Managing Department:** T& ES  
**Phase:** Phase 3 (Design)  
**Project Group:** 2

**Estimated Useful Life of Improvement:** 25 years  
**Priority:** Essential

**Project Summary:** This project provides funding for design and reconstruction of three square blocks of Madison and Montgomery Streets between Fairfax and St. Asaph Streets. These streets partially lie over the old abandoned canal that was eventually filled by converting it into a landfill. The landfill status has contributed to the continual settling of the roadway, which has led to warped pavement and unstable roadways in the area. In addition, this project provides for sinkhole remediation at the Montgomery Park tennis courts. Studies have been completed and the final design started in fall 2008.

**Changes from Prior Year:** Funding of \$6,750,000 was moved from FY 2012 to \$500,000 in FY 2016, \$3,250,000 in FY 2017 and \$3,000,000 in FY 2018.

**Project History:** In FY 2007, a geophysical study was completed of Madison Street and Montgomery Street between Fairfax and St. Asaph Streets in order to devise a long-term stabilization solution for reconstruction of the streets. Preliminary engineering suggests that the subbase of the streets will need to be stabilized in addition to some full and partial depth roadway reconstruction to improve drainage.

**Schedule:** This project is currently in phase 3, the design phase. Design is expected to be completed by winter 2010. The construction timeline will be contingent on the future funding schedule.

**Customer Service Level Impact:** This project will prevent future roadway and sidewalk settlement and improve the pavement riding quality. It will also eliminate the ponding and freezing problems in these roadways and intersections.

**Operating Impact:** This project will have no impact on the operating budget.

Madison/ Montgomery Streets	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Madison/ Montgomery Streets	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	3,250,000	3,000,000	0	0	6,750,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	3,250,000	3,000,000	0	0	6,750,000

Capital Performance Measures
On-time (within projected time period)
On-budget (within project range of costs)
Smooth grade of roadway, limited ponding

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Street/Alley Reconstructions & Extensions

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 1

Estimated Useful Life of Improvement: 50 years

Priority: Essential

**Project Summary:** This project supports miscellaneous street reconstruction and rehabilitation projects and streetscaping throughout the City in addition to rehabilitation of public alleys City-wide, which include approximately 25 lane miles of public alleys. Of these lane miles, approximately 20 public alley lane miles have not had maintenance or reconstruction in at least 20 years, which has resulted in drainage problems and deteriorated pavement conditions. In prior year CIP's, the Street Reconstruction and Extension project and the Alley Rehabilitation Program project were separate. Funding for these two projects has been combined into one project in order to allow the City to focus available funds on the most immediate street or alley maintenance needs without reallocating between projects. \$985,024 in prior year unallocated monies remain for enhancing the infrastructure, including streets, sanitary and storm sewers, storm management in public right-of-ways, and public alley rehabilitations to meet the needs of City projects. Annual funding begins in again in FY 2012 and continues to the out year FY 2020 for a total of \$3.35 million.

Planned street projects include Halcyon Drive from Old Dominion to North Overlook Drive, South Overlook Drive from Cameron Mills to North Overlook Drive, West Glebe Road from Milan to Martha Custis Drive. Upcoming alley rehabilitation projects include more than 4,300 feet of alley in locations off Evans Lane and Lynhaven Drive.

**Changes from Prior Year:** Annual funding for the Street Reconstruction and Extension project and the Alley Rehabilitation Program have been combined and funding has been extended to the out-year (FY 2020).

**Project History:** Street Reconstruction and Extension Projects recently completed include Russell Road to Commonwealth Avenue and East Reed Avenue, Commonwealth Avenue to Jefferson Davis Highway, and Maple Street between Commonwealth Avenue and Mount Vernon Ave.

**Operating Impact:** This project will have no impact on the operating budget.

Street/Alley Reconst. & Extensions	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	985,024	0	400,000	350,000	300,000	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	985,024	0	400,000	350,000	300,000	300,000

Street/Alley Reconst. & Extensions	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	400,000	400,000	400,000	400,000	400,000	3,350,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	400,000	400,000	400,000	400,000	3,350,000

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Miscellaneous Undergrounding

Subsection: Street Improvements  
 Managing Department: T&ES  
 Project Group: 1

Estimated Useful Life of Improvement: Permanent  
 Priority: Essential

**Project Summary:** This project provides the City's share of undergrounding utilities in the vicinity of new developments or near City capital projects, such as transformer enclosures. Generally, the City pays the lesser of one-half of the cost for undergrounding or \$50,000, and the developer pays the remainder. A total of \$770,000 in annual funding has been planned over nine years (FY 2012 – FY 2020) for this project.

**Changes from Prior Year:** In the previous CIP, only three years of funding were budgeted. Funding is now extended through FY 2020.

**Project History:** Funding to date has provided for a comprehensive program of undergrounding improvements on King Street from Union Street to the King Street Metro Station area.

**Operating Impact:** This project will have no impact on the operating budget.

Miscellaneous Undergrounding	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	90,000	50,000	90,000	90,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	90,000	50,000	90,000	90,000

Miscellaneous Undergrounding	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	90,000	90,000	90,000	90,000	90,000	770,000
Less Revenues	0	0	0	0	0	0
Net City Share	90,000	90,000	90,000	90,000	90,000	770,000

## King Street Paving

Subsection: Street Improvements  
 Managing Department: T&ES  
 Project Group: 2

Estimated Useful Life of Improvement: 15 years  
 Priority: Essential

**Project Summary:** This project provides for the paving of King Street, between Union Street and the Masonic Temple. This portion of King Street is in need of resurfacing due to damage caused by cuts, cracks, and depressions. It has been 15 years since this portion of King Street was paved. Heavy traffic and the age of the surface, in addition to numerous utility cuts, have made this paving project necessary. This project was unfunded in the FY 2009 – FY 2014 CIP, but \$863,000 was programmed in FY 2010.

**Changes from Prior Year:** \$350,000 in prior year balance previously associated with the Madison/Montgomery project have been reprogrammed to this project due to the delay in construction for Madison/Montgomery.

**Operating Impact:** This project will have no impact on the operating budget.

King Street Paving	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,213,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,213,000	0	0	0	0	0

King Street Paving	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Washington Street Paving

Subsection: Street Improvements

Estimated Useful Life of Improvement: 15 years

Managing Department: T&ES

Priority: Essential

Project Group: 1

**Project Summary:** Washington Street between First Street and Church Street (a total of 1.59 miles) was rehabilitated in the summer/fall of 2009. In addition to pavement replacement, the project included sidewalks, curb and gutter, pavement markings, traffic loop detectors, signs and signals which required extensive rehabilitation to bring them up to current standards. The roadway serves more than 55,000 vehicles daily, making it one of the most heavily traveled arterials in the City. This street has highly active pedestrian crossings and four designated on-street bicycle routes cross Washington Street within the project limits. The total project was estimated at \$2,150,000, with \$1.0 million to come from State revenue sharing and \$1.15 million from the City.

**Changes from Prior Year:** Staff applied for and was approved for \$1 million from the Virginia revenue sharing program to offset costs associated with this project. \$350,000 was added to the project in FY 2010 in order to match the revised estimated costs submitted to the State. With the additional \$350,000 added in FY 2010 (reprogrammed from Madison/Montgomery St), the total City share was \$1.15 million.

**Operating Impact:** This project will have no impact on the operating budget.

Washington Street Paving	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	350,000	0	0	0	0	0
Revenue Sharing	0	0	0	0	0	0
Net City Share	350,000	0	0	0	0	0

Washington Street Paving	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Revenue Sharing	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0



# Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

## Street Reconstruction Projects TBD

Subsection: Street Improvements

Managing Department: T&ES

Project Group: 2

Estimated Useful Life of Improvement: TBD

Priority: Essential

**Project Summary:** The City intends to participate in the State revenue sharing program for transportation projects every fiscal year when funding for the match is available and eligible projects can be identified. This program requires street reconstruction projects of at least \$2.0 million in total costs in order to receive the State revenues of \$1.0 million. Because this program is limited to reconstruction projects of over \$2 million on arterial roads, the overall number of potential projects in the City is limited.

In FY 2009 the City was approved for \$1 million to offset the costs of the Washington Street Repaving project, and in FY 2010 the City was approved for \$1 million to offset the costs of the Edsall Road Reconstruction project. (Another \$1 million will be requested for the Edsall Road project in FY 2011.) The City will participate in this program in FY 2016 – FY 2020 if we have eligible projects.

The total cost of these projects in FY 2016 to FY 2020 will be \$10.0 million with \$5.0 million in State revenues coming back to the City. The City anticipates not being able to afford to participate in the State revenue sharing program for transportation projects for FY 2012 to FY 2015.

**Changes from Prior Year:** This project is funded for FY 2016 through FY 2020 if eligible projects are identified.

**Operating Impact:** Given the uncertain nature of the exact use of these funds, there currently is no identifiable impact on the operating budget.

Street Reconstructions TBD	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Revenue Sharing	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street Reconstructions TBD	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Revenue Sharing	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Net City Share	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000

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# SEWERS

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Including the Sanitary Sewer Module and  
Stormwater Utility Module

## Sewers

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## Sewers

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Sanitary Sewers Projects</b>													
	ASA Treatment Facility Expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
	Reclaimed Water System via WTE Plant	0	100,000	0	0	0	0	0	0	0	0	0	\$100,000
	4 Mile Run Sanitary Sewer Repair	0	0	300,000	1,500,000	0	0	0	0	0	0	0	\$1,800,000
	Commonwealth Service Chamber	370,000	0	0	0	0	0	0	0	0	0	0	\$0
	Correction of Infiltration & Inflow	1,000,000	0	0	0	0	0	0	0	0	0	0	\$0
	Mitigation of CSO's	1,788,690	289,000	304,000	319,000	335,000	335,000	350,000	350,000	350,000	350,000	350,000	\$3,332,000
	Reconst. & Extension of Sanitary Sewers	2,080,050	1,600,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	\$10,600,000
	Sanitary Sewer Capacity Study	0	699,877	300,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	\$2,599,877
	Sewer Separation Projects	1,025,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	\$6,000,000
	Holmes Run Trunk Sewer	2,037,000	4,000,000	0	0	0	0	0	0	0	0	0	\$4,000,000
	Holmes Run I & II	0	7,910,000	4,360,000	4,360,000	4,200,000	4,200,000	0	0	0	0	0	\$25,030,000
Total Sanitary Sewers Projects		8,300,740	15,198,877	6,864,000	7,979,000	6,335,000	6,335,000	4,150,000	2,150,000	2,150,000	2,150,000	2,150,000	\$55,461,877
<b>Stormwater Utility Projects</b>													
	Miscellaneous Storm Sewer Repairs	0	1,132,000	2,210,000	2,400,000	2,500,000	750,000	500,000	750,000	2,100,000	100,000	100,000	\$12,542,000
	Key Drive Flood Mitigation	0	0	0	0	0	1,000,000	800,000	0	0	0	0	\$1,800,000
	Taylor's Run at Janney's Lane	551,250	0	0	0	0	0	0	0	0	0	0	\$0
	Oronoco Outfall	1,510,000	0	0	0	0	0	0	0	0	0	0	\$0
	Storm & Combined Assessment	600,000	0	450,000	900,000	540,000	900,000	900,000	900,000	900,000	900,000	900,000	\$7,290,000
	NPDES / MS4 Permit	175,000	0	0	0	0	0	0	0	0	0	0	\$0
	Braddock & West Storm Sewer	0	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	\$6,500,000
	Storm Sewer Capacity Analysis	1,420,500	868,000	0	0	0	0	0	0	0	0	0	\$868,000
Total Stormwater Utility Projects		\$4,256,750	\$2,000,000	\$2,660,000	\$3,300,000	\$3,040,000	\$2,650,000	\$2,950,000	\$2,400,000	\$4,000,000	\$3,000,000	\$3,000,000	\$29,000,000
<b>Total Expenditure Requests</b>		<b>\$12,557,490</b>	<b>\$17,198,877</b>	<b>\$9,524,000</b>	<b>\$11,279,000</b>	<b>\$9,375,000</b>	<b>\$8,985,000</b>	<b>\$7,100,000</b>	<b>\$4,550,000</b>	<b>\$6,150,000</b>	<b>\$5,150,000</b>	<b>\$5,150,000</b>	<b>\$84,461,877</b>
<b>Less Total Revenues</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Subtotal Requests</b>		<b>\$12,557,490</b>	<b>\$17,198,877</b>	<b>\$9,524,000</b>	<b>\$11,279,000</b>	<b>\$9,375,000</b>	<b>\$8,985,000</b>	<b>\$7,100,000</b>	<b>\$4,550,000</b>	<b>\$6,150,000</b>	<b>\$5,150,000</b>	<b>\$5,150,000</b>	<b>\$84,461,877</b>

# Sewers

## SANITARY SEWER FUND MODULE

**Overview:** The FY 2011 – FY 2020 Proposed Sanitary Sewer Module includes \$55.5 million in sanitary sewer improvement projects for reducing stormwater inflow and infiltration and expanding capacity in order to prevent sanitary sewer backups and minimize the environmental impacts of sanitary sewer discharge. These improvements are required as part of the City's compliance with state environmental permitting regulations. A sanitary sewer master plan currently under development is likely to identify additional capital needs beyond those contained in the Proposed CIP.

**Revenue Generation:** The Sanitary Sewer Module is funded by a combination of sewer connection fees charged to developers for tying new structures in to the system and sanitary sewer usage fees charged to existing property owners on the quarterly water bill base on gallons consumed. The sewer connection fees are adjusted annually according to the CPI-U. The sewer usage fee has not been increased since FY 2006, when it was raised from \$0.60 per 1,000 gallons to \$1.00 in accordance with a multi-year plan to create this separate fund and gradually increase the fee to \$1.00. The current rate costs the typical household approximately \$70 annually, or \$17.50 per quarter. The \$0.25 per 1,000 gallon increase currently proposed would cost the typical household approximately \$17.50 per year, or \$4.38 per quarter.

FY 2011 sanitary sewer-related operating costs, including two new engineering positions, and capital projects are fully funded by revenues generated by the existing fee rate and \$28.3 million in new sanitary sewer debt financing. Without the proposed increase of \$0.25 per 1,000 gallons, the City would have to either defer future projects (most likely Holmes Run Infiltration and Inflow), or utilize additional borrowing above the planned \$28.3 million, which would drive up debt service costs in future years and potentially crowd out funds for additional projects.

**Proposed Projects:** The projects included in the FY 2011 – FY 2020 Proposed Sanitary Sewer Module address maintenance-related issues necessary at current levels of development in the City. It is likely that future Sanitary Sewer Fund Modules will incorporate new capacity-related projects stemming from projected development and population growth in the City. Additional revenue will likely be required to fund these projects, but utilization of the sewer tap fee, rather than the sewer line maintenance fee, may be a more appropriate method for providing these funds.

# Sewers

## SANITARY SEWER FUND MODULE SOURCES AND USES

Sanitary Sewer Fund Module Expenditures	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Capital Projects</b>											
ASA Treatment Facility Expansion	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Reclaimed Water System via WTE Plant	100,000	0	0	0	0	0	0	0	0	0	\$100,000
4 Mile Run Sanitary Sewer Repair	0	300,000	1,500,000	0	0	0	0	0	0	0	\$1,800,000
Commonwealth Service Chamber	0	0	0	0	0	0	0	0	0	0	\$0
Correction of Infiltration & Inflow	0	0	0	0	0	0	0	0	0	0	\$0
Mitigation of CSO's	289,000	304,000	319,000	335,000	335,000	350,000	350,000	350,000	350,000	350,000	\$3,332,000
Reconst. & Extension of Sanitary Sewers	1,600,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	\$10,600,000
Sanitary Sewer Capacity Study	699,877	300,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	\$2,599,877
Sewer Separation Projects	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	\$6,000,000
Holmes Run Trunk Sewer	4,000,000	0	0	0	0	0	0	0	0	0	\$4,000,000
Holmes Run I & I	7,910,000	4,360,000	4,360,000	4,200,000	4,200,000	0	0	0	0	0	\$25,030,000
<b>Subtotal Capital Expenditures</b>	<b>\$15,198,877</b>	<b>\$6,864,000</b>	<b>\$7,979,000</b>	<b>\$6,335,000</b>	<b>\$6,335,000</b>	<b>\$4,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$2,150,000</b>	<b>\$55,461,877</b>
<b>Operating Costs</b>											
Personnel	1,720,149	1,755,000	1,790,000	1,826,000	1,863,000	1,900,000	1,957,000	2,015,000	2,076,000	2,138,000	\$19,040,149
Non-Personnel	513,113	523,000	533,000	544,000	555,000	566,000	577,000	588,000	599,000	610,000	\$5,608,113
Debt Service - prior debt issuance	1,200,361	1,164,983	1,128,697	1,045,981	988,533	934,164	882,785	834,232	788,349	744,990	\$9,713,073
Debt Service - planned future debt issuance	0	946,957	1,230,626	1,627,753	1,902,154	2,185,742	2,292,780	2,239,315	2,185,665	2,131,775	\$16,742,764
<b>Total Operating Expenditures</b>	<b>\$3,433,623</b>	<b>\$4,389,940</b>	<b>\$4,682,323</b>	<b>\$5,043,734</b>	<b>\$5,308,687</b>	<b>\$5,585,905</b>	<b>\$5,709,564</b>	<b>\$5,676,546</b>	<b>\$5,649,013</b>	<b>\$5,624,764</b>	<b>\$51,104,100</b>
<b>Total Sanitary Sewer Expenditures</b>	<b>\$18,632,500</b>	<b>\$11,253,940</b>	<b>\$12,661,323</b>	<b>\$11,378,734</b>	<b>\$11,643,687</b>	<b>\$9,735,905</b>	<b>\$7,859,564</b>	<b>\$7,826,546</b>	<b>\$7,799,013</b>	<b>\$7,774,764</b>	<b>\$106,565,977</b>
<b>Sanitary Sewer Module Funding Sources</b>											
Sewer Line Maintenance Fee	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$6,562,500	\$65,625,000
Sewer Connection Fee	\$1,180,000	\$1,215,400	\$1,251,862	\$1,289,418	\$1,328,100	\$1,367,943	\$1,408,982	\$1,451,251	\$1,494,789	\$1,539,632	\$13,527,378
New Debt Issuance	\$10,890,000	\$3,480,000	\$4,850,000	\$3,530,000	\$3,750,000	\$1,800,000	\$0	\$0	\$0	\$0	\$28,300,000
Fund Balance Carryover	\$0	\$0	\$3,960	\$6,999	\$10,184	\$7,097	\$1,635	\$113,552	\$300,757	\$559,033	
<b>Total Funding Sources</b>	<b>\$18,632,500</b>	<b>\$11,257,900</b>	<b>\$12,668,322</b>	<b>\$11,388,917</b>	<b>\$11,650,784</b>	<b>\$9,737,540</b>	<b>\$7,973,117</b>	<b>\$8,127,303</b>	<b>\$8,358,046</b>	<b>\$8,661,165</b>	<b>\$108,455,595</b>
Year-End Fund Balance	\$0	\$3,960	\$6,999	\$10,184	\$7,097	\$1,635	\$113,552	\$300,757	\$559,033	\$886,401	

# Sewers

## ASA Treatment Facility Expansion

**Subsection:** Sanitary Sewers Module  
**Managing Department:** T&ES  
**Project Group:** Exempt

**Estimated Useful Life of Improvement:** 40 years  
**Priority:** Essential

**Project Summary:** The Alexandria Sanitation Authority is currently in the design process for the expansion of its wastewater treatment facility – current capacity 54 Million Gallons per Day (MGD) - to meet Virginia Nitrogen and Phosphorus requirements. As part of this process, at the City's request, the authority will investigate expanding the facility by up to 9 MGD, which should be sufficient to meet City growth demands until 2050, and also provide additional capacity for wet weather flows. Current development projections indicate that up to 4 MGD will be necessary by 2040. As a first step to implement this project, the consultant currently enlisted to design the expansion will investigate the feasibility of this project. The City will reimburse ASA for the cost of this work. The feasibility study will begin in the spring of 2010.

In the FY 2011 CIP, \$2.0 million is budgeted in FY 2016 for preliminary design of the ASA facility expansion. Any additional design costs will be determined when the feasibility study is completed. The current project construction estimate is \$200 million. These expenses have been and should be customary expenses of ASA and not the City. How to finance the ASA expansion will need to be worked out with ASA, as the expansion should be financed by ASA issuing the revenue bonds backed by sanitary sewer system user charges.

**Changes from Prior Year:** This is a new project not previously in the CIP. Funding for preliminary design only is included.

**Operating Impact:** This project will not impact the operating budget.

ASA Treatment Facility Expansion	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

ASA Treatment Facility Expansion	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	2,000,000	0	0	0	0	2,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	2,000,000



## Sewers

### Reclaimed Water System via Eisenhower Avenue Waste-to-Energy Plant

Subsection: Sanitary Sewers

Estimated Useful Life of Improvement: 40 years

Managing Department: T&ES

Priority: Essential

Project Group: Exempt

**Project Summary:** Reuse is an integral part of water resources management, wastewater management, and ecosystem management. It reduces demands on valuable surface and ground waters used for drinking water sources and may add capacity at the Water Reclamation Facility. Based on growth pressures within the City and current regulatory nutrient constraints at the Alexandria Sanitation Authority's (ASA) Advanced Waste Treatment Facility, ASA and the City are funding a study to evaluate the feasibility, constructability and potential cost benefits of operating a wastewater reuse system to service the Covanta Waste-to-Energy Plant located on Eisenhower Avenue. A market assessment study for a reclaimed water system was completed in FY 2010. Funding for the design phase of this project is not budgeted in the FY 2011 – FY 2020 CIP. Following the completion of the Sanitary Sewer Master Plan, the City will know more about it and when to budget the design funds for this project. After the future study, the economic feasibility of this water reuse option will be more clear.

**Changes from Prior Year:** \$100,000 is requested for FY 2011 as an assumed twenty percent match on a federal earmark (\$500,000) for a reuse study. If additional matching funds are needed for this earmark, the City will borrow from existing sanitary sewer balances in FY 2011 and backfill these funds in FY 2012. Funding for the design phase is not included in the Proposed CIP.

**Operating Impact:** The project will have no impact on operating cost at this time.

Reclaimed Water System via WTE	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	100,000	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	100,000	0	0	0	0

Reclaimed Water System via WTE	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	100,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	100,000

## Sewers

### Four Mile Run Sanitary Sewer Repair

Subsection: Sanitary Sewers  
 Managing Department: T&ES  
 Project Group: Exempt

Estimated Useful Life of Improvement: 40 years  
 Priority: Essential

**Project Summary:** This project will fund the rehabilitation of the Four Mile Run sanitary sewer. During field inspections of the Four Mile Run Inflow and Infiltration project in FY 2001, surcharged manholes with significant solids were encountered along the 36-inch diameter truck sewer upstream of the Four Mile Run pump station. Efforts to clean the trunk sewer were unsuccessful due to the heavy solids volume and compaction in the sewer. In FY 2008, a specialty contractor successfully removed the solids and an inspection and condition assessment was completed. Based on the condition assessment of the trunk sewer following the removal of the solids, rehabilitation is necessary. \$1.8 million is budgeted for this project with \$300,000 for design in FY 2012 and \$1.5 million for construction in FY 2013. ASA will be upgrading the existing 4-Mile Run Pump station and the City is coordinating the trunk sewer rehabilitation with ASA's improvements.

**Changes from Prior Year:** Design funding of \$300,000 has been moved from FY 2011 to FY 2012.

**Operating Impact:** This project will have no impact on the operating budget

Four Mile Run Sanitary Sewer Repair	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	300,000	1,500,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	300,000	1,500,000	0	0

Four Mile Run Sanitary Sewer Repair	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	1,800,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,800,000

# Sewers

## Commonwealth Service Chamber

Subsection: Sanitary Sewers  
 Managing Department: T&ES  
 Project Group: Exempt

Estimated Useful Life of Improvement: 40 years  
 Priority: Essential

**Project Summary:** This project will fund the construction of a service chamber on the Commonwealth Interceptor. The service chamber will act to prevent sewer backups during wet weather flows from the combined sewer area when the combined sewer outfall at Hooff's Run is submerged. The service chamber may be similar to two located on the Holmes Run Trunk Sewer that protect the low lying developed areas in the Eisenhower Valley. A study was begun in FY 2010, and is scheduled for completion in FY 2011 using the remaining unallocated balance of \$370,000. Construction costs and schedule will be determined at the completion of the study.

**Changes from Prior Year:** \$2.7 million was eliminated for construction from FY 2012 until the study results are known in FY 2011.

**Operating Impact:** This project will have no impact on the operating budget

Commonwealth Service Chamber	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	370,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	370,000	0	0	0	0	0

Commonwealth Service Chamber	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

## Correction of Infiltration/Inflow

Subsection: Sanitary Sewers  
 Managing Department: T&ES  
 Phase: Phase IV (Construction)  
 Project Group: Exempt

Estimated Useful Life of Improvement: 40 years  
 Priority: Essential

**Project Summary:** This project provides for the evaluation and remediation of infiltration/inflow conditions in older parts of the City's separate sanitary sewer system. These areas include the sanitary sewer systems tributary to the Commonwealth Interceptor and areas in the Holmes Run sewer service area. During wet weather, infiltration and inflow into these older sanitary sewers have created overload conditions causing basement back-ups. This project will identify leaking sewers and connections (which allow excessive infiltration/inflow to enter sewers) and correct the problem through the repair of the sewers and removal of direct storm water sources such as down spouts.

**Changes from Prior Year:** There are no changes in funding for this capital project.

## Sewers

**Project History:** This correction program was started in FY 1999 when studies were conducted in the Four Mile Run sewer service area. This area is a tributary to the Four Mile Run Pumping Station and comprises the upper part of the City served by the Commonwealth Interceptor. As a result of these studies, the City conducted field inspections and flow monitoring of the existing sewers. Field inspections included street by street TV investigations of sewers, followed by visual investigations of connections employing nondestructive methods such as dye and smoke testing to identify the sources of connections to the existing sewers. The fieldwork and monitoring was performed by dividing sewer service areas into sections and proceeding through each section sequentially. Fieldwork was completed in the sanitary sewer system's tributary to the Commonwealth Interceptor. Construction on the Commonwealth Interceptor sewer shed began in fall 2005 and was completed in the spring of 2007. Field work in the Taylor Run sub-shed of the Holmes Run sewer service area was completed in summer 2007. The studies show the sanitary sewers require substantial repairs to correct broken and cracked pipe, root intrusion, leaking joints, damaged connections between street sewers and laterals (house sewer connections), and leaking manholes. Most of the conditions can be remediated by internal repair methods such as installation of an internal lining in the pipe. However, some conditions such as broken pipes require excavation and replacement to restore the structural integrity of the sewer. The information from the field work completed to date shows that the relining and repairs required to reduce inflow and infiltration to non-excessive quantities and restore structural integrity are substantially greater than previously anticipated. Construction began in Summer 2008 and will be completed in Summer 2010, and post construction flow monitoring will be completed in Winter 2011. To date, approximately \$11 million has been spent on this project.

**Schedule:** This project is currently in the construction phase (Phase 4). Construction began in the summer of 2008. Construction is expected to be completed during summer 2010 and post-construction flow monitoring will be completed in winter 2011 utilizing remaining balances.

**Customer Service Level Impact:** This project will reduce infiltration and inflow in sanitary sewer lines as well as reduce the need for emergency repairs. Some reduction in Average Daily Flow at the Alexandria Sanitation Authority Advanced Waste Water Treatment Facility is anticipated, resulting in a small amount of future capacity availability.

**Operating Impact:** This project will have no impact on the operating budget.

Correction of Infiltration/ Inflow	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,000,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,000,000	0	0	0	0	0

Correction of Infiltration/ Inflow	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within projected range of costs)	
Reduction in Inflow and infiltration in the sanitary sewer systems	

# Sewers

## Mitigation of Combined Sewer Overflows (CSO's)

**Subsection:** Sanitary Sewers

**Managing Department:** T&ES

**Project Group:** Exempt

**Estimated Useful Life of Improvement:** 40 Years

**Priority:** Essential

**Project Summary:** This project category funds the mitigation projects related to combined sewer overflows. The City's combined storm and sanitary sewer system is comprised of areas east of the railroad corridor (primarily Old Town), which includes an area of approximately 560 acres. Combined sewer outfalls (discharge points for wet weather overflows) are located at the foot of Pendleton and Royal Streets and under Duke Street at Hooff's Run. Approximately \$1.8 million in prior year unallocated funds remains to be used for the program required by the existing permit. In addition, a total of \$3.3 million has been planned over ten years (FY 2011 through FY 2020). These funds will be used to continue the implementation of permit conditions through FY 2020. A total mitigation of the CSO system would require significantly more funds than planned in this CIP.

**Changes from Prior Year:** Annual funding of \$350,000 has been added to FY 2016 and extended to FY 2020.

**Project History:** The City, through its engineering consultant, began studies in the early 1990's to seek alternative approaches to control combined sewer overflows and in 1995 submitted a Long Term Control Plan (LTCP) to the Virginia Department of Environmental Quality (VADEQ). The VADEQ first issued the City a permit for its combined sewer system in 1995. Based on the City's studies, the permit calls for the City to operate and maintain the combined sewer system according to the United States Environmental Protection Agency's (USEPA) technology-based best management practices. The practices are known as the Nine Minimum Controls (NMCs) and are part of the National CSO Control Policy. The NMCs that the City implemented for controlling CSO discharges comprise the following:

1. Proper operation and regular maintenance programs for the sewer system and the combined sewer overflows;
2. Maximum use of the collection system for storage;
3. Review and modification of the pretreatment program to assure CSO impacts are minimized;
4. Maximization of flow to the publicly owned and treated works (POTW) for treatment;
5. Prohibition of CSOs during dry weather;
6. Control of solid and floatable materials in CSOs;
7. Pollution prevention programs that focus on containment reduction activities;
8. Public notification to ensure that the public receives adequate notification of CSO occurrences and CSO impacts; and
9. Monitoring and reporting to effectively characterize CSO impacts and the efficacy of CSO controls.

The City reapplied for its permit during FY 2006 and the permit was re-issued in FY 2007. The new permit requires additional monitoring, modeling, and reporting requirements, including:

- A five year bacteria monitoring for Hunting Creek to assess impacts of CSO discharges from Royal Street and Duke Street (via Hooff's Run) outfalls and additional monitoring at Oronoco Bay.
- Additional monitoring, modeling, reporting, and evaluation throughout the permit term of the discharges from all CSO outfalls.
- More frequent inspections, increased maintenance activities, and more detailed record keeping and performance reporting for all parts of the combined sewer system.

Currently, TMDLs (Total Maximum Daily Loads) for various pollutants are being developed by USEPA and VA Department of Environmental Quality for the receiving waters. Depending on the future regulations, permits may require the City to revise its LTCP, which may include partial separation, detention, or end of pipe technologies. An "Area Reduction Plan" study identifies areas within the combined system shed that can be potentially separated as part of new development or re-developments.

**Operating Impact:** This project will have no impact on the operating budget.

## Sewers

Mitigation of CSOs	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,788,690	289,000	304,000	319,000	335,000	335,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,788,690	289,000	304,000	319,000	335,000	335,000

Mitigation of CSOs	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	350,000	350,000	350,000	350,000	350,000	3,332,000
Less Revenues	0	0	0	0	0	0
Net City Share	350,000	350,000	350,000	350,000	350,000	3,332,000

### Reconstructions & Extensions of Sanitary Sewers

**Subsection:** Sanitary Sewers  
**Managing Department:** T&ES  
**Project Group:** Exempt

**Estimated Useful Life of Improvement:** 40 years  
**Priority:** Essential

**Project Summary:** This project provides for the construction of new sewer mains and the replacement and rehabilitation of old lines as needed. The project also includes funds for the City's share of the cost of sewer extensions required for development. This is an essential infrastructure project.

A total of \$10.6 million is planned over ten years (FY 2011-FY 2020). This project also fund repairs to city streets disturbed by construction.

**Changes from Prior Year:** Annual funding of \$1 million per year has been budgeted for FY 2012 to FY 2020. \$600,000 additional is budgeted for FY 2011 for anticipated sanitary sewer street repairs. This project is now combined with Street Reconstructions for Sanitary Sewers.

**Project History:** In FY 1987, the City initiated an on-going program to reline existing leaking sewers in the City. In the FY 2009 Approved CIP, a total of \$500,000 was added to complete delayed sanitary sewer projects. Projects include West Uhler Avenue between Commonwealth Avenue and Sanford Street; Forrest Street and Groves Ave. between Commonwealth Avenue and Hickory Street, Hickory Street; Diagonal Road between King Street and Daingerfield Road; Sycamore Street, between Mt. Ida Street and Kennedy Street; Hoof's Run from E. Chapman to E. Maple Streets, and a sewer located in the alley between East Monroe Avenue and East Nelson Avenue. The City's share of the Four Mile Run Force Main is also paid out of this project.

**Operating Impact:** This project will have no impact on the operating budget.

Recon. and Extentions of San Sewers	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	2,080,050	1,600,000	1,000,000	1,000,000	1,000,000	1,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	2,080,050	1,600,000	1,000,000	1,000,000	1,000,000	1,000,000

Recon. and Extentions of San Sewers	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10,600,000

# Sewers

## Sanitary Sewer Capacity Studies

Subsection: Sanitary Sewers  
 Managing Department: T&ES  
 Project Group: Exempt

Estimated Useful Life of Improvement: As Updated  
 Priority: Essential

**Project Summary:** This project provides for an ongoing sanitary sewer capacity study to assess the sanitary sewer's systems ability to support existing flows and ongoing development.

**Changes from Prior Year:** \$100,000 has been added to FY 2012 and \$200,000 each year from FY 2012 through FY 2020 to this project. A total of \$2.6 million is planned over ten years for this project.

**Project History:** This project was added to the CIP in FY 2009. A study was begun in Fall 2007 and is expected to be completed in Winter 2012. Flow metering of the Alexandria Sanitation Authority's trunk sewers and interceptors will begin in FY 2010 and will be continuous. Sewer Master Plan and Renegotiation of the City/ASA agreement are included in this project funding.

**Operating Impact:** This project will have no impact on the operating budget.

Sanitary Sewer Capacity Studies	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	699,877	300,000	200,000	200,000	200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	699,877	300,000	200,000	200,000	200,000

Sanitary Sewer Capacity Studies	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	200,000	200,000	200,000	200,000	200,000	2,599,877
Less Revenues	0	0	0	0	0	0
Net City Share	200,000	200,000	200,000	200,000	200,000	2,599,877

# Sewers

## Sewer Separation Projects

Subsection: Sanitary Sewers  
 Managing Department: T&ES  
 Project Group: Exempt

Estimated Useful Life of Improvement: 40 years  
 Priority: Essential

**Project Summary:** This project provides for small projects to separate areas of combined sewers. Areas of opportunity exist for separation of combined sewer systems where construction of additional sewers in a few blocks may result in completing the separation of a larger area. Opportunities may also arise in conjunction with redevelopment in the combined sewer area.

**Changes from Prior Year:** A total of \$6.0 million has been planned (FY 2011 - FY2020) for this project. Total sewer separation costs would be significantly more than this amount, which is why an incremental, opportunistic program is recommended.

**Project History:** This project was added to the CIP in FY 2009. Projects are being identified first for design.

**Operating Impact:** This project will have no impact on the operating budget.

Sewer Separation Projects	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,025,000	600,000	600,000	600,000	600,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,025,000	600,000	600,000	600,000	600,000	600,000

Sewer Separation Projects	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	600,000	600,000	600,000	600,000	600,000	6,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	600,000	600,000	600,000	600,000	6,000,000



# Sewers

## Holmes Run Trunk Sewer

**Subsection:** Sanitary Sewers  
**Managing Department:** T&ES  
**Project Group:** Exempt

**Estimated Useful Life of Improvement:** 40 years  
**Priority:** Essential

**Project Summary:** This project provides for an increase in capacity in the Holmes Run trunk sewer line, required to support rapid development occurring in the Eisenhower Valley, as well as future development and redevelopment in the West End. Engineering studies indicated that lining the existing sewer with specialized materials would provide the needed capacity increase with minimal environmental disruption. Relining will increase the capacity in the western portion of the sewer from Van Dorn Street to Eisenhower Avenue at Cameron Run.

**Project History:** Phase I of this project included relining the western portion of the trunk sewer and was completed in summer 2008. Additional engineering and analysis has determined that pipe lining alone will not increase capacity sufficiently in the Phase II – East Eisenhower section. Additional engineering analysis is underway to evaluate other capacity relief options, including constructing a relief sewer from Eisenhower Avenue to the Alexandria Sanitation Authority plant, and potential wet weather sewer storage and treatment in the Holmes Run Service Area. Construction costs are estimated at \$5.3M and total additional consultant costs for design and construction management are estimated at \$700,000. Alexandria Sanitary Authority maintains this trunk sewer. A total of \$2.0 million in prior year unallocated monies remains for this project.

**Changes from Prior Year:** A total of \$4 million is requested in FY 2011.

**Operating Impact:** This project does not have an impact on the City's operating budget, since it is maintained by the Alexandria Sanitation Authority.

Holmes Run Trunk Sewer	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	2,037,000	4,000,000	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	2,037,000	4,000,000	0	0	0	0

Holmes Run Trunk Sewer	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	4,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	4,000,000

# Sewers

## Holmes Run Sewershed Inflow and Infiltration

**Subsection:** Sanitary Sewers

**Estimated Useful Life of Improvement:** 40 years

**Managing Department:** T&ES

**Priority:** Essential

**Project Group:** Exempt

**Project Summary:** This project provides for the evaluation and remediation of infiltration/inflow conditions for the sanitary sewer system in the Holmes Run sewershed. During wet weather, infiltration and inflow into the sanitary sewers have created overload conditions causing basement backups. The field work and monitoring will be performed by dividing the 4,600 acre sewer shed into sections and proceeding through each section sequentially. Leaking sewers and connections (which allow excessive infiltration/inflow to enter sewers) will be identified via street by street CCTV inspection of sewers. The results of this field work will be evaluated to develop remediation projects that are expected to include the relining of sewers and manhole repairs. Construction costs will be more accurately determined based on the results of field evaluations. In the FY 2011 – FY 2020 Proposed CIP, the construction costs are estimated at \$25 million.

**Changes from Prior Year:** A total of \$ 25 million is planned over five years (FY 2011– FY 2015) for this project. Funding in the FY 2010 – 2015 CIP shown for FY 2012 was moved to FY 2013 and funding in FY 2014 was moved to FY 2015. There is no change in overall funding for the project over the Approved FY 2010 – 2015 CIP.

**Project History:** In June 2007, \$631,440 was allocated to begin an assessment of the Holmes Run Infiltration/Inflow. During FY 2010, initial flow metering at 23 locations was completed and CCTV field inspections began with rehabilitation design following.

**Operating Impact:** This project will have no impact on the operating budget.

Holmes Run I & I	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	7,910,000	4,360,000	4,360,000	4,200,000	4,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	7,910,000	4,360,000	4,360,000	4,200,000	4,200,000

Holmes Run I & I	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	25,030,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	25,030,000

Capital Performance Measures	
On-time (within projected time period)	
On-budget (within projected range of costs)	
Reduction in Inflow and infiltration in the sanitary sewer systems	

# Sewers

## STORMWATER UTILITY MODULE

**Overview:** The overall Proposed Stormwater Utility Module would include funding from three separate sources and would encompass both capital and operating costs associated with the storm sewer system. In keeping with City Council guidance restricting the use of a Stormwater Utility to supplant existing operating and capital levels of effort, the Fund would collect an annual transfer in of \$0.9 million from the City's General Fund for operating maintenance and \$1.0 million from the Capital Fund for capital maintenance. These maintain the current level of effort in these areas and establish a baseline moving into the future. Additionally, this Fund would gather revenues from the proposed Stormwater Utility Fee, estimated at \$2.25 million annually. The fees from the Proposed Stormwater Utility Fee would be used primarily for capital projects (about \$2 million per year), but would also support some expanded operating costs (\$250,000 per year) needed to help design and manage the expanded capital program. The total ten-year spending for this Module would be \$40.9 million (\$29.0 million capital and \$11.9 million operating).

**Stormwater Utility Capital:** The FY 2011 – FY 2020 Proposed CIP includes an average of \$2.9 million per year for stormwater improvement projects necessary to reduce flooding and the environmental impacts of stormwater pollutants entering streams and rivers. Approximately \$2.25 million of annual project funding is proposed to come from a new stormwater utility fee. A stormwater utility fee is similar to other utilities such as water, sanitary sewers, and electricity in that it would provide revenue dedicated entirely to stormwater management, and that the fee rate would be set at a level to collect no more than the cost of the stormwater program. This would provide a reliable on-going source of funding for maintaining and improving the City's stormwater infrastructure. It would also establish a more equitable means of allocating costs to users based on impervious surface, the primary contributor to stormwater runoff, than real estate property values.

Stormwater utilities are a common instrument for funding stormwater management and have been adopted locally and regionally in Montgomery County, MD; Prince William County, VA; Gaithersburg and Tacoma Park, MD; and Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Richmond, and Virginia Beach, VA. The rate structure proposed for a City of Alexandria stormwater utility would be based on Equivalent Residential Units (ERU) of 1,971 square feet of impervious surface, the average for single family homes in Alexandria. Commercial and multi-family properties would be based on actual square feet of impervious surface.

**New Revenue Generation:** The proposed fee rate is \$48 per ERU per Year, or \$24 per ERU in FY 2011 and \$48 in FY 2012. Current revenue estimates, assuming this rate, show the City generating approximately \$2,250,000 annually. However, it is also anticipated that this fee would only apply to the second tax payment in FY 2011, which would reduce those revenues by 50% for FY 2011. The table below shows how this fee would be applied to the different types of property located in the City of Alexandria:

### Proposed Rate = \$48 per ERU per Year

Property Type	ERUs	Annual Fee	Number of Properties Affected
Single Family Detached (Typical)	1.00	\$48.00	8,570
Single Family Detached (Large)	2.00	\$96.00	546
Townhouses & Duplexes	0.43	\$20.64	11,707
Commercial/Multi-family	1 per 1,971 SF	\$48/ERU	3,578

**Proposed Uses:** Examples of some of the projects that would be initiated in the first few years of stormwater utility fee revenue would address street, property, and/or basement flooding problems in the areas of Commonwealth Ave. and Glebe Rd. (Auburn Village), Hoof's Run Park, Beverly Dr., N. Paxton St. and N. Pegram St., and Templeton Place. A description of proposed projects can be found on the following pages of the Sewers section. Most of the individual projects specifically attached to the new fee are currently included under the Miscellaneous Storm Sewers CIP Project. The exception is the Braddock and West Flood Mitigation Project, which would also require this fee if the City is to plan for implementation in this FY 2011 – FY 2020 CIP.

# Sewers

## STORMWATER UTILITY SOURCES AND USES

Stormwater Utility Module Expenditures	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Capital Projects</b>											
Miscellaneous Storm Sewer Repairs	1,132,000	2,210,000	2,400,000	2,500,000	750,000	500,000	750,000	2,100,000	100,000	100,000	\$12,542,000
Key Drive Flood Mitigation	0	0	0	0	1,000,000	800,000	0	0	0	0	\$1,800,000
Taylor's Run at Janney's Lane	0	0	0	0	0	0	0	0	0	0	\$0
Oronoco Outfall	0	0	0	0	0	0	0	0	0	0	\$0
Storm & Combined Assessment	0	450,000	900,000	540,000	900,000	900,000	900,000	900,000	900,000	900,000	\$7,290,000
NPDES / MS4 Permit	0	0	0	0	0	0	0	0	0	0	\$0
Braddock & West Storm Sewer	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	\$6,500,000
Storm Sewer Capacity Analysis	868,000	0	0	0	0	0	0	0	0	0	\$868,000
<b>Subtotal Capital Expenditures</b>	<b>\$2,000,000</b>	<b>\$2,660,000</b>	<b>\$3,300,000</b>	<b>\$3,040,000</b>	<b>\$2,650,000</b>	<b>\$2,950,000</b>	<b>\$2,400,000</b>	<b>\$4,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$29,000,000</b>
<b>Operating Costs</b>											
Current Operating Support <sup>1</sup>	938,084	938,084	938,084	938,084	938,084	938,084	938,084	938,084	938,084	938,084	\$9,380,840
Expanded Operating Support	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	\$2,500,000
<b>Total Operating Expenditures</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$1,188,084</b>	<b>\$11,880,840</b>
<b>Total Stormwater Utility Expenditures</b>	<b>\$3,188,084</b>	<b>\$3,848,084</b>	<b>\$4,488,084</b>	<b>\$4,228,084</b>	<b>\$3,838,084</b>	<b>\$4,138,084</b>	<b>\$3,588,084</b>	<b>\$5,188,084</b>	<b>\$4,188,084</b>	<b>\$4,188,084</b>	<b>\$40,880,840</b>
<b>Stormwater Utility Module Funding Sources</b>											
Transfer from General Fund (Current Operating) <sup>1</sup>	\$938,084	\$938,084	\$938,084	\$938,084	\$938,084	\$938,084	\$938,084	\$938,084	\$938,084	\$938,084	\$9,380,840
Transfer from Capital Fund (Base Capital)	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$10,000,000
Stormwater Utility Fee Revenues	\$1,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$21,500,000
Fund Balance Carryover	\$0	\$0	\$340,000	\$40,000	\$0	\$350,000	\$400,000	\$1,000,000	\$0	\$0	\$0
<b>Total Funding Sources</b>	<b>\$3,188,084</b>	<b>\$4,188,084</b>	<b>\$4,528,084</b>	<b>\$4,228,084</b>	<b>\$4,188,084</b>	<b>\$4,538,084</b>	<b>\$4,588,084</b>	<b>\$5,188,084</b>	<b>\$4,188,084</b>	<b>\$4,188,084</b>	<b>\$43,010,840</b>
<b>Year-End Fund Balance</b>	<b>\$0</b>	<b>\$340,000</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$400,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> Current Operating Costs are defined as the Storm Sewer Cleaning and Inspection Activity in the FY 2011 Proposed T&E Operating Budget and define that as the baseline level of funding moving in to the future. These do not reflect the total current operating costs of maintaining the City's Storm Sewer System. This definition could be expanded to include more Storm Sewer System operating costs, but the corresponding General Fund budget authority would need to be identified and transferred to this Stormwater Utility Module if those costs are to be represented here.

# Sewers

## Miscellaneous Extension and Replacement of Storm Sewers

**Subsection:** Storm Sewers                      **Estimated Useful Life of Improvement:** 25 years  
**Managing Department:** T&ES                      **Priority:** Highly Desirable  
**Project Group:** 3

**Project Summary:** \$12.5 million in Stormwater Utility fee revenue is planned over ten years (FY 2011-FY 2020) for this continuing essential infrastructure maintenance project, used for tasks identified throughout the year and also for scheduled projects. In addition, \$572,650 in prior year unallocated monies remains budgeted.

A portion of this budget will be used for the replacement of the 72-inch corrugated metal (CM) pipe at Edsall Road and Cameron Station that has shown signs of potential structural failure and for several other projects related to deteriorating conditions and new developments, including DASH-Witter Storm Water Improvements and Upland/Braxton storm sewer. Auburn Village Condominiums, located near the intersection of Glebe Rd and Commonwealth Ave, has experienced frequent street and building flooding. Preliminary analysis indicates that this flooding is due to lack of capacity in the City's storm sewer system. Upgrades to improve the storm sewer capacity are programmed as \$100,000 in FY 2011 for design, and \$550,000 in FY 2013 for construction. Commonwealth Ave & Glebe Rd drainage improvements, located along Commonwealth Ave from Mt. Vernon Ave to the West and Montrose Ave to the East, has a series of sag points in the roadway profile that facilitates flooding.

Additional project locations that have been identified for possible implementation in FY 2012 – FY 2015 include Pickett Street, North Paxton and North Pegram, the Potomac Waterfront, Commonwealth Avenue at Hoofs Run Park, Beverly Drive, and Calhoun Avenue. Stream Restoration work at Templeton Place is also a possibility. This project will also fund other drainage improvement projects identified on an as needed basis.

In the FY 2011 – FY 2020 Proposed CIP, the funding source (\$12.5 million) for this project is the Stormwater Utility Fee. If that fee is not approved by Council, other funds would need to be identified if the City is to continue to assume these projects will be implemented in this ten-year plan.

**Changes from Prior Year:** Miscellaneous Storm Sewers now plans the inclusion of numerous improvement projects associated with the Stormwater Utility Fee. \$287,000 in funding is budgeted for FY 2011. \$250,000 is budgeted for FY 2012 and FY 2013, \$250,000 in annual funding from FY 2015 to FY 2017, and \$100,000 annual funding from FY 2018 to FY 2020.

**Project History:** Recently completed projects include East Maple Street Storm Sewer reconstruction. Funds were also used for a hydraulic study of the storm watershed to determine capacity inadequacies in various locations for the Commonwealth Avenue/Glebe Road storm water outfall.

**Operating Impact:** This project will have no impact on the operating budget.

Miscellaneous Stormwater Utility	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	1,132,000	2,210,000	2,400,000	2,500,000	750,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	1,132,000	2,210,000	2,400,000	2,500,000	750,000

Miscellaneous Stormwater Utility	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	500,000	750,000	2,100,000	100,000	100,000	12,542,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	750,000	2,100,000	100,000	100,000	12,542,000

## Sewers

### Key Drive Flood Mitigation

Subsection: Storm Sewers

Estimated Useful Life of Improvement: 25 years

Managing Department: T&ES

Priority: Highly Desirable

Project Group: 3

**Project Summary:** This project provides for the design and construction of a storm sewer bypass to alleviate drainage problems on Key Drive and Francis Hammond Parkway and to prevent flooding in residential areas with lower elevations.

**Changes from Prior Year:** \$1.0 million is budgeted for FY 2015 and \$800,000 for FY 2016.

**Operating Impact:** This project will have no impact on the operating budget.

**Project History:** \$1.0 million has been allocated to date for this project. Design is currently underway.

Key Drive Flood Mitigation	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	1,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,000,000

Key Drive Flood Mitigation	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	800,000	0	0	0	0	1,800,000
Less Revenues	0	0	0	0	0	0
Net City Share	800,000	0	0	0	0	1,800,000

### Taylor's Run at Janney's Lane

Subsection: Storm Sewers

Estimated Useful Life of Improvement: 25 years

Managing Department: T&ES

Priority: Essential

Project Group: 2

**Project Summary:** This project provides for the replacement of a deteriorating culvert at Taylor Run and Janney's Lane. During the replacement, the culvert will also be enlarged to alleviate flooding that occurs during major storm events. \$500,000 was allocated in FY 2009 to begin this project. \$551,250 of prior year unallocated funds will fund the construction.

**Changes from Prior Year:** There is no change in funding for this CIP project.

**Operating Impact:** This project will have no impact on the operating budget.

Taylor's Run at Janney's Lane	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	551,250	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	551,250	0	0	0	0	0

Taylor's Run at Janney's Lane	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Sewers

## Oronoco Outfall

**Subsection:** Storm Sewers  
**Managing Department:** T&ES  
**Project Group:** 1

**Estimated Useful Life of Improvement:** 25 years  
**Priority:** Essential

**Project Summary:** \$1.5 million in prior year unallocated monies remain to address ground contamination at the Potomac River Oronoco Street Outfall, caused by coal tar contaminants from the former City (and then Washington Gas) owned Alexandria Gas Works that operated in the 19<sup>th</sup> and 20<sup>th</sup> centuries. The City has been accepted into the Virginia Voluntary Remediation Program for the site with the Virginia Department of Environmental Quality (VDEQ). The City has retained an environmental consultant to study the extent of contamination and to develop and implement a remediation program to clean up the site. Washington Gas is working cooperatively with the City on this matter.

Work involving relining the storm sewer was completed in FY 2007. As a result of the success of the relining, the City is evaluating an alternative in-situ biological remediation method. The City initiated a pilot study of this in-situ method in FY 2008 and one remediation option included installing a hydraulic control and treatment system or bioremediation. The City completed a bioremediation bench study in FY 2008 and completed a biosparging pilot study in FY 2009. The environmental consultant continues to recover free product collected in the sump adjacent to the Oronoco Street storm sewer pipe. The City is exploring methods to improve the effectiveness of this recovery system. At the end of FY 2009 the existing sump area was rehabilitated in conjunction with a hydraulic assessment. The results of this assessment in conjunction with biosparging analysis will be reviewed in FY 2010. A final decision on the remedial method and its initial design are expected in FY 2010. At the conclusion of the design phase of the chosen system, construction costs will be more clearly defined, and funding needs will be more clearly identified. Once the system is functioning effectively, the City intends to dredge and remove the most contaminated sediment near the outfall. The City received additional funding from a settlement with Washington Gas Light Company, totaling \$926,505, which has been used to fund clean-up, monitoring, and maintenance costs.

**Changes from Prior Year:** There has been no change in funding for this project.

**Project History:** The preliminary site investigation was completed in FY 2001 and a Site Characterization/Risk Assessment and Remedial Alternative Screening Report was completed. The additional sampling needed for the risk analysis and remedial screening has been completed. The City performed extensive air monitoring in FY 2003 and FY 2004 and initiated short-term corrective actions in FY 2004. The final Site Characterization/Risk Assessment and Remedial Alternative Screening Report was submitted to VDEQ in FY 2004 and VDEQ reviewed and accepted the report. In FY 2006, VDEQ requested additional data be collected, which was completed in FY 2007. With VDEQ input, the City has developed a Corrective Action Plan (CAP) and is continuing its community outreach efforts. Implementation of the CAP began in FY 2004 with the installation of the free product recovery system.

**Operating Impact:** If the installation of the hydraulic control and treatment system is the selected remedial action, funds to maintain and operate that system may be needed beginning as early as FY 2011. Estimated costs equal \$175,000 per year. If the alternative in-situ method is selected, annual maintenance costs are expected to be lower. A better estimate of annual operating costs of the in-situ method will be determined if that system is chosen and implemented.

Oronoco Outfall	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,510,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,510,000	0	0	0	0	0

Oronoco Outfall	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Sewers

## Storm/Combined Sewer Assessment and Renovation

Subsection: Storm Sewers  
 Managing Department: T&ES  
 Project Group: 2

Estimated Useful Life of Improvement: 40 years  
 Priority: Essential

**Project Summary:** This project provides for the City-wide condition assessment of the existing 14 miles of combined sewers and 185 miles of storm sewers. The field evaluation will include cleaning and CCTV inspection of sewers. The field work will be performed by dividing the City into sewer sheds and proceeding through each section sequentially. Structurally deficient sewers will be identified and the results of the field work will be evaluated to develop remediation projects, which are expected to include the relining of sewers and manhole repairs. Work will be coordinated with the Storm Sewer Capacity Analysis project. The City will use the \$600,000 in prior year balance to continue work through FY 2011.

**Changes from Prior Year:** A total of \$7,290,000 is planned over nine years. This includes \$450,000 for FY 2012, \$900,000 for FY 2013, \$540,000 for FY 2014, and \$900,000 each year from FY 2015 - FY 2020 for this project.

**Project History:** \$600,000 was reprogrammed from unallocated monies from Storm Sewer Reconstructions and Extension for this project. Approximately 4,600 feet of sewers to be remediated in various locations throughout the City have been identified.

**Operating Impact:** This project will have no impact on the operating budget.

Storm and Combined Syst. Assess. & Remed.	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	600,000	0	450,000	900,000	540,000	900,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>600,000</b>	<b>0</b>	<b>450,000</b>	<b>900,000</b>	<b>540,000</b>	<b>900,000</b>

Storm and Combined Syst. Assess. & Remed.	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	900,000	900,000	900,000	900,000	900,000	7,290,000
Less Revenues	0	0	0	0	0	0
Net City Share	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>7,290,000</b>



# Sewers

## Municipal Separate Storm Sewer System Permit Program, NPDES Permit

Subsection: Storm Sewers

Estimated Useful Life of Improvement: 5 years

Managing Department: T&ES

Priority: Essential

Project Group: 1

**Project Summary:** This project provides for the data collection, reporting activities, public education, outreach, involvement and citizen participation associated with implementation of any program changes of the programs required by the National Pollution Discharge Elimination System (NPDES) Permit. A total of \$175,000 in prior year unallocated monies remains for this purpose.

**Changes from Prior Year:** There has been no change in funding for this project.

**Project History:** The Federal Water Quality Act of 1987 required that small municipalities obtain storm water discharge permits for their municipal separate storm sewer system (MS4) under Phase II of the National Storm Water Program. The City submitted an application for a MS4 permit to the Virginia Department of Environmental Quality (VDEQ) and received its first permit effective July 8, 2003. The permit required that the City develop, implement, and enforce a storm water management program designed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable (MEP), protect the water quality and satisfy the appropriate water quality requirements of the Clean Water Act. The permit required the City to develop and implement the Stormwater Management program. The City was issued the new MS4 permit effective July 9, 2008 and subsequently it has successfully negotiated a Program Plan with the Virginia DCR. The new permit has extensively new regulatory requirements that will require significantly enhances monitoring and sampling. The MS4 Permit has numerous requirements including an illicit discharge detection and elimination program and associated concept designs; preliminary concept designs of structural and non-structural floatable controls; and best management practices. Identifying needs and conducting preliminary concept designs for post-construction storm water management are included. It also includes requirements related to TMDL (Total Maximum Daily Loads) requirements related to PCBs for Potomac River and Bacteria for the Four Mile Run. Additional TMDL's are currently being developed for various other pollutants by USEPA and VA Department of Environmental Quality for the receiving waters. Depending on the future regulations, the future permits may contain even more stringent requirements resulting in new requirements ranging from additional monitoring and evaluation to improvements in infrastructure that may require significant capital expenditure.

**Operating Impact:** This project will have no impact on the operating budget.

NPDES / NS4 Permit	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	175,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	175,000	0	0	0	0	0

NPDES / NS4 Permit	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

# Sewers

## Braddock Rd. and West St. Storm Sewer Drainage Improvements

Subsection: Storm Sewers

Estimated Useful Life of Improvement: 40 years

Managing Department: T&ES

Priority: Highly Desirable

Project Group: 3

**Project Summary:** This project addresses flooding at the intersection of Braddock Road and West Street, adjacent to the Braddock Road Metro Station. The adjacent properties and streets drain to the intersection, which is a low point (sump condition). Stormwater is collected at the low points and conveyed beneath the rail corridor to the Hooff's Run storm culvert adjacent to Commonwealth Avenue. The conveyance system is inadequate to convey the stormwater in a timely fashion, resulting in flooding of the intersection. The City hired a consultant to investigate various alternatives to alleviate the problem.

In the FY 2011 – FY 2020 Proposed CIP, the funding source (\$6.5 million) for this project would likely be the Stormwater Utility Fee. If that fee is not approved by Council, other funds would need to be identified if the City is to continue to plan for project implementation in the ten-year plan.

**Changes from Prior Year:** \$750,000 is budgeted in FY 2016 and FY 2017 for preliminary design for a total of \$1.5 million. Construction costs will be determined based on the preliminary design. \$1.0 million is budgeted for FY 2018 and \$2.0 million is budgeted for FY 2019 and FY 2020. Additional funding will likely be needed beyond FY 2020.

**Project History:** Based on a drainage study completed in FY 2004, the storm sewers at the intersection of Braddock Road and West Street were found to be inadequate to relieve the frequent flooding of this critical rail crossing. A feasibility study was completed in fall 2008 with engineering alternatives ranging from \$18.0 million to \$64.0 million. Several alternatives will be further evaluated during the preliminary design to address constructability issues and further refine construction costs, as well as to undertake a thorough cost-benefit analysis. The total cost reflects the feasibility study's cost estimates to collect and convey the storm water to the Potomac River by means of a large (approximately five foot diameter) storm sewer pipe down Wythe Street through Oronoco Park.

**Operating Impact:** This project will have no impact on the operating budget.

Braddock and West	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Braddock and West	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	750,000	750,000	1,000,000	2,000,000	2,000,000	6,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	6,500,000

# Sewers

## Storm Sewer Capacity Analysis

Subsection: Storm Sewers

Managing Department: T&ES

Project Group: 2

Estimated Useful Life of Improvement: As Updated

Priority: Essential

**Project Summary:** This project will provide for a multi-year City-wide storm sewer analysis to determine the stormwater system's capacity. Field verification and metering to verify computations will be part of this project, which will be completed over a four year timeframe. This study complements the Phase 1 work started in FY 2007 to study the feasibility of implementing a stormwater utility and determining the methodology for setting stormwater rates. A total of \$2.5 million has been budgeted (\$787,500 in FY 2009, \$826,875 in FY 2010, and \$868,000 in FY 2011) for this project. This analysis is scheduled to be completed in FY 2012.

**Changes from Prior Year:** There has been no change in funding in this CIP project.

**Project History:** This study is budgeted as a response to several large magnitude storms in 2003 and 2006 that caused flooding in low lying areas of the City.

**Operating Impact:** This project will have no impact on the operating budget.

Storm Sewer Capacity Analysis	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	1,420,500	868,000	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,420,500	868,000	0	0	0	0

Storm Sewer Capacity Analysis	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	0	0	0	0	0	868,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	868,000

## Sewers

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# OTHER REGIONAL CONTRIBUTIONS

## Other Regional Contributions

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## Other Regional Contributions

Subsection	Project	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
<b>Other Regional Contributions</b>													
	Northern Virginia Community College	\$0	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$136,732	\$1,367,320
	Northern Virginia Regional Park Authority	0	359,862	359,862	359,862	359,862	359,862	359,862	359,862	359,862	359,862	359,862	\$3,598,620
	Northern Virginia Juvenile Detention Home	0	0	0	0	0	0	0	0	0	0	0	\$0
	Peumansend Regional Jail	0	136,273	129,214	121,266	115,465	109,738	104,085	98,506	0	0	0	\$814,547
<b>Total Expenditure Request</b>		<b>\$0</b>	<b>\$632,867</b>	<b>\$625,808</b>	<b>\$617,860</b>	<b>\$612,059</b>	<b>\$606,332</b>	<b>\$600,679</b>	<b>\$595,100</b>	<b>\$496,594</b>	<b>\$496,594</b>	<b>\$496,594</b>	<b>\$5,780,487</b>
<b>Less Total Revenues</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL NET CITY COSTS</b>		<b>\$0</b>	<b>\$632,867</b>	<b>\$625,808</b>	<b>\$617,860</b>	<b>\$612,059</b>	<b>\$606,332</b>	<b>\$600,679</b>	<b>\$595,100</b>	<b>\$496,594</b>	<b>\$496,594</b>	<b>\$496,594</b>	<b>\$5,780,487</b>

## Other Regional Contributions

### Northern Virginia Community College (NVCC)

Managing Department: Office of Management & Budget

Estimated Useful Life of Improvement: N/A

Priority: Essential

**Project Summary:** This project provides for the City's capital contribution to the Northern Virginia Community College, a two-year college serving Alexandria and Northern Virginia. In FY 2011, the City's share of the regional subsidy to NVCC is \$136,732, or 6.6 percent of the total. Each jurisdiction's share is determined by a formula based on the population of each of the nine participating jurisdictions.

NVCC approached participating jurisdictions this fall regarding a request to gradually increase the per capita contribution by 25-cents each year through FY 2016. This would take the formula from \$1 per capita to \$2.50 per capita. The table below outlines the impact this would have on the City capital contribution (about \$750,000 over six years). Discussions with other jurisdictions presented mixed-results on this proposal and the City Managers Proposed CIP assumes the current rate of \$1 per capita is continued through FY 2020.

**Changes from Prior Year:** The City's FY 2011 contribution (\$136,732) represents the same level of support as FY 2010.

**Project History:** In September 1976, the Northern Virginia Community College Board approved a formula for allocation based on the population of participating local jurisdictions. The Board revised the allocation formula in September 2000 by approving the administration request to use \$1.00 times the population of each political jurisdiction to calculate the allocation amount. Currently, there are nine local jurisdictions that pay a portion of NVCC's operating and capital costs, including Arlington, Fairfax, Loudoun, and Prince William Counties; and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park. The college's six campuses are located in Annandale, Alexandria, Loudoun County, Manassas, Woodbridge, and Springfield.

**Operating Impact:** This project has no impact on the operating budget.

NVCC	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	136,732	136,732	136,732	136,732	136,732
Less Revenues	0	0	0	0	0	0
Net City Share	0	136,732	136,732	136,732	136,732	136,732

NVCC	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	136,732	136,732	136,732	136,732	136,732	1,367,320
Less Revenues	0	0	0	0	0	0
Net City Share	136,732	136,732	136,732	136,732	136,732	1,367,320

### Northern Virginia Community College – Proposed Capital Contributions for the City of Alexandria

Fiscal Year	Population Estimate	Current Rate per Capita	Annual Contribution	% Year-to-Year Growth in Contribution	Proposed Rates	Annual Contribution	% Year-to-Year Growth in Contribution	Change from Proposed to New
2010	136,732	\$1.00	\$136,732		\$1.00	\$136,732		\$0
2011	137,947	\$1.00	\$137,947	0.9%	\$1.25	\$172,434	26.1%	\$34,487
2012	140,016	\$1.00	\$140,016	1.5%	\$1.50	\$210,024	21.8%	\$70,008
2013	141,115	\$1.00	\$141,115	0.8%	\$1.75	\$246,951	17.6%	\$105,836
2014	142,371	\$1.00	\$142,371	0.9%	\$2.00	\$284,742	15.3%	\$142,371
2015	143,549	\$1.00	\$143,549	0.8%	\$2.25	\$322,985	13.4%	\$179,436
2016	144,727	\$1.00	\$144,727	0.8%	\$2.50	\$361,818	12.0%	\$217,091
Increase to Capital Contribution FY 2011-2016			\$849,725			\$1,598,954		\$749,229
Average Year-to-Year Contribution Increase				1.0%			17.7%	



## Other Regional Contributions

### Northern Virginia Regional Park Authority (NVRPA)

Managing Department: Office of Management & Budget  
Priority: Essential

Estimated Useful Life of Improvement: N/A

**Project Summary:** This project provides for the City's capital contribution to the Northern Virginia Regional Park Authority (NVRPA), a multi-jurisdictional agency established to provide a system of regional parks in Northern Virginia. The Northern Virginia Regional Park Authority's FY 2010 capital budget totals \$5,670,433, of which \$4,390,253 is to be funded by capital contributions from the participating jurisdictions. The balance of \$1,280,180 is to be funded by NVRPA operating revenues from fees. Of the FY 2011 capital budget total, the City's share is \$359,862. The Park Authority is currently completing minor renovations to Carlyle House as well as parking improvements and a new play feature at Cameron Run Regional Park.

**Changes from Prior Year:** The City's FY 2011 capital contribution (\$359,862) represents the same level of support as FY 2010.

**Project History:** In 1969, the City became a member of the Northern Virginia Regional Park Authority. The Authority operates 21 regional parks comprising more than 10,000 acres and a variety of recreational facilities and historical sites, including, in Alexandria, the Carlyle House and Cameron Run Regional Park. The City, along with the Cities of Fairfax and Falls Church, and the Counties of Arlington, Fairfax and Loudoun, pay an allocable share of the costs of the park program. The Authority has requested the following capital contributions from each participating jurisdiction, based on each jurisdiction's proportionate share of 2007 population estimates. 2007 population estimates are provided by the U.S. Bureau of the Census, resulting in adjustments to each jurisdiction's contribution.

JURISDICTION	2007 ESTIMATED POPULATION	PERCENT	FY 2011 CAPITAL REQUEST
City of Alexandria	140,024	8.40%	\$359,862
Arlington County	204,568	12.26%	\$525,740
City of Fairfax	23,349	1.40%	\$60,007
Fairfax County	1,010,241	60.57%	\$2,596,319
Falls Church City	10,948	0.66%	\$28,136
Loudoun County	278,797	16.72%	\$716,508
<b>Totals</b>	<b>1,667,927</b>	<b>100.00%</b>	<b>\$4,286,572</b>

**Operating Impact:** In FY 2011, a total of \$288,814 is included in the operating budget for the City's share of operating budget costs.

NVRPA	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	359,862	359,862	359,862	359,862	359,862
Less Revenues	0	0	0	0	0	0
<b>Net City Share</b>	<b>0</b>	<b>359,862</b>	<b>359,862</b>	<b>359,862</b>	<b>359,862</b>	<b>359,862</b>

NVRPA	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	359,862	359,862	359,862	359,862	359,862	3,598,620
Less Revenues	0	0	0	0	0	0
<b>Net City Share</b>	<b>359,862</b>	<b>359,862</b>	<b>359,862</b>	<b>359,862</b>	<b>359,862</b>	<b>3,598,620</b>

## Other Regional Contributions

### Peumansend Regional Jail

**Managing Department:** Office of Management & Budget  
**Priority:** Essential

**Estimated Useful Life of Improvement:** 40 years

**Project Summary:** This project provides the City's contribution to the Peumansend Regional Jail, a minimum-security facility used to house low-risk, non-violent inmates from five Virginia jurisdictions. The Virginia local governments whose governing bodies have agreed to participate in the regional jail include the Cities of Alexandria and Richmond and the Counties of Arlington, Caroline, Loudoun, and Prince William. The facility is located at Fort A.P. Hill, an Army base in Caroline County, Virginia approximately 50 miles south of Washington, D.C. The City's contribution includes the annual debt service payment based on the actual bond issuance in March 1997. The City's share of the capital cost of this facility is estimated at approximately \$3.2 million in capital and debt service costs over the 20-year period of debt (1997-2016). For FY 2011, the City has budgeted a debt service payment of \$136,273.

**Changes from Prior Year:** \$136,273 has been budgeted in FY 2011 for the City's annual debt service payment based on the actual bond issuance in March 1997.

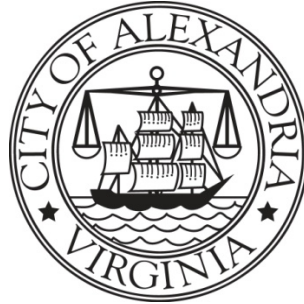
**Project History:** During FY 1989, the Northern Virginia Chief Administrative Officers and Sheriffs' Task Force approved a feasibility study for constructing a regional minimum security facility to hold sentenced inmates from Alexandria and the Counties of Caroline, Fairfax, Arlington, Prince William and Loudoun. In April 1991, the U.S. Congress passed legislation that would provide for the transfer of 150 acres of land at Fort A. P. Hill to Caroline County for the regional jail. On March 10, 1992, City Council approved Alexandria's participation in this regional facility and in September 1994, approved the Service Agreement establishing the financial and operational commitments of the member jurisdictions regarding the design, construction and operation of a 336 bed regional jail. In 1994, the U.S. Congress amended the legislation to extend the date to begin construction of the regional jail from April 1995 to April 1997.

The jail was constructed and is operated by the Peumansend Creek Regional Jail Authority, which was established in 1992. The City is a member of this Authority. The facility opened on September 7, 1999 and was built for approximately \$27 million with 50 percent of the funding to be reimbursed by the Commonwealth, and 50 percent from the six localities. Alexandria is allocated 50 beds, or approximately 15 percent of the 336 beds in the facility.

**Operating Impact:** In FY 2011, a total of \$516,127 is included in the operating budget (Other Public Safety and Justice Activities) for the City's share of operating budget costs.

Regional Jail	Unallocated Balance	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Expenditures	0	136,273	129,214	121,266	115,465	109,738
Less Revenues	0	0	0	0	0	0
Net City Share	0	136,273	129,214	121,266	115,465	109,738

Regional Jail	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2011-FY2020
Expenditures	104,085	98,506	0	0	0	814,547
Less Revenues	0	0	0	0	0	0
Net City Share	0	98,506	0	0	0	814,547



## **ALEXANDRIA CITY COUNCIL**

William D. Euille, Mayor

Kerry Donley, Vice Mayor

Frank H. Fannon, IV

Alicia Hughes

K. Rob Krupicka

Redella S. Pepper

Paul C. Smedberg

## **CITY MANAGER**

James K. Hartmann

## **CITY STAFF**

Bruce Johnson, Chief Financial Officer

Tom Trobridge, Director, Information Technology Services

Paul Kim, Network Management Division Chief, Information Technology Services

Judy Milligan, Applications Division Chief, Information Technology Services

Curtis Ney, Database Administration Division Chief, Information Technology Services

Shelly Santos, Operations Division Chief, Information Technology Services

Suellen Savukas, Project Management Division Chief, Information Technology Services

## **ALEXANDRIA INFORMATION TECHNOLOGY COMMISSION**

Philip Acosta

Catherine Hogan

Debra Roepke

Nina Balgia

Kostas Liopiros (Chair)

Lynda Rudd

Daniel Brooks

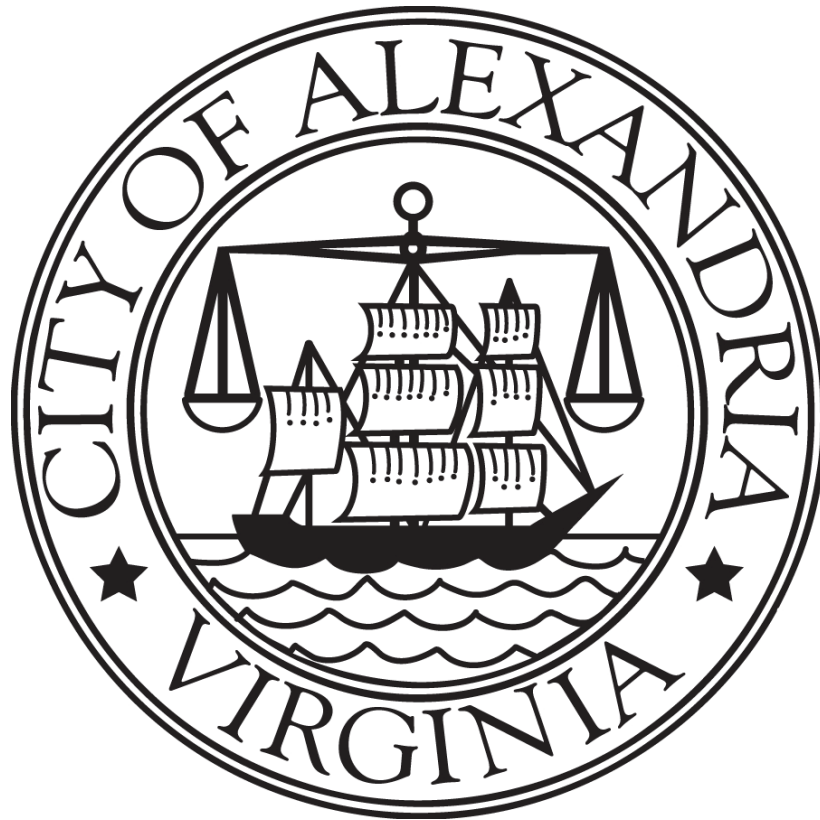
Page Moon

Marie Schuler

Steven Cooper

Helen Morris

Bob Soltys

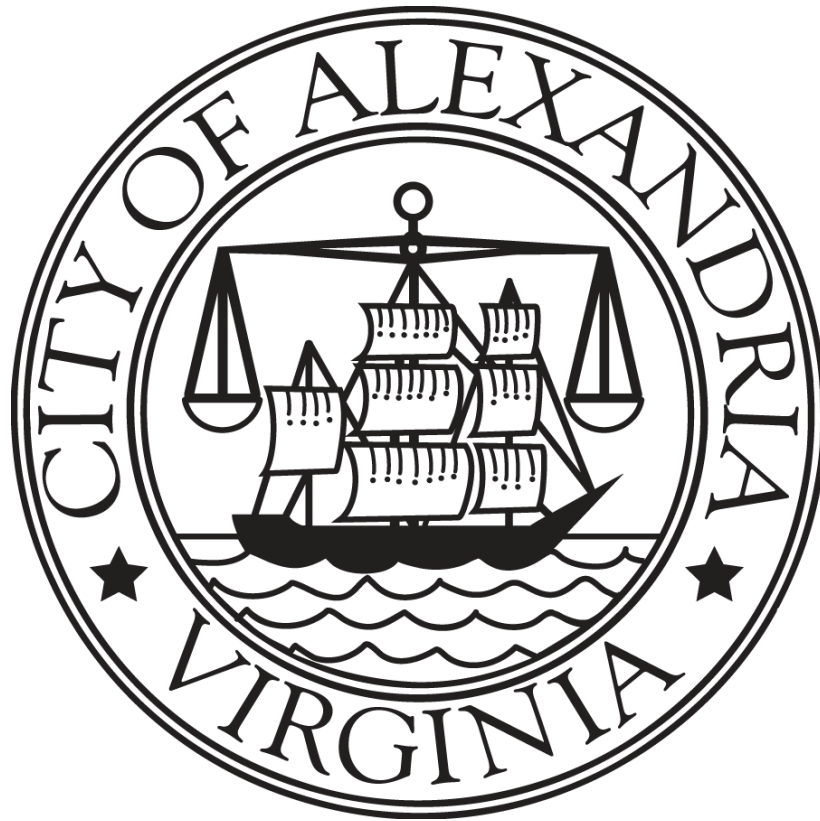


## Digital Cities Survey Award

Alexandria's e-government initiatives were ranked fourth in the nation for cities of its size, tied with the City of Hollywood, Florida, according to an annual study by the National League of Cities and the Center for Digital Government. The study focused on how well city governments have deployed information technology resources to deliver services to customers.

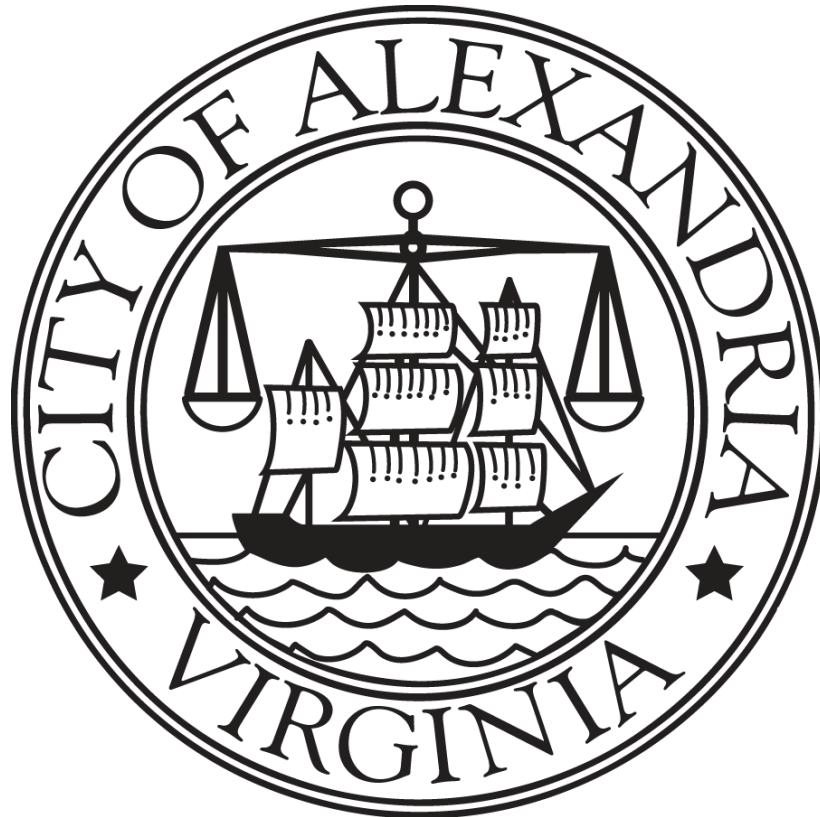
The "Digital Cities Survey" recognized Alexandria's website at alexandriava.gov. The survey noted the availability of City Council webcasts; electronic forms and calendars, online payment of taxes, tickets, and fees; emergency preparedness information, interactive job applications, and free public wireless Internet access. The City was also cited for its extensive use of technology in law enforcement; comprehensive strategic planning and project management; information technology standards and protocols; geographic information systems; and citywide data network.





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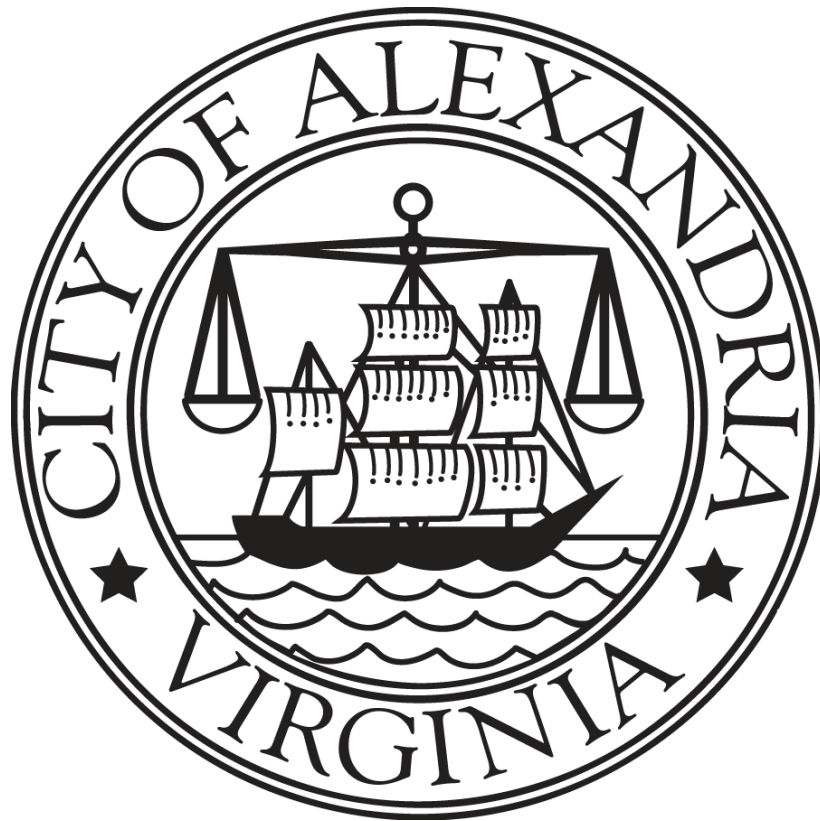
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## Information Technology Plan Preface

The City of Alexandria's Information Technology Plan is the framework within which the City's annual information technology work is conducted. The focus of the IT Plan changes as the City's business needs and the technology environment changes.

The City's constrained fiscal environment factored in to the development of the plan this year. Careful consideration was given to each project request, with funding priority given to projects deemed to protect existing investments. These projects are shown in the plan as 'Maintenance/Continuation' projects. These projects reflect varied needs, but essentially all support goals that ensure continued reliability and security of existing IT assets. These projects are considered to be projects that support "running the business."

The next level funding priority was given to necessary project enhancements that occur periodically (such as version upgrades), and must be completed in order for the City to remain up-to-date with vendor releases. Again, these requests focus on protecting investments already made in technology solutions, to ensure ongoing viability and usability. These projects are shown in the plan as 'Enhancement' requests, and are considered to be projects that support "growing the business."

Lastly, new project requests are funded where clear returns on investment are demonstrated, or for which the value proposition of the project is assured. These are not *required* for the City to function, but investments in improving operations are anticipated to produce returns (tangible and intangible) worth more over time than the initial investment required. These projects are shown in the IT Plan as 'New Projects' and are considered to be projects that support "transforming the business."

Ultimately, City Council strategic planning goals also inform IT project funding priorities. Projects recommended for funding must support a Council strategic goal.

This proposed FY 2011 - FY 2016 IT Plan, which totals \$51.3 million over this six-year period, with the general fund financing \$45.3 million of this cost reflects:

- \$34.6 million in funding over four fiscal years to replace the City's Computer Aided Dispatch system (used to intelligently dispatch police and fire emergency

- vehicles) and its associated data management systems;
- \$2.1 million in funding for a new Human Resources/Payroll system. The City's current system is over 28 years old, and is lacking modern system functionality;
  - \$7.7 million in funding over six fiscal years to protect infrastructure investments – network wiring, switches and other components;
  - Continuation of funding to convert the City's telephone system to Voice Over IP (VOIP) technology.

These elements and projects will be key to improving City services. That is the foundation of all that the Information Technology Plan supports.

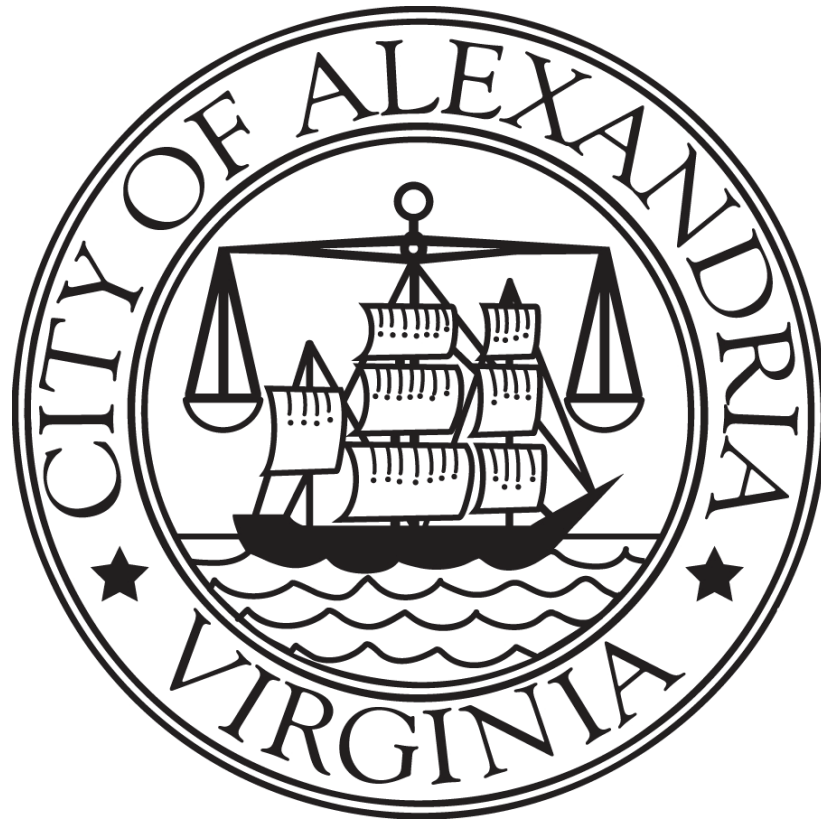
## Information Technology Goals and Principles

The City's goals and principles for the application and management of information technology (IT) provide the framework for managing and delivering key IT services to support the City's business.

### ***City Information Technology Goals***

The City's goals for the use of IT are to:

- Effectively and efficiently manage the City's information and technology assets to improve the delivery support and services to the enterprise.
- strive, where practical, to reduce costs while improving the value of IT services to the City;
- meet the business needs of the City departments through the application of appropriate information technologies solutions that are in line with the City's strategic direction and goals.
- exercise good stewardship in the development of information technology systems projects through the application of industry standard project management policies and practices that eliminates departmental stovepipes and aligns IT investments functional portfolios.
- Continue to improve the quality, quantity and access to electronic information and services for residents, businesses and City staff; and
- seek, where practical, to implement joint IT projects with the City government, the Alexandria Library and the Alexandria City Public Schools (ACPS).





## **Executive Summary**

### ***Information Technology Initiatives***

#### **Assessment of IT Functions in the City**

The City has retained Plante & Moran, a Michigan based IT consulting firm, to review and assess the City's IT operations. Their charge is to consider the manner in which IT services are currently delivered in the City and to identify opportunities for us to improve. Their work is not focusing on specific IT systems, but instead on how IT services are functionally aligned and governed in the City. They are considering issues of centralization and decentralization, efficiency and effectiveness of operations, customer service standards, and other matters that affect the quality of our IT program. Plante & Moran is to complete their work in the spring of 2010 and will provide written documentation of their findings and recommendations to the City Manager. Implementing their suggestions may create efficiencies and reduce the cost of IT operations in the future.

#### **Department of Emergency Communications**

In FY 2010 the City Manager created a consolidated Department of Emergency Communications to optimize the performance of our emergency communications systems, increase our citywide situational awareness and manage our valuable IT resources more efficiently.

Representatives from the City's Police, Fire, Sheriff and Information Technology Services Departments are working together to restructure and consolidate existing emergency communications operations into the new department. This group is reviewing in detail all areas involved with starting a new department including: space requirements, personnel, training, policies, procedures and IT support. The most ambitious IT project supporting the new department is consolidating the City's existing Fire and Police Computer Aided Dispatch (CAD) and Records Management Systems (RMS) into a single system.

A new director has been hired to oversee this department and it is expected that the Department of Emergency Communications will be fully operational in the summer of 2010, well before the communications center opens at the new Police headquarters on Wheeler Avenue in 2011.

## **Server Virtualization**

Since early 2008, Information Technology Services' Network Management Division has been working to implement 'Server Virtualization' into the City's data storage and management environment. Virtualization is a dramatic shift in the approach to managing applications and data. The traditional approach held that each application was generally required to have its own dedicated physical server and in many cases 2 or 3 physical servers, which consequently required an operating system license per physical server, a warranty on each physical server, space in the data center, power and cooling requirements, as well as a source of uninterruptible power. In addition, City staff carefully planned the periodic (and costly) replacement of each server, in order to migrate to a new server before the old server failed due to age.

Virtualization allows for running multiple independent virtual machines, each with its own operating system, on a single physical server or as part of a VMware cluster. Each server or cluster can now be used to support multiple operating system installations in independent virtual machines. VMware is the approved virtualization solution for the City of Alexandria. VMware's Vmotion component allows for the hot migration of virtual machines from one server to another without service interruptions. The High Availability component allows for the automated recovery of virtual machines in the case of a critical host failure. As a result, the servers can be safely run until they fail, effectively squeezing out more months of useful service than in the past, with no risk to the applications. Servers no longer require expensive, multi-year support contracts as the loss of a single server in a virtual environment represents no direct impact on the hosted applications or stored data. Fewer physical servers are now needed to support the same number of applications as in the past. Fewer physical servers means less physical space needed, fewer power and cooling resources required and fewer uninterruptible power requirements. The lower dollar amount requested in the Network Server Infrastructure project reflects the savings being realized by the City by taking advantage of this innovation.

### ***Changes to the IT Plan from the Prior Fiscal Year***

The FY 2011 to FY 2016 Information Technology Capital Improvement Plan (IT/CIP) total of \$51.3 million continues the City's Information Technology agenda. The IT/CIP total of \$51.3 million in City funding compares with \$16.9 million in City funding in the FY 2010 to FY 2015 Information Technology Capital Improvement Plan. This represents an increase of \$34.4 million, almost entirely attributable to the inclusion of the cost of the City's replacement Computer Aided Dispatch system and related data elements.

The City proposed funding for the FY 2011 – FY 2016 IT Plan is as follows:

	<b>City Share</b>	<b>Outside Revenues</b>	<b>Total</b>
<b>FY 2011</b>	\$3,915,000	\$985,000	\$4,900,000
<b>FY 2012</b>	\$2,515,000	\$985,000	\$3,500,000
<b>FY 2013</b>	\$15,785,000	\$985,000	\$16,770,000
<b>FY 2014</b>	\$20,515,000	\$985,000	\$21,500,000
<b>FY 2015</b>	\$1,515,000	\$985,000	\$2,500,000
<b>FY 2016</b>	\$1,147,500	\$985,000	\$2,132,500
<b>Total</b>	<b>\$45,392,500</b>	<b>\$5,910,000</b>	<b>\$51,302,500</b>

### ***FY 2017 – FY 2020 Funding Estimates***

In keeping with Council's request to estimate CIP funding amounts for 10 fiscal years, attached is the estimated IT Plan funding for FY 17 – FY 20. It is worth noting that it is precise budgeting for technology years into the future is highly speculative – primarily due to its rapid and unpredictable development. With that in mind, we can reasonably expect to be funding maintenance and improvements in the broader category areas as follows:

<b>Information Technology</b>					
<b>Capital Improvement Plan For FY 2017 to FY 2020</b>					
<b>1-Feb-10</b>					
<b>CIP</b>					
Project ID	Project Title	FY 2017	FY 2018	FY 2019	FY 2020
<b>TOTAL Net Costs - All Information Technology CIP Projects</b>		<b>2,500,000</b>	<b>2,500,000</b>	<b>2,500,000</b>	<b>2,500,000</b>
<b>015-014 Systems Development</b>		<b>1,129,400</b>	<b>1,359,000</b>	<b>1,370,000</b>	<b>1,130,000</b>
015-014-1	Public Access Development	100,000	100,000	100,000	100,000
015-014-2	Document Management Systems	50,000	50,000	60,000	0
015-014-3	Financial and Human Resource Systems	259,000	100,000	200,000	100,000
015-014-4	Geographic Information Systems	50,000	104,000	75,000	60,000
015-014-5	Public Safety Systems	475,400	450,000	525,000	335,000
015-014-7	Other System Development Projects	195,000	555,000	410,000	535,000
<b>015-015 Infrastructure Projects</b>		<b>1,370,600</b>	<b>1,141,000</b>	<b>1,130,000</b>	<b>1,370,000</b>
015-015-1	Network Services	1,275,600	1,041,000	1,030,000	1,270,000
015-015-3	Enterprise Services	95,000	100,000	100,000	100,000

These are high-level estimates that will change as specific initiatives are identified and recommended, closer to the year in question.

**New Projects for FY 2011 – FY 2016**

*Document Automation Software* – This project is for the purchase of software that will allow the creation of reusable ‘templates’ for frequently-used legal documents. Customized documents can be generated in minutes (rather than hours) by using templates, thereby increasing staff efficiency and capacity. This software will initially be used in the City Attorney’s Office, however, it is anticipated that this product will also be used by other departments in the coming years.

*Finance Payment Kiosk* – This project provides funds to purchase and implement payment kiosks in locations around the City to allow citizens to complete transactions (payments of taxes, bills and fines) that normally must be completed in person at City Hall or through the web site or through the mail. This project provides an additional convenience option for citizens, while supporting revenue collections.

*Virtual Adjudication* – This project will eliminate the need for a dedicated physical space for parking citation hearings, by supporting the adjudication process in a ‘virtual’ environment. This project also supports convenience for the customer, as persons will no longer be required to appear in person, eliminating travel and parking costs.

*Computer Aided Dispatch System Replacement* - The City's computer-aided-dispatch (CAD) system is a complex IT system consisting of multiple components and modules designed to seamlessly integrate function from emergency call takers, dispatchers and 911 operators with Police and Fire tactical elements using mobile data devices, public safety radios and telephone circuits. The disparate systems currently used in Fire and Police will be replaced in favor of one system to be used in the City's new Department of Emergency Communications. The anticipated cost of this complex system is approximately \$34 million as of this writing.

*Voter System Replacement* – This project provides funds to replace the City's voting machines with machines that support the new state-mandate for voting machines that have a paper ballot or some paper record.

*IT Enterprise Management System* – A comprehensive IT enterprise management system will allow all divisions in ITS and external Help Desks to leverage shared data across the enterprise. This tool supports IT asset discovery, including hardware inventory, software inventory, software audits, usage rates, and licensing compliance. The functionality offered by this tool would create efficiencies for IT staff related to call tracking, asset management and workstation upgrades.

### ***Existing Project Highlights***

*LAN/WAN Infrastructure* – Several IT Plan projects have been combined for FY 2011, and are included within the 'LAN/WAN Infrastructure' project. These include 'LAN Backbone Capacity' and 'I-Net Development'. These separate initiatives will now all be funded under the broader category of LAN/WAN Infrastructure.

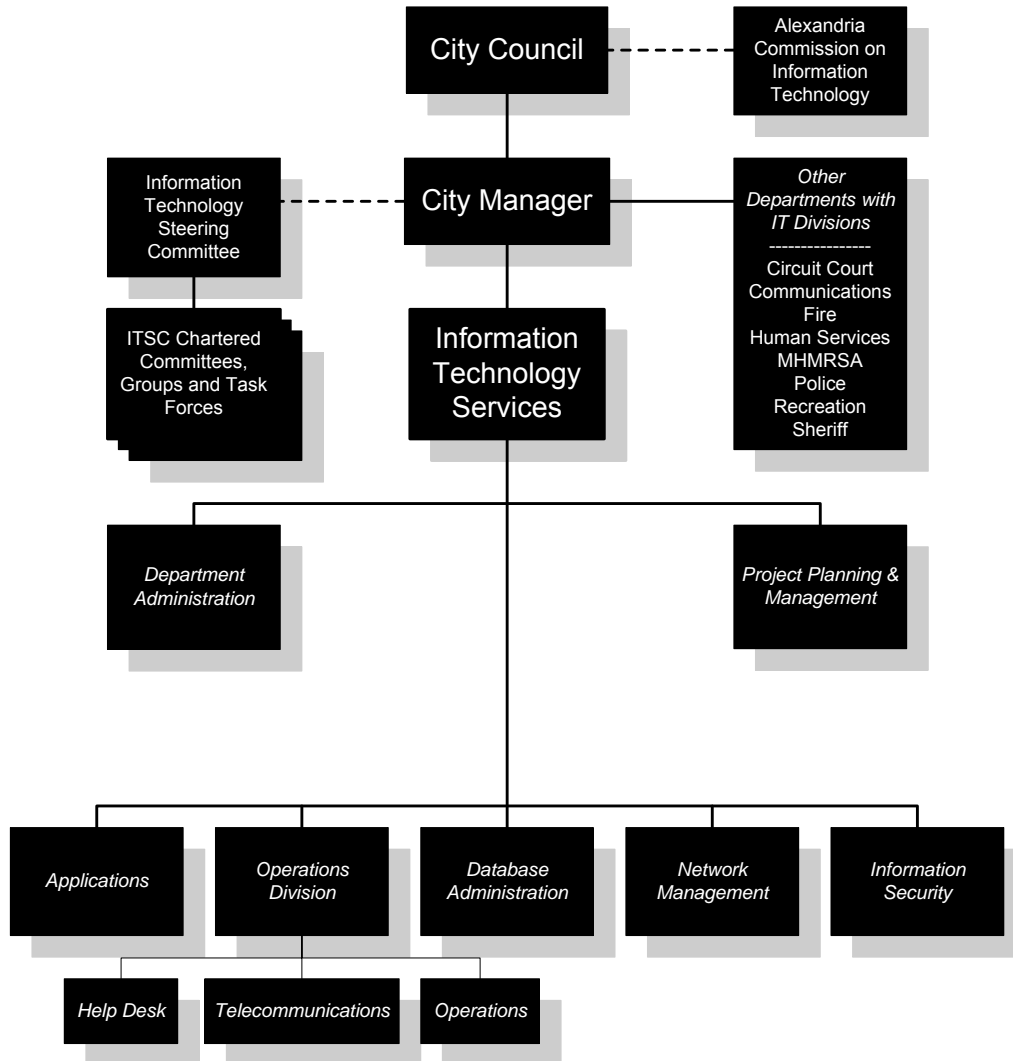
*Network Server Infrastructure* - Several IT Plan projects have been combined for FY 2011, and are included within the 'Network Server Infrastructure' project. These include 'Network Infrastructure Hardware Upgrades' and 'Upgrade Network Operating Systems'. These separate initiatives will now all be funded under the broader category of Network Server Infrastructure.

*Enterprise Data Storage Infrastructure* – This project now incorporates the 'Criminal Justice Data Storage' project, to reflect a broader, enterprise focus on data storage.

*Remote Access Management* – This is the new name for the 'Application Deployment Management' project, and reflects the broader emphasis on remote access versus just application access.

*AVL for Non-Public Safety* – The initial project objectives to provide automated vehicle locator (AVL) technology to the City’s trash truck and trolley fleet has been successfully accomplished. This project will be re-opened in light of the need for locating certain City vehicles during emergencies as evidenced by recent snow emergencies. Some readjustments in proposed funding levels will be made in a cost-neutral manner and communicated to City Council during the add-delete process.

## Organization of City Information Technology Resources



### ***Alexandria Commission on Information Technology***

The Commission, established by City Council in 1997 through Ordinance 3953, is an advisory group to the City government. The Commission’s purpose is to make recommendations to and advise the City government in the formulation and implementation of information and technology policy, and promote resident participation in the formulation of such policy. The Commission also annually reviews the City Manager’s proposed Information Technology Plan. Names of members of the Commission are listed at the front of this document.

### ***Information Technologies Steering Committee***

The Information Technologies Steering Committee (ITSC), composed of representatives from the City's top-level management and user agencies, was established in 1987 to advise the City Manager on the planning and prioritization of City information technology systems and services, and to coordinate all major IT acquisitions. The ITSC's recommendations for the City's information technology investments have been guided by the following Strategic Principles:

- Give priority to addressing urgent public safety and public health needs;
- meeting legal requirements;
- maintaining and improving vital business processes;
- exploiting available non-City resources for funding; and
- demonstrating quantifiable returns on investment;

### ***Information Technology Services Department***

The City's ITS department is responsible for the centralized operation of the City's information technology services, support and IT infrastructure. ITS is organized to provide a flexible, efficient and effective structure to manage information technology operations and investments to support the City's strategic goals, business processes and enterprise-wide information needs. The ITS department includes the following groups that provide these services:

#### **Department Administrative Services**

Responsible for department human resources processing, office management, billing, meeting and schedule coordination, simple purchase management, reception and training administration.



Information Security Office

Responsible for the assessment, formulation and implementation of enterprise-wide IT security policies.

Project Management Division

Responsible for planning, management and assessment of enterprise IT projects, complex purchase management, budgeting, and financial management.

Applications Division

Responsible for the management, maintenance and development of enterprise applications and dedicated business systems.

Operations Division

Consisting of three sections, Help Desk, Telecommunications Systems and Operations with responsibility for end-user technical customer service support (Help Desk); telecommunications system planning and day-to-day troubleshooting and operations equipment deployment services; construction, moves, and relocation coordination; (Telecommunications Systems); processing scheduled production, data backup and restores (Operations).

Database Management Division

Responsible for the applications and enterprise database administration, data standardization, integration and information exchange.

Network Management Division

Responsible for the management of the Institutional Network (I-Net), e-mail systems and enterprise server systems (including server replacement) and connectivity.

***Departmental IT Staff Support***

In addition to City's ITS Department, there are eight other departments and agencies that have internal information technology support capabilities. These departmental staffs coordinated their activities with ITS.

***Office of Communications*** – The Communications Office has oversight for all of the City's E-Government functions. This includes an E-Government Manager with a staff of

5 who are responsible for the City's websites, content management system (CMS), Intranet and the City's wireless hot spot.

***Circuit Court IT*** — The Alexandria Justice Information System (AJIS) Coordinator, with a staff of 5, manages IT services for the Courthouse and for customers of the AJIS system including free and fee-based public access users. The AJIS application is under constant improvement and upgrade as requested by the customer base and State mandates. Services provided by the IT group include support for over 150 computer workstations, 15 servers, six high-speed document scanners and over 50 networked printers for a user base of over 500 users. Circuit Court IT maintains file-and-print services, user data storage, database management, web-based customer interface (in cooperation with the Office of Communications' E-government team) and VPN access to State agencies such as the Virginia Supreme Court and the State Police.

Supported departments include: Alexandria Police Department, Alexandria Sheriff's Office, Circuit Court Judges' Chambers, Clerk of the Circuit Court, Commonwealth's Attorney's Office, Court Service Unit, General District Court, Office of Probation and Parole, Office of the Public Defender, and the Office on Women.

***Fire Department*** — The department's 4 IT staff support Fire and EMS Operations, Fire and EMS records management, the Fire/EMS Professional Development Center, Fire Maintenance and other Fire-specific computer systems. They also support Fire Communications infrastructure, including the computer aided dispatch (CAD) system and inter-jurisdictional CAD-to-CAD integration. They coordinate with ITS staff to support Emergency Management and the Emergency Operations Center. Fire IT staff support mission-critical servers, almost 200 computer workstations and over 75 mobile computers. The Office of Building and Fire Code Administration has a dedicated IT Coordinator who supports the enterprise permitting system, administers the mobile inspection, customer contact and management systems, and manages 75 computer workstations and over 55 mobile computers.

***Human Services*** — The Department of Human Services (DHS) IT & Facilities Manager, with a staff of 5, manages IT services, including maintenance of department specific applications, for the Human Services Mt. Vernon Avenue facility, the JobLink employment center, the Community Digital Divide Initiative, the Mentor Home, the Adult Day Services Center, the CAC (Center for Alexandria's Children), CATCH (Child Assessment & Treatment Center for Health), and for other departments that use DHS

systems such as Mental Health, Mental Retardation and Substance Abuse (MH/MR/SA) and the Alexandria City Public Schools (ACPS). The DHS IT team manages IT functions for the HMIS (Homeless Management Information System for the Homeless Services Coordinating Committee) and for the EITC (Earned Income Tax Credit) tax preparation program manned by the Community Tax Aid, Inc. The DHS team also supports the Harmony System, for processing information used to administer the Comprehensive Services Act and other social services. The DHS IT team places, supports and maintains over 450 computers used by staff and residents at Human Services facilities.

The DHS IT Manager acts as a liaison with the Virginia Department of Aging, Virginia Naturalization and Immigration Services, The Northern Virginia Regional Commission, and the Virginia Department of Social Services, and VITA (Virginia Information Technologies Agency) with regard to their information systems operations and installations, and requirements.

***Mental Health/Mental Retardation/Substance Abuse*** — The MH/MR/SA Department's Research and Evaluation Director and 4.5 full time equivalent staff manage all IT services for the department. Staff manage the electronic clinical records software and database, the IT network, and hardware services at the numerous department locations (including the Mental Health Center on St. Asaph Street, Substance Abuse on Mill Road, Vocational Services on Colvin Street, the West-End Club House on King Street, the Child Advocacy Center on Beauregard Street, the Alexandria Detention Center, and over 25 other residential sites and Schools). Members of this team also develop and maintain department-specific applications and create ad hoc management reports. Furthermore, staff continue to monitor and ensure system and user compliance with the Health Insurance Portability and Accountability Act (HIPAA) through technical security assessments and continuous risk analysis. Resources include approximately 400 computer workstations and laptops, a Citrix farm, departmental file and database servers and a hot backup site providing services to staff spread across the City at 40 separate locations.

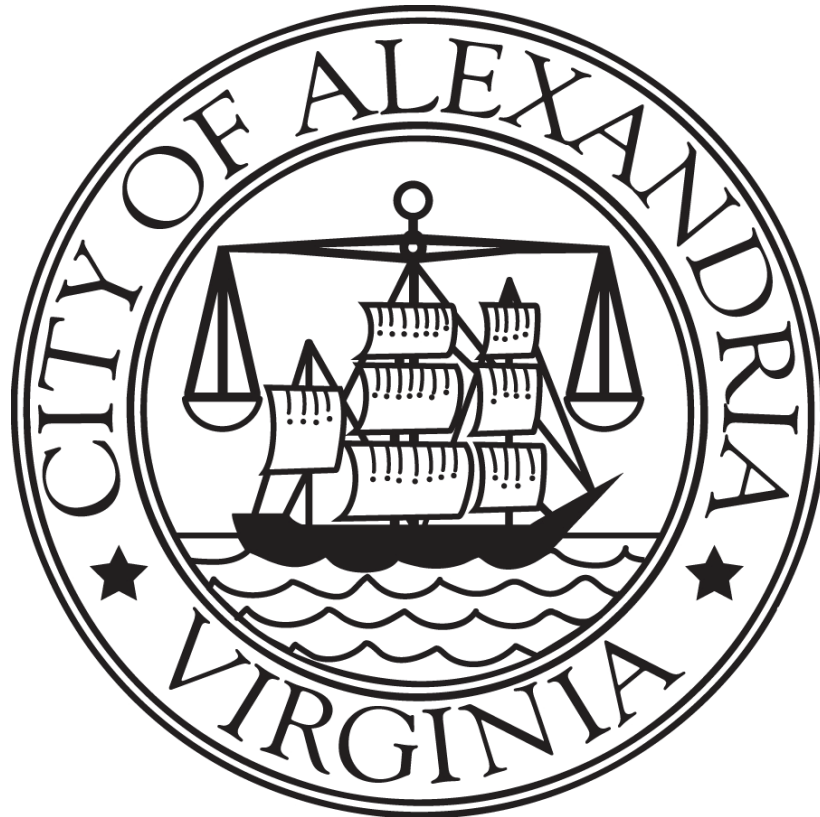
***Police Department*** — The Technology, Data and Analysis Division manages the Department's IT Services, Mobile Computers, Crime Analysis and Information Services. Major systems include the City's computer aided dispatching (CAD) system, the mobile computing fleet, Police records management system (CRIMES), and analytical software. The Police LAN, over 200 desktop computers, over 300 mobile computers, Crime

Analysis, and primary public safety communications services are supported by 12 professional staff, 3 sworn officers and 23 support staff.

***Department of Recreation, Parks and Cultural Activities*** - The Department's Information Technology Section of the Administrative Services Division supports all department employees' IT requests. The IT Section supports over 300 employees when full-time, part-time and seasonal employees are considered. Coverage of all of the department's internal IT work is done via 2.5 full-time equivalent positions. These positions, in addition to providing first-line support for the general administration offices located at the department's headquarters, support 20 remote locations, which include the park administration and shop facilities, 8 recreation centers and 7 remote sites at major parks, the City Marina, and outdoor pools. The section also provides research, planning, project management and implementation of technological enhancements for the department. The Recreation IT staff deploy, manage, and maintain over 200 computer workstations and 21 laptops at various department sites, as well as 36 publicly-accessible computers at Recreation Centers throughout the City, 28 network printers and over 30 local printers. Day-to-day functions for this section also include network and telecommunications (including cellular phones) support, server administration and information, management for department wide recreation systems, support for City-wide applications (i.e. E-mail, Accounting, Cityworks work order management and payroll systems), special requests, web site development and maintenance, e-commerce development, management and support and IT system training and technical support for department staff. Finally, over the past two years, the Section has seen an increasing demand for remote and virtual desktop access and it is anticipated that this requirement will continue to expand.

***Alexandria Sheriff's Office*** — The Technology and Information Management Unit (TIM) within the Office of the Sheriff has a staff of 3. The team supports IT initiatives related to the Sheriff's Office, coordinates activities with the ITS, and works with other City agencies, local government, and state agencies on such initiatives. Major systems supported by TIM include: the Public Safety Center Security System, which manages all access to, from and within the Public Safety Center and its perimeter; the Alexandria Justice Information System (AJIS) for booking, jail management, criminal and traffic case information; the Livescan System, which captures and downloads scanned finger and palm prints directly to State, Federal and Regional databases; the Video Arraignment System, that allows prisoners to appear via video before a judge for arraignment and the Pretrial Community Corrections system (PTCC), which communicates defendant case

management data of the Alexandria Criminal Justice Services Program to the State Department of Criminal Justice Services. TIM administers first level help desk support and training for standard City applications for 218 users utilizing 113 workstations, various printers (networked and local), and other computer peripherals.



## Summary Totals

The following table summarizes approved spending on Information Technology for FY 2010 to FY 2015. Detailed descriptions of each project follow the summary.

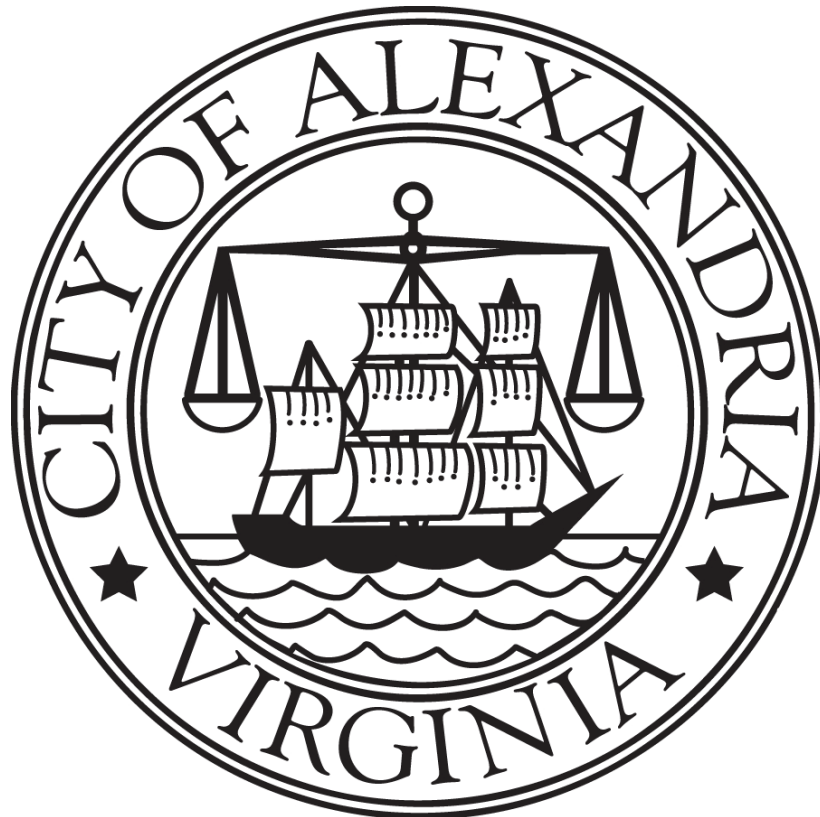
**Information Technology  
Capital Improvement Plan For FY 2011 to FY 2016  
4-Feb-10**

CIP Project ID (1)	Project Title (2)	Net Balances								
		Net Totals (3)	Prior Year (4)	FY 2011 (5)	FY 2012 (6)	FY 2013 (7)	FY 2014 (8)	FY 2015 (9)	FY 2016 (10)	
<b>TOTAL General Fund Costs - All Information Technology CIP Projects</b>				3,915,000	2,515,000	15,785,000	20,515,000	1,515,000	1,147,500	
<b>Less Comcast Revenues</b>				-985,000	-985,000	-985,000	-985,000	-985,000	-985,000	
<b>TOTAL Net Costs - All Information Technology CIP Projects</b>		<b>54,041,131</b>	<b>2,738,631</b>	<b>4,900,000</b>	<b>3,500,000</b>	<b>16,770,000</b>	<b>21,500,000</b>	<b>2,500,000</b>	<b>2,132,500</b>	
<b>015-014 Systems Development</b>		<b>45,494,081</b>	<b>1,948,181</b>	<b>3,329,400</b>	<b>2,359,000</b>	<b>15,640,000</b>	<b>20,130,000</b>	<b>1,127,500</b>	<b>960,000</b>	
<b>015-014-1 Public Access Development</b>		<b>1,629,840</b>	<b>292,340</b>	<b>50,000</b>	<b>375,000</b>	<b>300,000</b>	<b>50,000</b>	<b>162,500</b>	<b>400,000</b>	
2	015-014-1-2 Electronic Government		292,340	0	325,000	300,000	50,000	162,500	400,000	
3	015-014-1-3 Customer Relationship Management System		0	50,000	50,000	0	0	0	0	
4										
5	015-014-2 Document Management Systems	275,000	25,000	30,000	5,000	60,000	50,000	55,000	50,000	
6	015-014-2-1 MHMRS Medical Records Management		25,000	0	0	0	0	0	0	
7	015-014-2-2 Document Management and Imaging Infrastructure		0	0	0	55,000	50,000	50,000	50,000	
8	015-014-2-3 NEW Document Automation Software		0	30,000	5,000	5,000	0	5,000	0	
9										
10	015-014-3 Financial and Human Resource Systems	3,659,000	930,000	2,259,000	50,000	270,000	100,000	0	50,000	
11	015-014-3-1 Real Estate Assessment System		0	0	0	0	0	0	0	
12	015-014-3-2 OMB Systems		0	0	0	0	0	0	0	
13	015-014-3-3 Payroll/Human Resources System		895,000	2,150,000	0	0	0	0	0	
14	015-014-3-4 Financial Accounting and Asset Management System		0	0	0	50,000	0	0	0	
15	015-014-3-5 Delinquent Revenue Collection Mgt. System		0	0	0	0	0	0	0	
16	015-014-3-6 Business Tax System		0	24,000	0	50,000	0	0	50,000	
17	015-014-3-7 Real Estate Accounts Receivable System		35,000	15,000	0	100,000	0	0	0	
18	015-014-3-9 Personal Property Tax System		0	0	0	20,000	100,000	0	0	
19	015-014-3-10 NEW Finance Payment Kiosk		0	50,000	50,000	50,000	0	0	0	
20	015-014-3-11 NEW Virtual Adjudication		0	20,000	0	0	0	0	0	
21										
22	015-014-4 Geographic Information Systems	351,600	27,600	20,000	104,000	75,000	60,000	40,000	25,000	
23	015-014-4-1 GIS Development		27,600	20,000	104,000	75,000	60,000	40,000	25,000	
24										
25	015-014-5 Public Safety Systems	37,143,041	457,641	875,400	1,250,000	14,525,000	19,335,000	350,000	350,000	
26	015-014-5-1 Public Safety Radio System Replacement		0	0	0	0	50,000	50,000	50,000	
27	015-014-5-2 AJIS Enhancements		191,000	200,000	200,000	225,000	235,000	250,000	250,000	
28	015-014-5-3 Police CAD/RMS Project		0	18,000	0	0	0	0	0	
29	015-014-5-4 Fire Records Management Project		226,641	50,000	50,000	50,000	50,000	50,000	50,000	
30	015-014-5-6 EMS Records Management System		40,000	0	0	250,000	0	0	0	
31	015-014-5-12 Sheriff - Mobile Data Browsers		0	7,400	0	0	0	0	0	
32	015-014-5-13 NEW Computer Aided Dispatch System Replacement		0	600,000	1,000,000	14,000,000	19,000,000	0	0	



**Information Technology  
Capital Improvement Plan For FY 2011 to FY 2016  
4-Feb-10**

CIP Project ID	Project Title	Net Balances									
		Net Totals (3)	Prior Year (4)	FY 2011 (5)	FY 2012 (6)	FY 2013 (7)	FY 2014 (8)	FY 2015 (9)	FY 2016 (10)		
34	015-014-7 Other System Development Projects	2,435,600	215,600	95,000	575,000	410,000	535,000	520,000	85,000		
35	015-014-7-1 Permit Processing		140,600	0	250,000	65,000	450,000	450,000	0		
36	015-014-7-3 TES Infrastructure Management and Maintenance System		0	25,000	125,000	0	0	0	0		
37	015-014-7-5 Enterprise Maintenance Management System		0	45,000	50,000	50,000	60,000	45,000	60,000		
38	015-014-7-4 MHMRS HIPAA Data Security Compliance		75,000	25,000	25,000	25,000	25,000	25,000	25,000		
39	015-014-7-6 DHS Payment System Replacement		0	0	125,000	0	0	0	0		
40	015-014-7-7 Library Automated Catalog Upgrade		0	0	0	0	0	0	0		
41	015-014-7-8 NEW Voter System Replacement		0	0	0	270,000	0	0	0		
42											
43	015-015 Infrastructure Projects	8,547,050	790,450	1,570,600	1,141,000	1,130,000	1,370,000	1,372,500	1,172,500		
44											
45	015-015-1 Network Services	7,577,050	615,450	1,275,600	1,041,000	1,030,000	1,270,000	1,272,500	1,072,500		
46	015-015-1-1 LAN/WAN Infrastructure		50,000	370,000	370,000	375,000	375,000	375,000	375,000		
47	015-015-1-2 Individual Building LAN Development		50,000	25,000	25,000	25,000	25,000	25,000	25,000		
48	015-015-1-3 Enterprise Data Storage Infrastructure		100,000	96,000	96,000	62,000	300,000	300,000	100,000		
49	015-015-1-4 Upgrade Work Station Operating Systems		112,450	50,000	50,000	50,000	50,000	50,000	50,000		
50	015-015-1-5 Network Server Infrastructure		25,000	200,000	200,000	200,000	200,000	200,000	200,000		
51	015-015-2-2 Voice Over IP		0	350,000	130,000	150,000	150,000	150,000	150,000		
52	015-015-2-3 Security		235,000	150,000	100,000	100,000	125,000	125,000	125,000		
53	015-015-2-4 Remote Access Management		0	34,600	30,000	28,000	5,000	7,500	7,500		
54	015-015-2-5 Database Infrastructure		43,000	0	40,000	40,000	40,000	40,000	40,000		
55											
56	015-015-3 Enterprise Services	970,000	175,000	295,000	100,000	100,000	100,000	100,000	100,000		
57	015-015-3-1 E-mail Services		175,000	45,000	50,000	50,000	50,000	50,000	50,000		
58	015-015-3-3 Desktop Productivity Environment		0	50,000	50,000	50,000	50,000	50,000	50,000		
59	015-015-3-4 NEW IT Enterprise Management System		0	200,000	0	0	0	0	0		



## **Operating Impacts**

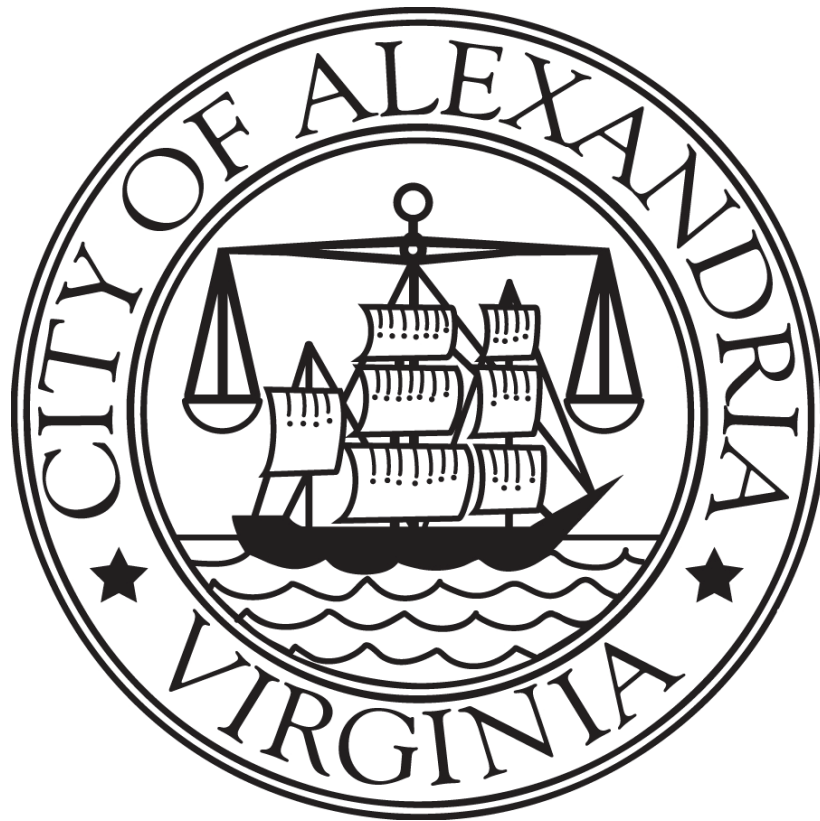
The following table summarizes the estimated impacts of the costs of operating current IT systems as well as the operating costs of implementation of relevant projects included in the FY 2011 – FY 2016 Information Technology Plan of the City’s operating budget.

**Information Technology  
Capital Improvement Plan For FY 2011 to FY 2016 - Estimated Operating Impacts  
4-Feb-10**

CIP Project ID	Project Title	Six Year Totals								
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<b>TOTAL Operating Costs - All Information Technology CIP Projects</b>				<b>12,681,300</b>	<b>1,197,446</b>	<b>1,792,040</b>	<b>2,091,011</b>	<b>2,393,370</b>	<b>2,538,087</b>	<b>2,669,346</b>
<b>015-005 Systems Development</b>				<b>2,398,300</b>	<b>-266,804</b>	<b>152,490</b>	<b>391,061</b>	<b>628,620</b>	<b>709,037</b>	<b>783,896</b>
1	015-014-1	<b>Public Access Development</b>								
2	015-014-1-2	Electronic Government	100,000	105,000	108,100	111,200	115,300	117,400	121,500	116,000
3	015-014-1-3	Customer Relationship Management System	5,000	5,000	5,100	5,200	5,300	5,400	5,500	5,500
4										
5	015-014-2	<b>Document Management Systems</b>								
6	015-014-2-1	MHMRS Medical Records Management	25,000	25,000	25,750	26,500	27,000	28,000	29,000	29,000
7	015-014-2-2	Document Management and Imaging Infrastructure	70,000	70,000	62,000	63,000	64,000	65,000	66,000	66,000
8	015-014-2-3	NEW Document Automation Software	2,200	2,200	2,800	2,800	2,800	2,800	2,800	2,800
9										
10	015-014-3	<b>Financial Systems</b>								
11	015-014-3-1	Real Estate Assessment System	32,000	32,000	33,000	34,000	35,000	36,000	37,000	37,000
12	015-014-3-2	OMB Systems	18,000	18,000	19,000	20,000	20,000	20,000	20,000	20,000
13	015-014-3-3	Payroll/Human Resources System	60,000	60,000	200,000	206,000	212,000	218,000	225,000	225,000
14	015-014-3-4	Financial Accounting and Asset Management System	110,000	110,000	113,000	117,000	120,000	123,000	127,000	127,000
15	015-014-3-5	Delinquent Revenue Collection Mgt. System	0	0	0	0	0	0	0	0
16	015-014-3-6	Business Tax System	20,000	20,000	21,000	22,000	23,000	24,000	25,000	25,000
17	015-014-3-7	Real Estate Accounts Receivable System	20,000	20,000	21,000	21,200	22,000	22,660	23,300	23,300
18	015-014-3-9	Personal Property Tax System	120,000	120,000	123,600	127,300	131,000	135,000	139,000	139,000
19	015-014-3-10	NEW Finance Payment Kiosk	0	0	(10,000)	(15,000)	(20,000)	(20,000)	(20,000)	(20,000)
20	015-014-3-11	NEW Virtual Adjudication	0	0	(5,000)	(5,100)	(5,200)	(5,300)	(5,400)	(5,400)
21										
22	015-014-4	<b>Geographic Information Systems</b>								
23	015-014-4-1	GIS Development	139,776	139,776	145,367	151,182	157,229	163,518	170,059	170,059
24										
25	015-014-5	<b>Public Safety Systems</b>								
26	015-014-5-1	Public Safety Radio System Replacement	-1,242,580	-1,242,580	-1,017,883	-824,699	-640,986	-602,706	-573,814	-573,814
27	015-014-5-2	AJIS Enhancements	517,920	517,920	538,637	560,182	582,590	605,893	630,129	630,129
28	015-014-5-3	Police Computer Aided Dispatch (CAD)/RMS Project	140,000	140,000	140,000	157,500	164,500	175,000	175,000	175,000
29	015-014-5-4	Fire Records Management Project	40,500	40,500	42,120	43,805	45,557	47,379	49,274	49,274
30	015-014-5-6	EMS Records Management System	39,000	39,000	40,560	42,182	43,870	45,624	47,449	47,449
31	015-014-5-12	Sheriff - Mobile Data Browsers	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)
32	015-014-5-13	NEW Computer Aided Dispatch System Replacement	20,000	20,000	20,800	21,632	22,497	23,397	24,333	24,333
			0	0	200,000	350,000	500,000	500,000	500,000	500,000

**Information Technology  
Capital Improvement Plan For FY 2011 to FY 2016 - Estimated Operating Impacts  
4-Feb-10**

CIP Project ID (1)	Project Title (2)	Six Year Totals (3)						FY 2016 (10)
		FY 2011 (5)	FY 2012 (6)	FY 2013 (7)	FY 2014 (8)	FY 2015 (9)		
33								
34	015-014-7	2,042,827	310,756	333,678	365,477	381,664	397,451	
35	015-014-7-1	166,400	173,056	179,978	187,177	194,664	202,451	
36	015-014-7-3	61,000	63,000	65,000	67,000	69,000	71,000	
37	015-014-7-5	0	0	0	0	0	0	
38	015-014-7-4	5,000	5,000	5,000	5,000	5,000	5,000	
39	015-014-7-6	5,000	52,000	65,000	68,000	73,000	77,000	
40	015-014-7-7	16,400	17,700	18,700	19,300	21,000	23,000	
41	015-014-7-8	0	0	0	19,000	19,000	19,000	
42								
43	<b>015-004 Infrastructure Projects</b>	<b>10,283,000</b>	<b>1,464,250</b>	<b>1,639,550</b>	<b>1,699,950</b>	<b>1,764,750</b>	<b>1,829,050</b>	<b>1,885,450</b>
44								
45	015-015-1	9,149,000	1,317,250	1,455,550	1,508,950	1,566,750	1,624,050	1,676,450
46	015-014-1-1	760,000	787,000	812,000	837,000	862,000	887,000	
47	015-014-1-2	3,750	3,750	3,750	3,750	3,750	3,750	
48	015-014-1-3	125,000	137,000	149,000	162,000	175,000	188,000	
49	015-014-1-4	7,500	7,500	7,500	7,500	7,500	7,500	
50	015-014-1-5	80,000	84,000	88,000	92,000	96,000	100,000	
51	015-015-2-1	300,000	400,000	412,000	425,000	440,000	450,000	
52	015-015-2-2	15,000	10,000	10,000	12,500	12,500	12,500	
53	015-015-2-3	15,000	15,000	15,000	15,000	15,000	15,000	
54	015-015-2-4	11,000	11,300	11,700	12,000	12,300	12,700	
55								
56	015-015-3	1,134,000	184,000	191,000	198,000	205,000	209,000	
57	015-015-3-1	142,000	149,000	156,000	163,000	170,000	174,000	
58	015-015-3-3	5,000	5,000	5,000	5,000	5,000	5,000	
59	015-015-3-4	0	30,000	30,000	30,000	30,000	30,000	



## IT Projects That Have Been Closed

*Purchasing System Replacement* – This project has been closed, as this functionality will be acquired as part of the City’s planned financial systems replacement.

*EOC Laptops* – This project can be closed, as the required hardware was purchased and implemented.

*Data Replication System Replacement* – Software budgeted under this project was purchased and implemented in FY 2009.

### ***Projects Organization***

Information Technology projects are organized into two broad categories:

Systems Development Projects, which are sub-divided as follows:

- Public Access Development
- Document Management Systems
- Financial and Human Resource Systems
- Geographic Information Systems
- Public Safety Systems
- Other Systems

Infrastructure Projects, which are sub-divided as follows:

- Network Services
- Enterprise Services

A summary of these projects and costs is shown on the following pages.

## System Development Projects

This CIP project category supports mission-critical application systems in finance, geographic information and public safety, the development of automated document management services, and the development of the City’s radio communications network for both public safety and operating government agencies.

**Public Access Development - Strategic Focus** - IT continues to promote and develop increased focus on customer service and customer self-service. This strategy supports two goals – “24 by 7” access for customers for commonly used services, which reduces reliance on City staff resources. The eGovernment initiatives and the Customer Relationship Management system projects support this strategy.

### Public Access Development

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
Electronic Government	292,340	0	325,000	300,000	50,000	162,500	400,000	1,529,840
Customer Relationship Management System	0	50,000	50,000	0	0	0	0	100,000
<b>Total, Net City Cost</b>	<b>292,340</b>	<b>50,000</b>	<b>375,000</b>	<b>300,000</b>	<b>50,000</b>	<b>162,500</b>	<b>400,000</b>	<b>1,629,840</b>

### Electronic Government (015-014-1-2)

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The E-Government project includes enhancements to, and applications for, the City of Alexandria’s public web site at alexandriava.gov and related sites; the City’s employee intranet infrastructure, content, and applications; and various wireless initiatives in the City to benefit both the general public and City employees.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>E-Government services are required to respond to customer expectations, provide efficient business processes, promote a modern workplace for employees, and support enterprise information technology initiatives .</li> </ul>



<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>E-Government projects extend to nearly every aspect of City operations, including static information, interactive communication with customers, transaction-based services, online applications and reports, backend administrative functions, customer service, and employee productivity and morale.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>Each task or initiative within this project will have its own performance expectations and return on investment, which generally can be measured in terms of staff time, materials cost, and customer service. Overall, the project's success can be measured by tracking online usage, savings versus previous business processes, results of the resident survey, and interaction with customers.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>This project supports City Council's goal of "a city government that is financially sustainable, efficient and community oriented, and values its employees."</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$300,000	\$300,000	\$50,000	\$167,500	\$400,000
Annual Operating Budget Impact	\$100,000	\$103,000	\$106,000	\$110,000	\$112,000	\$116,000

**Changes from Prior Years and Other Information:**

Funding for this project has been extended through FY 2016.

**Customer Relationship Management System**

(015-014-1-3)

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The City is implementing an enterprise system in the spring 2010 that will receive and track citizen requests for service, online correspondence, and other customer relationship information. This system will promote more efficient and consistent responses to requests, provide for additional accountability, and make better use of IT infrastructure. The Customer Relationship Management (CRM) system will be implemented and work in conjunction with the City's maintenance management system, which became operational in September 2009.

The CRM system will be used by City staff to record citizen requests made in person, over the telephone and through the mail. The system will also be accessible to citizens through the City's website, allowing citizens to report problems or request services entirely through the website without staff assistance. Additionally, citizens with mobile computing devices will be able to

report certain problems in the field (pot holes and graffiti, for example) using a mobile application developed to support this ‘in-the-field’ option.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>This project leverages technological innovations to promote citizen self-service</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>Improves customer service, access to information and efficiency</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>Improved satisfaction with services achieved through greater visibility of requests and better communication about status of request</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>Addresses requirement for responsiveness and innovation</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request	\$50,000	\$50,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$5,000	\$5,100	\$5,200	\$5,300	\$5,400	\$5,500

**Changes from Prior Years and Other Information:**

Monies requested in FY 11 and FY 12 for this initiative are for additional enhancements to the base product.

**Document Management Systems – Strategic Focus** – IT works to support initiatives that result in less paper – digitizing paper documents and supporting paperless processes. A primary objective with this strategy is cost reduction – with digitized documents, there is a reduction in storage space needed for paper documents, decreased printing costs, and a reduction in time required for filing paper. It is also much faster to access documents that are stored electronically.

**Document Management Systems**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
MHM RSA Records Management System	25,000	0	0	0	0	0	0	25,000
Document Management and Imaging Infrastructure	0	0	0	55,000	50,000	50,000	50,000	205,000
NEW Document Automation Software	0	30,000	5,000	5,000	5,000	0	5,000	0
<b>Total, Net City Cost</b>	<b>25,000</b>	<b>30,000</b>	<b>5,000</b>	<b>60,000</b>	<b>55,000</b>	<b>50,000</b>	<b>55,000</b>	<b>230,000</b>

**MH/MR/SA Records Management System**

(015-014-2-1)

Type of Request:
<input type="checkbox"/> – New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The goal of this project is to migrate from a paper-based records system to an integrated, electronic medical record (**EMR**) system. Current efforts are geared toward capturing, storing, and managing information traditionally only available in hard copy by (1) implementing the use of electronic signature pads as well as (2) integrating document scanning and management into the Information Management process. Pads for both patient and clinician use will add efficiency to processing and will easily allow the signed forms to be stored electronically. Document scanning and management technology will allow paper based information to be captured electronically and directly related to the patient’s record – creating improved record storage, review, and reporting capabilities. It also allows patient information received electronically (emails, other electronic formats) to be imported and attached to the patient record.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<b>Why is this project needed now?</b> <ul style="list-style-type: none"> <li>• Mandates and increased emphasis on implementing electronic health records</li> </ul>
<b>Business Functions Addressed:</b>	<b>How does this impact the business?</b> <ul style="list-style-type: none"> <li>• Improved processing speed and reporting capabilities</li> </ul>
<b>Performance Expectation:</b>	<b>How can we measure the project's success?</b> <ul style="list-style-type: none"> <li>• Enhanced access to patient information</li> <li>• Ensures compliance with industry certifications/standards and reporting requirements</li> </ul>
<b>Alignment with Mission:</b>	<b>How does this project fulfill the City's mission?</b> <ul style="list-style-type: none"> <li>• City staff depend on this system to stay current with data security, availability, and reporting requirements.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$25,000	\$25,750	\$26,500	\$27,000	\$28,000	\$29,000

**Changes from Prior Years and Other Information:**

No additional funding is required at this time. Final balance will be used to outfit the remaining departmental functional units with hardware and software needed to capture and store data electronically (scanners, signature pads, related software).

**Document Management and Imaging System**  
(015-014-2-2)

Type of Request:
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description:**

The Document Management System provides management of electronic documents and has become one of the most used applications in the City. Document Management maintains archives of maps, drawings, and documents, provides instant access to public records while keeping those records secure, and redefines some of the more cumbersome work processes in the City by reducing the document retrieval process from days to seconds – streamlining workflow and improving overall efficiency.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<b>Why is this project needed now?</b> <ul style="list-style-type: none"> <li>• Ongoing need for records management - electronic information that is not rapidly accessible is of little value.</li> </ul>

<b>Business Functions Addressed:</b>	<i>How does this impact the business?</i> <ul style="list-style-type: none"> <li>Reduces storage and search costs for public records, improves security for staff and access for citizens.</li> </ul>
<b>Performance Expectation:</b>	<i>How can we measure the project's success?</i> <ul style="list-style-type: none"> <li>Better access to information and services for residents, and reduced costs for storage and retrieval.</li> </ul>
<b>Alignment with Mission:</b>	<i>How does this project fulfill the City's mission?</i> <ul style="list-style-type: none"> <li>Management and retrieval of electronic records supports delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$70,000	\$62,000	\$63,000	\$64,000	\$65,000	\$66,000

**Changes from Prior Years and Other Information:**

There is enough money in document imaging to complete projects for FY 2011 and FY 2012. The money still exists because of efficiencies gained in through the back scanning process. Operating costs will be reduced after the upgrade due to a change in license costs.

**Document Automation Software**  
(015-014-2-3)

<b>Type of Request:</b>
<input checked="" type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

Document automation software lets users transform frequently used documents such as legal documents, contracts, proposals, etc., into reusable templates. This software allows the City to adopt best practices in the legal industry for frequently used documents. The use of such templates will preclude the need for fresh creation every time a document is to be used, thereby promoting the efficient use of staff time. A larger bank of automated forms will allow the City attorneys to respond more quickly to a larger set of client needs with less required research and background analysis.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<i>Why is this project needed now?</i> <ul style="list-style-type: none"> <li>Reduce overall costs and promote efficient use of staff time.</li> </ul>
<b>Business Functions Addressed:</b>	<i>How does this impact the business?</i> <ul style="list-style-type: none"> <li>Reduce the need to rely upon outside counsel and consultants.</li> </ul>
<b>Performance Expectation:</b>	<i>How can we measure the project's success?</i> <ul style="list-style-type: none"> <li>Efficiencies gained through reduced document search time</li> <li>Increase overall quality and consistency of written work in a cost effective manner.</li> </ul>

<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>• Effective creation, access, and management of legal documents supports delivery of government services in the more efficient manner.</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request	\$30,000	\$5,000	\$5,000		\$5,000	
Annual Operating Budget Impact	\$2,220	\$2,800	\$2,800	\$2,800	\$2,800	\$2,800

**Changes from Prior Years and Other Information:**

This is a new project this fiscal year.

**Financial Systems – Strategic Focus** - The strategic focus for Financial Systems is to improve current system capabilities by reducing and/or eliminating manual tasks, realize efficiencies through the acquisition and implementation of an enterprise resource management system, and maximize revenue collections by working to ensure all tax-based applications are modern, full-featured and reliable.

**Financial Systems**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
Real Estate Assessment System	0	0	0	0	0	0	0	0
OMB Systems	0	0	0	0	0	0	0	0
Payroll/Human Resources System	895,000	2,150,000	0	0	0	0	0	
Financial Accounting and Asset Management System	0	0	0	50,000	0	0	0	103,000
Delinquent Revenue Collection Mgt. System	0	0	0	0	0	0	0	0
Business Tax System	0	24,000	0	50,000	0	0	50,000	
Real Estate Accounts Receivable System	35,000	15,000	0	100,000	0	0	0	
Personal Property Tax System	0	0	0	20,000	100,000	0	0	
NEW Financial Payment Kiosk	0	50,000	50,000	50,000	0	0	0	150,000
NEW Virtual Adjudication	0	20,000	0	0	0	0	0	20,000
<b>Total, Net City Cost</b>	<b>930,000</b>	<b>2,259,000</b>	<b>50,000</b>	<b>270,000</b>	<b>100,000</b>	<b>0</b>	<b>50,000</b>	<b>3,926,980</b>

**Real Estate Assessment System (015-014-3-1)**

Project Description: What does this project do?

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

This project funds improvements to the City’s mass real estate appraisal system, which uses modern costing models to support correct, accurate and uniform property assessments.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>The legacy appraisal system, which was outdated, was updated in FY 2007 to improve the business process.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Reporting tools available in the new system have provided staff with the ability to be more responsive to requests for information.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>Fewer assessment appeals required due to inaccurate assessments.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>The project enhanced staff productivity through improved processing speed, precise and accurate data to allow for additional tools for analysis in determining property valuations.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$32,000	\$33,000	\$34,000	\$35,000	\$36,000	\$37,000

**Changes from Prior Years and Other Information:**

This project does not require additional funds at this time.

**OMB Systems (015-014-3-2)**

**Project Description: What does this project do?**

This project supports the City’s automated budget system. The City anticipates replacing this system as part of a broader out-year replacement of the other financial system modules, including accounting, purchasing and asset management. There are currently no City funds budgeted in this project.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>This provides critical functionality to allow the City to manage its budget documents.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>The system supports the essential function of the Office of Management and Budget</li> </ul>



<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>Any new replacement system will meet or exceed the functionality of the current budget system.</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>This supports City government that is efficient and community oriented.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$18,000	\$19,000	\$20,000	\$20,000	\$20,000	\$20,000

**Changes from Prior Years and Other Information:**

There are no changes in this project from the prior fiscal year.

**Human Resources / Payroll Solution**

(015-014-3-3)

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The City desires a fully integrated Human Resources and Payroll solution that includes automated processes, built-in workflows, approvals, triggers, alerts and reminders. The new system will better manage our human resources, the largest expenditure in the annual City budget.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>The current system is limited in its capabilities</li> <li>The current system does not adequately incorporate the full range of HR functions such as applicant tracking, position control, or full benefits administration.</li> <li>The current payroll support contract expires at the end of 2010.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>The project will enhance productivity through more effective, secure and reliable distribution of payroll and personnel data to staff, through the automation of processes that are currently manual; and the implementation of position control to ensure that budgeted positions are appropriately requisitioned and filled.</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>The new system will provide electronic support for more HR processes</li> <li>Enhanced capabilities such as Employee Self Service will be available</li> <li>The new system will support the use of HR best practices</li> <li>The new system will enable, track and appropriately pay employees serving on multiple schedules</li> </ul>

<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>• Human resources, to include payroll and benefits' costs are one of the largest elements of the annual City budget process.</li> <li>• The efficient and accurate payment of payroll and benefits costs will save the City money and provide for a more accurate management of results initiatives.</li> <li>• Managing for results reports will accurately reflect what work is necessary and assist management in assigning priorities</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$2,150,000	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$60,000	\$200,000	\$206,000	\$212,000	\$218,000	\$225,000

**Changes from Prior Years and Other Information:**

An additional \$150,000 has been added to the FY 2011 request for this project, to fund required contract positions during the implementation.

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

## Financial Accounting & Asset Management System

**Project Description: What does this project do?**

This project supports ongoing maintenance, improvements to, and the eventual replacement of several interrelated City financial systems, including the City's financial accounting system and fixed asset management system. Currently, these systems are separately administered modules of the same overall software system. There are interfaces with several other City systems including payroll, the City's cash register, check writing and purchase card systems.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>• Eventual plans for a system upgrade which preserves the technical infrastructure required for sound financial reporting.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>• Combining this system with the City's primary human resource system and other related systems could reduce the employee labor associated with maintaining and upgrading the various system linkages.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>• Reduction in overall costs to maintain several interrelated City financial processes.</li> </ul>

<b>Alignment with Mission:</b>	<b>How does this project fulfill the City's mission?</b> <ul style="list-style-type: none"> <li>System upgrade supports effective financial accounting and asset management.</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$50,000	\$0	\$0	\$0
Annual Operating Budget Impact	\$110,000	\$113,000	\$117,000	\$120,000	\$123,000	\$127,000

**Changes from Prior Years and Other Information:**

The prior year net CIP balance is \$53,000.

**Business Tax Systems (015-014-3-6)**  
 (Including Delinquent Revenue Collection Mgt. System)

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

In FY10 the City implemented the first phase of a new business tax system, Revenue One. Some business-related tax information remains on applications that are based on database platforms that are no longer widely being used. Subsequent implementation phases of Revenue One are planned to include additional business taxes. Since the Revenue One application has a delinquent revenue collection management system, previous funding requests for a Delinquent Revenue Collection Management System were included in the scope of this project. Implementation for installation of miscellaneous taxes is planned for spring 2010.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<b>Why is this project needed now?</b> <ul style="list-style-type: none"> <li>Upgrade was required to migrate from aging applications that are longer supportable.</li> <li>Establish basis for future cost savings on enterprise system.</li> </ul>
<b>Business Functions Addressed:</b>	<b>How does this impact the business?</b> <ul style="list-style-type: none"> <li>Improves efficiency though integration of collections and assessments and reduces the potential for data entry errors.</li> <li>Improved data reporting options allow users to focus on specific areas.</li> </ul>
<b>Performance Expectation:</b>	<b>How can we measure the project's success?</b> <ul style="list-style-type: none"> <li>Reduction in overall cost per transaction for business tax account processed.</li> <li>Increased delinquent business tax collection rates.</li> <li>Improved customer service.</li> </ul>
<b>Alignment with Mission:</b>	<b>How does this project fulfill the City's mission?</b> <ul style="list-style-type: none"> <li>Providing better management of business taxes in order to maximize City revenues supports delivery of government services in the more efficient manner.</li> </ul>

	<ul style="list-style-type: none"> <li>Provides more reliable access to other tax balances and other information.</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$24,000	\$0	\$50,000	\$0	\$0	\$50,000
Annual Operating Budget Impact	\$20,000	\$21,000	\$22,000	\$23,000	\$24,000	\$25,000

**Changes from Prior Years and Other Information:**

Funds are requested in FY 2011 to add functionality to allow using the system to implement and track payment plans for taxpayers. Costs in FY 2013, FY 2016, & FY 2019 reflect estimated costs to complete vendor upgrades and non routine maintenance needed for this off the shelf product. Maintenance costs are included in the Finance department’s operating budget.

**Real Estate Accounts Receivable System**

(015-014-3-7)

Type of Request:
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project comprises the collections and financial reporting portion of the City’s real estate tax system. The current receivable system is on an outdated computer platform. This project provides funds to replace this older system with a robust integrated application.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>Replacement is required because existing system that generates half of the City’s general fund revenue is technologically antiquated and increasingly difficult to support.</li> <li>FY 2011 dollars are requested to add a wastewater fee to the real estate bill. This must be completed time to implement the fee in FY 2011.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Will provide more efficient collection of funds with less management oversight.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>Enhanced functionality, better system interfaces, and better financial reporting information for taxpayers and staff.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>Upgrades will improve the management and functionality of the system ensuring the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$15,000	\$0	\$100,000	\$0	\$0	\$0
Annual Operating Budget Impact	\$20,000	\$21,000	\$21,200	\$22,000	\$22,660	\$23,300

**Changes from Prior Years and Other Information:**



**Personal Property Tax System**

(015-014-3-8)

Type of Request:
<input type="checkbox"/> - New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The City’s personal property tax system is a stand alone Powerbuilder-based system that was developed in-house and modified as needed. This system should eventually be upgraded to use more current technology. In addition, once the City’s business tax receivable and collection systems are in one enterprise tax system, the personal property system should also be integrated. Funds are requested in FY 2013 to conduct a gap analysis and in FY 2014 to upgrade or add this system to the enterprise tax system.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>The operational cost of supporting this legacy system will continue to increase over time.</li> <li>Opportunity to reengineer business processes to support collaborative tax information system.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Introduction of integrated collection information</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>Improved customer service to taxpayers who will be able to access all of their tax liabilities with a lower likelihood of errors.</li> <li>Improved tax collection rates.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>Implementation provides greater management and reliability of tax collection efforts.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$20,000	\$100,000	\$0	\$0
Annual Operating Budget Impact	\$120,000	\$123,600	\$127,300	\$131,000	\$135,000	\$139,000

**Changes from Prior Years and Other Information:**

Annual maintenance costs are already included in the Finance Department’s operating budget.

**NEW - Finance Payment Kiosk (015-014-3-10)**

Type of Request:
<input checked="" type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

Stand-alone customer kiosks will allow citizens the ability to transact city business remotely. While many tax payments can be made online or through the mail, some tax related transactions still require a visit to City Hall. The City issues various parking permits for residents and their guests and the only way to obtain these passes is at City Hall. This project requests funds to place one to three self serve payment kiosks in locations in other parts of the City, allowing residents access to certain transactions formerly limited to City Hall. Funds requested include funds to program and install one parking permit ready kiosk. Tax payments could still be made online or by mail.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>• Citizens expect to be able to transact business remotely; implementation would be both an improvement in technology and investment in the City’s remote-site infrastructure.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>• Kiosks will allow processing groups of transactions instead of one transaction at a time.</li> <li>• Kiosks will reduce the risk of errors.</li> <li>• Kiosks may increase the demand for services.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>• Reduction in overall cost per transaction.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>• Provides citizens with greater access to City services, including more options for cash transactions by constituents who do not have banking services.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Annual Operating Budget Impact		(\$10,000)	(\$15,000)	(\$20,000)	(\$20,000)	(\$20,000)

**Changes from Prior Years and Other Information:**

The projected net cost savings towards the annual operating budget are based on estimates of reduced FTE hours from walk-in transactions that will no longer be required due to the existence of the kiosk.

**Virtual Parking Adjudication (015-014-3-11)**

Type of Request:
<input checked="" type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The current adjudication process for contested tickets allows many tickets to be waived via email correspondence. Those citizens who request a hearing must still travel to Old Town for a hearing. Many private companies conduct this type of face-to-face business in a “virtual” (over the Internet) setting, allowing a hearing without the need to travel to City Hall. Allowing a virtual option would decrease the number of days the adjudication officer would need to be present.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>• Immediate budget savings through reduced overhead.</li> <li>• Will reduce the physical security threats posed by face-to-face adjudication hearings.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>• Provides another adjudication option for citizens.</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>• Decrease in cost per hearing</li> <li>• Improved convenience for citizens.</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>• Implementation would increase citizen access and responsiveness of staff.</li> <li>•</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$20,000					
Annual Operating Budget Impact		(\$5,000)	(\$5,100)	(\$5,200)	(\$5,300)	(\$5,400)

**Changes from Prior Years and Other Information:**

The project would require Finance and ITS staff assistance in order to ensure that any “virtual” hearing room is accessible.

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**Geographic Information Systems**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
GIS Development	27,600	20,000	104,000	75,000	60,000	40,000	25,000	351,000
<b>Total, Net City Cost</b>	<b>27,600</b>	<b>20,000</b>	<b>104,000</b>	<b>75,000</b>	<b>60,000</b>	<b>40,000</b>	<b>25,000</b>	<b>351,000</b>

**GIS Development**

(015-015-3-3)

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: *What does this project do?***

This project supports continuation of critical Geographic Information System requirements in the areas of application and database support and development. These tasks include activities related to the ongoing biennial base map maintenance, desktop software and web application maintenance.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• GIS provides extensive information through numerous GIS applications that address an array of business needs.</li> <li>• Staff cannot keep up with growing demand while maintaining the status quo.</li> <li>• Funding is needed to shift some of the burden from GIS staff to on-line and self service resources.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact the business?</i></b></p> <ul style="list-style-type: none"> <li>• Provides resources to improve responsiveness to City staff, decision makers and the public in virtually all aspects of City operations.</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project's success?</i></b></p> <ul style="list-style-type: none"> <li>• Ability to maintain current operations and expectations, with no reductions in service</li> <li>• For web applications, a significant increase in the internal GIS web resources activity and a reduction in ad-hoc GIS staff requests.</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City's mission?</i></b></p> <ul style="list-style-type: none"> <li>• Provides centralized access to information to create efficiencies in day to day operations throughout the organization, and improves the effectiveness of many processes and decisions.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request	\$20,000	\$104,000	\$75,000	\$60,000	\$40,000	\$25,000
Annual Operating Budget Impact	\$139,776	\$145,367	\$151,182	\$157,229	\$163,518	\$170,059

**Changes from Prior Years and Other Information:**

There are no substantive changes to this project from the prior fiscal year. For a list of GIS Layers, please refer to Appendix B.

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**Public Safety Systems – Strategic Focus** – To ensure the reliability, security, and availability of all public safety systems and the data contained therein. Supports City Council Strategic Goal #6, “The City Protects the Safety and Security of its Residents, Businesses and Visitors.”

**Public Safety Systems**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
Public Safety Radio System Replacement	0	0	0	0	C	50,000	50,000	150,000
AJIS Enhancements	191,000	200,000	200,000	225,000	235,000	250,000	250,000	1,551,000
Police CAD/RMS	0	18,000	0	0	0	0	0	18,000
Fire Records Management Project	226,641	50,000	50,000	50,000	50,000	50,000	50,000	604,091
EMS Records Management System	40,000	0	0	250,000	0	0	0	290,000
Sheriff – Mobile Data Browsers	0	7,400	0	0	0	0	0	7,400
NEW Computer Aided Dispatch System Replacement	0	600,000	1,000,000	14,000,000	19,000,000	0	0	34,600,000
<b>Total, Net City Cost</b>	<b>457,641</b>	<b>875,400</b>	<b>1,250,000</b>	<b>14,525,000</b>	<b>19,335,000</b>	<b>350,000</b>	<b>350,000</b>	<b>37,220,491</b>

## Public Safety Radio System Replacement

(015-014-5-1)

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> – Enhancement
<input checked="" type="checkbox"/> – Maintenance/Continuation

### Project Description: What does this project do?

This is a continuing project begun in FY 2005 to replace City subscriber radios that are not economical to repair due to water damage, lost/stolen, or the cost of repair exceeds the cost of replacement due to physical damage.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>Necessary to maintain operational readiness for the City’s users of the radio system, and ensure radio users operations at an optimum level.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>Improves the operational readiness for users and ensures direct interoperability with other jurisdictions within the national capital region.</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> <li>Supports necessary management decisions on maintaining operational readiness and communications interoperability.</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> <li>Provides reliable access to information for public safety.</li> </ul>

### Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$517,920	\$538,637	\$560,182	\$582,590	\$605,893	\$630,129

### Changes from Prior Years and Other Information:

There are no changes in this project from the prior fiscal year.

## AJIS Enhancements (015-014-5-2)

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> – Enhancement
<input checked="" type="checkbox"/> – Maintenance/Continuation

### Project Description: What does this project do?

The Alexandria Justice Information System (AJIS) continues to provide multiple City agencies and the law enforcement community with access to critical civil, criminal court and inmate management data, mugshots, documents and reports. AJIS interfaces with other systems to furnish AJIS data to other local, regional and national law enforcement agencies. Additionally, it provides the public with free as well as fee-based Internet

access to circuit court data and documents. Users depend on AJIS to provide mission critical court and jail management information around the clock. Agencies use AJIS to help confirm compliance with accreditation standards, grant applications or other statistical needs. Funds are used for AJIS support, regular hardware upgrades needed to accommodate increased functionality and expanded database storage including document and image archival. Software upgrades and updates are needed to maintain compatibility and warranty support.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• Hardware upgrades are needed to expanded functionality and storage.</li> <li>• Software upgrades are needed to maintain reliability, compatibility and warranty support.</li> <li>• Provide new functionality and reporting to support users’ changing requirements, needs and mandates.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact business?</i></b></p> <ul style="list-style-type: none"> <li>• Ensures that AJIS will provide reliable and effective court and jail management functionality.</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project’s success?</i></b></p> <ul style="list-style-type: none"> <li>• High level of availability (up-time), accessibility and accuracy of pertinent information and reporting.</li> <li>• Positive user/staff feedback and timely completion of user requests.</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City’s mission?</i></b></p> <ul style="list-style-type: none"> <li>• Positive citizen feedback due to realized efficiencies performed by the Clerk’s Office and other departments.</li> <li>• Provides mandated citizen access to court data.</li> <li>• Comprehensive, uniform and accessible data allows for reliable and accurate statistics that help meet compliance and accreditation standards.</li> <li>• Improves and enhances public safety initiatives.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request	\$200,000	\$200,000	\$225,000	\$235,000	\$250,000	\$250,000
Annual Operating Budget Impact	\$140,000	\$140,000	\$157,500	\$164,500	\$175,000	\$175,000

**Changes from Prior Years and Other Information:**

AJIS is an ongoing, mission-critical system and will continue to operate indefinitely. AJIS will continue to provide new functionality and adjust to agency mandates, user requests and citizen needs.

## Public Safety CAD/RMS Replacement

(015-014-5-1)

Type of Request:	
<input type="checkbox"/>	- New Project
<input type="checkbox"/>	- Enhancement
<input checked="" type="checkbox"/>	-Maintenance-Continuation

**Project Description: *What does this project do?***

This project provides for a phased replacement of the hardware and software for the City’s mission-critical Computer Aided Dispatch (CAD) and Records Management System (RMS). Additionally, this project funds the implementation of automatic vehicle locator (AVL) devices and associated mobile mapping software. This project provides the infrastructure base to collect and house all police data.

The following are accomplishments from FY10:

- Replace CAD workstations in the Communications Center
- Deployed the last 1/3 of the AVL devices to officers in the field

The deployment of Automatic Vehicle Locator (AVL) devices and the associated mobile mapping software was completed in FY10. The entire fleet of over 330 mobile computers are now equipped with AVL software that sends and receives location data to/from the Communications Center. Three hundred and thirty laptop computers with embedded GPS antennae have been purchased and deployed to officers in the field. The software displays the vehicles location in the dispatch center as well as on the laptops, improving the management of field resources and increasing safety.

FY11 funding will be used to replace the CAD servers, which supports the essential functions of the CAD and mapping server. These servers are replaced every three years and are critical components of the CAD system. Because these systems are never turned off and must function (and be redundant) 24/7, replacements must be made every three years.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• Improve public and officer safety</li> <li>• Uninterrupted 24/7 functionality that includes redundancy and replication</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact the business?</i></b></p> <ul style="list-style-type: none"> <li>• Provides reliable equipment to operate in a 24/7 environment</li> <li>• AVL technology is used to deploy resources, dispatch officers, monitor officer activity and ensure officer and public safety.</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project’s success?</i></b></p> <ul style="list-style-type: none"> <li>• Replacement of this equipment on a consistent timeline will keep key public safety systems performing optimally.</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City’s mission?</i></b></p> <ul style="list-style-type: none"> <li>• Keep critical public safety systems functional with current hardware and equipment.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$18,000	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$40,500	\$42,120	\$43,805	\$45,557	\$47,379	\$49,274

**Changes from Prior Years and Other Information:**

This project will be discontinued when the new CAD/RMS system is fully implemented. Funding for equipment replacement for all CAD-related items (work stations, servers, etc) will fall under the Department of Emergency Communications (DEC) after the department is operational with a CIP/operating budget.

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Fire Records Management Project**

(015-014-5-4)

**Project Description: What does this project do?**

The Project provides for the phased replacement, enhancement, and integration of the City’s mission-critical Fire and EMS computer-aided dispatch and records management system. The Project supports the technology needs of our essential public safety systems, including computers and ancillary equipment, computer-aided dispatch software and servers, and their interface to both Fire Department and external systems such as the regional CAD-to-CAD initiative.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• Critical, recurring need to ensure Public Safety and the software and hardware that supports Public Safety.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact the business?</i></b></p> <ul style="list-style-type: none"> <li>• Provision and maintenance of hardware and software critical in providing emergency incident response</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project’s success?</i></b></p> <ul style="list-style-type: none"> <li>• Computer equipment in constant use (24x7x365); there can be no down-time.</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City’s mission?</i></b></p> <ul style="list-style-type: none"> <li>• Protection of lives and property of City residents, workers, and visitors</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$50,000	50,000	50,000	50,000	50,000	50,000
Annual Operating Budget Impact	\$39,000	\$40,560	\$42,182	\$43,870	\$45,624	\$47,449

**Changes from Prior Years and Other Information:**

Funding for this project has been extended through FY 2016.

**EMS Records Management Project**

(015-014-5-6)

Type of Request:
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The City uses a commercial, off-the-shelf records management system (RMS) to gather data regarding EMS responses to medical emergencies. The data in this system is used to provide a hard copy report to hospitals on the patient status when a patient is transported to, and left at, a hospital. The data is transferred to the Fire/EMS RMS. A data transfer is subsequently made to the City’s ambulance billing agency for the calculation and collection of the appropriate ambulance billing charges.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>Recurring requirement to gather and maintain essential Federal and State data derived from emergency incidents</li> <li>Critical step in recovering ambulance costs</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Reports issued from the EMS RMS are transmitted to the City’s ambulance billing firm for reimbursement of ambulance transport costs; crucial step in providing over +\$2.0 million in annual revenues to the City</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>Confidentiality of patient records is maintained</li> <li>Federal and State reporting requirements are fulfilled</li> <li>City is reimbursed for provision of ambulance transport services</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>Effective operation of this system ensures quality reporting of data and compliant ambulance billing practices</li> </ul>



**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	0	0	\$250,000	0	0	0
Annual Operating Budget Impact	(2,000,000) <sup>1</sup>	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)

**Changes from Prior Years and Other Information:**

Funds for a replacement system are included in FY 2013.

**Sheriff – Mobile Data Browsers**  
(015-014-5-12)

Type of Request:
<input checked="" type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> – Maintenance/Continuation

**Project Description: What does this project do?**

This project would provide funds to purchase of a mobile data browser (MDB), one vehicle mount, associated software and maintenance agreement for the Sheriff’s one K-9 Unit. The K-9 Unit has one ATF-certified bomb dog and one handler.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<i>Why is this project needed now?</i> <ul style="list-style-type: none"> <li>The K-9 Deputy cannot receive communications transmitted via MDB, diminishing efficiency and effectiveness.</li> </ul>
<b>Business Functions Addressed:</b>	<i>How does this impact the business?</i> <ul style="list-style-type: none"> <li>Improved quality of communications and safety of K-9 and handler</li> </ul>
<b>Performance Expectation:</b>	<i>How can we measure the project’s success?</i> <ul style="list-style-type: none"> <li>Enables communications via MDB technology.</li> </ul>
<b>Alignment with Mission:</b>	<i>How does this project fulfill the City’s mission?</i> <ul style="list-style-type: none"> <li>The proposal provides resources that help protect the City and its citizens.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$7,400	0	0	0	0	0
Annual Operating Budget Impact	\$20,000	\$20,800	\$21,632	\$22,497	\$23,397	\$24,333

<sup>1</sup> Provides minimum of \$2.0M annually to the City Treasury resulting from partial recovery of ambulance billing transport costs

**Changes from Prior Years and Other Information:**

This is a new project this year.

<b>Type of Request:</b>
<input checked="" type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Computer Aided Dispatch (CAD)**

Records Management Systems (RMS), & Mobile Data Systems Replacement  
(015-014-5-13)

**Project Description: What does this project do?**

The City has created a Department of Emergency Communications (DEC) that will assume responsibility for all CAD services for the City. The DEC will require a state-of-the-art CAD system that meets the consolidated requirements of Police, Fire and Sheriff in order to provide the greatest measure of reliability and assured response to the region while performing this critical public safety function around-the-clock. CAD also interfaces with the Police and Fire RMS. The RMS housing historical data is used to provide critical information to support tactical decisions on the scene, as well as determine future directions. This tight integration necessitates the simultaneous replacement of the Police and Fire RMS and the migration of existing databases into the a new CAD and RMS system that is integrated seamlessly with a mobile data system to sustain complete interoperability.

A City committee with subject matter experts on public safety, emergency communications, dispatch and IT are working to develop more accurate pricing and migration data which could affect the actual price of the system.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• The activation of DEC and subsequent consolidation of CAD operations coincides with the end of service life for the current Police and Fire CAD systems (12/2011). There will be no product enhancements and limited vendor support to maintain the current system.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact the business?</i></b></p> <ul style="list-style-type: none"> <li>• DEC/Police/Fire will be operating state-of-the-art systems which will enable them to:</li> <li>• Provide reliable and assured response to the City’s needs and meet regionally coordinated expectations</li> <li>• Provide additional regional situation awareness</li> <li>• Implementing additional technology enhancements</li> <li>• Create or expand interfaces to other systems such as AJIS, EOC, and regional fingerprinting</li> <li>• Have more efficient access to databases and reporting</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project’s success?</i></b></p> <ul style="list-style-type: none"> <li>• Seamless transition to the new system with all required records and databases accessible upon implementation.</li> </ul>

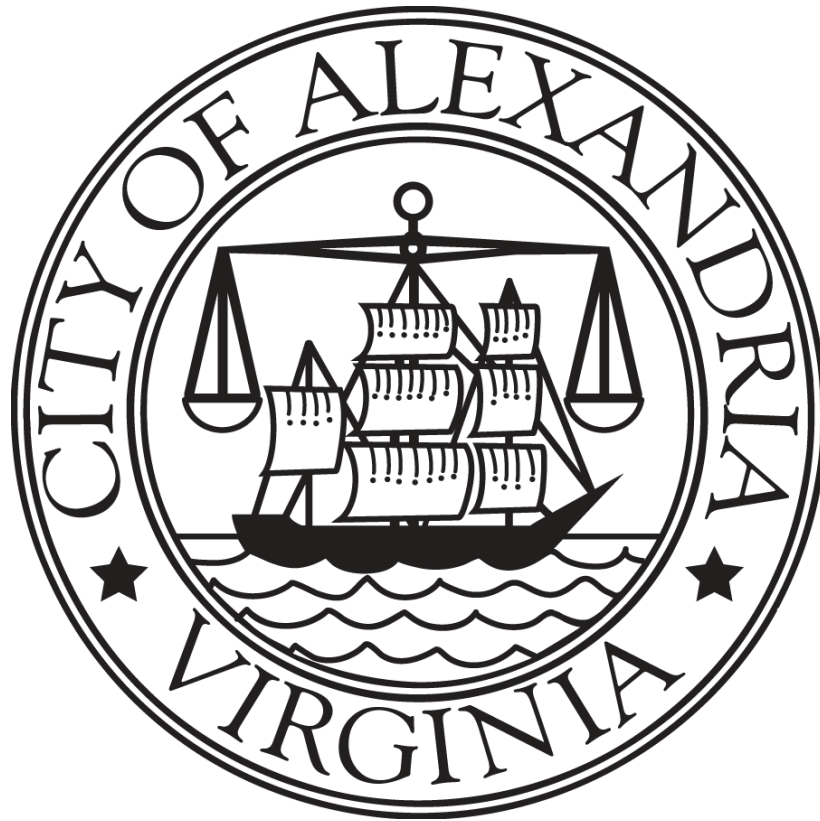
	<ul style="list-style-type: none"> <li>How well the new system meets the needs the Alexandria Police, Fire and Sheriff.</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City's mission?</i></b></p> <ul style="list-style-type: none"> <li>Enhanced ability to protect the safety and security of residents, businesses and visitors.</li> <li>Provide services in a more efficient and effective manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request	\$600,000	\$1,000,000	\$14,000,000	\$19,000,000	\$0	\$0
Annual Operating Budget Impact	\$0	\$200,000	\$350,000	\$500,000	\$500,000	\$500,000

**Changes from Prior Years and Other Information:**

This is a new project this year.



**Other Systems – Strategic Focus** – The strategic focus for the ‘Other Systems’ category of IT projects is to ensure that funds remain committed for the development and acquisition of systems that support the variety and range of work in the City. These projects all support critical work that is not easily categorized.

**Other Systems**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
Permit Processing	140,600	0	250,000	65,000	450,000	450,000	0	1,455,600
TES Infrastructure Maintenance System	0	25,000	125,000	0	0	0	0	150,000
Enterprise Maintenance System	0	45,000	50,000	50,000	60,000	45,000	60,000	310,000
MHM RSA HIPAA Data Security Compliance	75,000	25,000	25,000	25,000	25,000	25,000	25,000	225,000
DHS Payment System Replacement	0	0	125,000	0	0	0	0	125,000
Library Automated Catalog Upgrade	0	0	0	0	0	0	0	0
New Voter System Replacement	0	0	0	270,000	0	0	0	270,000
<b>Total, Net City Cost</b>	<b>315,600</b>	<b>95,000</b>	<b>575,000</b>	<b>410,000</b>	<b>535,000</b>	<b>520,000</b>	<b>85,000</b>	<b>2,535,600</b>

**Permit Processing**

(015-014-7-1)

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project provides for the continued development of the City’s various building-related permit systems, the most important of these is Permit\*Plan, which supports the administration of the City’s land development process and is used by multiple agencies including Code Administration, Transportation & Environmental Services, Planning and Zoning and the Health Department. Permit processes include the administration of commercial and residential permits for building and trade work, fire prevention,

outdoor dining, elevators, noise permits, and the residential rental inspections program. It also supports administrative and city ordinance processes such as site plans, developmental special use permits (DSUP), special use permits (SUP), board of architectural review cases (BAR), Board of Zoning Appeal cases (BZA), certificates of occupancy (CO), code modifications, vacant building registrations, unfit properties, hauling, reserved parking, and complaint processes regarding maintenance of existing structures, civil penalties, fire inspections, tenant/landlord complaints, SUP and BAR violations. Members of the City’s Permitting Committee work with staff from the various user departments to identify on-going system needs to address current and planned business practices such as on-line permitting and other enhancements to provide more customer interaction and improved service delivery.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• The city must make continued technical improvements in permit processing systems as customers embrace more advanced technologies.</li> <li>• The city must remain competitive with other jurisdictions who offer enhanced services that allow for more customer interaction and streamlined permit processing.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact the business?</i></b></p> <ul style="list-style-type: none"> <li>• Increased access to information by customers.</li> <li>• Increased communications via electronic means for status, comments, scheduling and results.</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project’s success?</i></b></p> <ul style="list-style-type: none"> <li>• A reduction in staff time required to complete permit management tasks</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City’s mission?</i></b></p> <ul style="list-style-type: none"> <li>• Improved citizen access to permit information, inspection scheduling and inspection results.</li> <li>• Increased access to permit information by city personnel in the field or the office</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request	\$0	\$300,000	\$75,000	\$500,000	\$500,000	\$0
Annual Operating Budget Impact	\$0	\$0	\$30,000	\$31,500	\$33,575	\$75,000

**Changes from Prior Years and Other Information:**

This project is ongoing, and will continue developing the City’s various building-related permit systems indefinitely. There are several upgrades to existing permitting systems that are a part of this overall project. These upgrade projects were previously approved by the ITSC and Permit Processing committee using prior year unallocated funding. The City’s Integrated Voice Response (IVR) system upgrade will be completed by the end of

February, 2010. Installation of eConnect, the online application and permitting module from Accela, is underway and testing will commence by mid-February 2010. The Customer Service Management system wait-time module and webpage will be implemented by March 2010.

## T&ES Infrastructure Maintenance Management System

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

### Project Description: What does this project do?

This project provides for the continued development and enhancement of the Cityworks maintenance management system in T&ES and other departments. The requested project funds will support the continued development of Cityworks in the T&ES divisions of Transportation, Solid Waste and Maintenance and the expansion of the application into Engineering and Design and Environmental Quality. Monies are also being requested to enhance Cityworks by implementing the server version of the system. The server version is web-based and as such, will not require the same level of effort in installing and maintaining as the existing desktop version. The web version will also simplify the expansion of the system into other departments. Additionally, because of its web-based environment the server version of Cityworks lends itself more easily to mobile field usage, which is a future goal of T&ES.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b><i>Why is this project needed now?</i></b></p> <ul style="list-style-type: none"> <li>• Expansion of the system to other divisions will expedite the goal of unifying work management data.</li> <li>• A centralized work management system is required to reach and maintain full accreditation.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b><i>How does this impact the business?</i></b></p> <ul style="list-style-type: none"> <li>• Centralizes work management information</li> <li>• Provides for work cost accounting and planning</li> <li>• Provides for infrastructure condition and inventory management</li> <li>• Enables better customer relationship management</li> </ul>
<b>Performance Expectation:</b>	<p><b><i>How can we measure the project's success?</i></b></p> <ul style="list-style-type: none"> <li>• Department work performance goals attained</li> <li>• Improved maintenance cost planning</li> <li>• Improved internal work coordination</li> <li>• Better response to customer expectations</li> </ul>
<b>Alignment with Mission:</b>	<p><b><i>How does this project fulfill the City's mission?</i></b></p> <ul style="list-style-type: none"> <li>• Provides better cost planning tools</li> <li>• Provides improvements to customer service</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$25,000	\$125,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$61,000	\$63,000	\$65,000	\$67,000	\$69,000	\$71,000

**Changes from Prior Years and Other Information:**

Funds in the amount of \$125,000 are included in FY 2012 to purchase and implement the Cityworks server version of the software.

**Enterprise Maintenance Management System (015-014-7-8)**

**Project Description: What does this project do?**

This project provides for the expansion of the Cityworks maintenance management software to additional departments throughout the City. In FY 2011, funds are included for implementation and configuration services to implement Cityworks in the MH/MR/SA department. There are over 60 group homes in the City for which maintenance tasks must be scheduled, tracked and managed. MH/MR/SA will use Cityworks to assist with this workload burden. This will provide a dramatic improvement over the current process, which relies heavily on email messages to track and manage work tasks. Cityworks will enable central access to information, improved reporting and scheduling of work. As the City purchased an enterprise license for the use of Cityworks, the only costs associated with additional departments usage of the system is in implementation and configuration. In FY 2012, funds are included to expand this product to the Fire Department, to manage the work tasks associated with maintaining the City’s fire stations.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>The current system does not adequately address the MH/MR/SA department’s needs.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>Centralizes work management information</li> <li>Provides for work cost accounting and planning</li> <li>Provides for infrastructure condition and inventory management</li> <li>Enables better customer relationship management</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> <li>Department work performance goals attained</li> <li>Improved maintenance cost planning</li> <li>Improved internal work coordination</li> </ul>



	<ul style="list-style-type: none"> <li>Better response to customer expectations</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>Provides better cost planning tools</li> <li>Provides improvements to customer service</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$50,000	\$50,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$0	\$0	\$0	\$0	\$0	\$0

**Changes from Prior Years and Other Information:**

Operating budget costs for the software are budgeted in the T&ES and Recreation departments. These costs are captured in the T&ES Infrastructure Maintenance and Management System project above.

**MH/MR/SA HIPAA Data Security Compliance**

(015-014-7-4)

<b>Type of Request:</b>
[ ] – New Project
[ ] - Enhancement
[ x ] - Maintenance/Continuation

**Project Description: What does this project do?**

MH/MR/SA adheres to the Health Insurance Portability and Accountability Act (HIPAA) and its established standards and safeguards that protect the confidentiality, integrity, and availability of protected electronic health information. HIPAA regulations impact all of the Department’s functions, processes and systems that store, generate, or report on health information.

The scope of this project includes a continued self-assessment of our current business functions, our Health Information Technology infrastructure and use, as well as any related impact on HIPAA regulations and compliance issues. Recent uses of these funds have included increasing and enhancing remote access availability (via a secure Citrix connection), server and system security reviews and health checks. Future plans include incorporating a new application into our business process that will include an e-prescribing feature to allow prescriptions to be submitted electronically to pharmacies.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>To maintain compliance with regulations and mandates regarding health record confidentiality.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>Ensures continued access to and integrity of client data</li> </ul>

<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>Continued availability of client information by appropriate staff</li> <li>Improved security and information assurance</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>Ensures processes associated with health IT are monitored and improved to maintain industry certification(s) for confidentiality, integrity, and availability of health information.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Annual Operating Budget Impact	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000

**Changes from Prior Years and Other Information:**

There are no changes in this project from the prior fiscal year.

**DHS Payment System Replacement**

(015-014-7-6)

Type of Request:
<input type="checkbox"/> - New Project
<input checked="" type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project funds an additional module of the City's new Human Services payment system (Harmony, implemented in late 2009). This module enables Human Services vendors to view information about the clients enrolled in their programs, send and receive client notes, and post electronic copies of signed documents. It also gives the vendors the ability to submit and view services received, view the status of claims and payments. Vendors will be able to submit required paperwork, such as updated contract, accreditation, and licensure data online.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>This module will allow financial staff to assist with vendor issues.</li> <li>The module will allow more effective contract work between Human Services and vendors when services and related activities change.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>Allow DHS financial staff and CSA administrative staff to work more effectively with vendors and manage contracts, billing and payments.</li> <li>Allow case workers, team members and institutions to see current information to make better decisions for DHS clients</li> </ul>

<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>Savings in administrative support for both data entry tasks such as invoicing, edits, provider / institution demographics and more effective vendor assessments.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>This project automates a manual process, improving efficiency and accuracy of data.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$125,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$50,000	\$52,000	\$65,000	\$68,000	\$73,000	\$77,000

**Changes from Prior Years and Other Information:**

Funds requested for the additional module are included in FY 2012.

**Library Automated Catalog Upgrade**

(015-014-7-7)

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The new Library Automated Catalog system was implemented in 2009. It is anticipated that this system will need to be replaced in FY 2017. The new system improves the Integrated Library System (ILS) technology to enhance the library patron's access to the library's collection, its on-line reference resources and other special services such as remote reservation and renewal of materials; delivery to the homebound; and movement of materials between and among branches upon request.

Characteristics and Attributes:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> <li>Improves technology and infrastructure</li> </ul>
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> <li>Improves efficiency, customer service, and workforce productivity</li> </ul>
Performance Expectation:	<p>How can we measure the project's success?</p> <ul style="list-style-type: none"> <li>Improved quality and patron satisfaction</li> </ul>
Alignment with Mission:	<p>How does this project fulfill the City's mission?</p> <ul style="list-style-type: none"> <li>This IT investment will provide the library staff a more effective management tool.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$16,400	\$17,700	\$18,700	\$19,300	\$21,000	\$23,000

**Changes from Prior Years and Other Information:**

With the life expectancy of the current system being approximately 8 years, it will be necessary to purchase either a new or updated system in FY 2017. It will be an inclusive library management system like the present system, which includes acquisitions, cataloging, circulation, serials, but with additional features, options and applications and the ability to interact with new technology and external devices, such as mobile phones, e-readers, etc.

**NEW - Digital Scan Voting Equipment**

(015-014-7-8)

**Project Description: What does this project do?**

The City will be required to purchase digital scan voting equipment to supplement the City’s existing voting equipment due to a new State law that prohibits the purchase of additional electronic voting machines identical to the ones we currently have. The purchase of new voting equipment is necessary to accommodate the long ballot and large number of voters anticipated for large elections in the future.

<b>Type of Request:</b>
<input checked="" type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

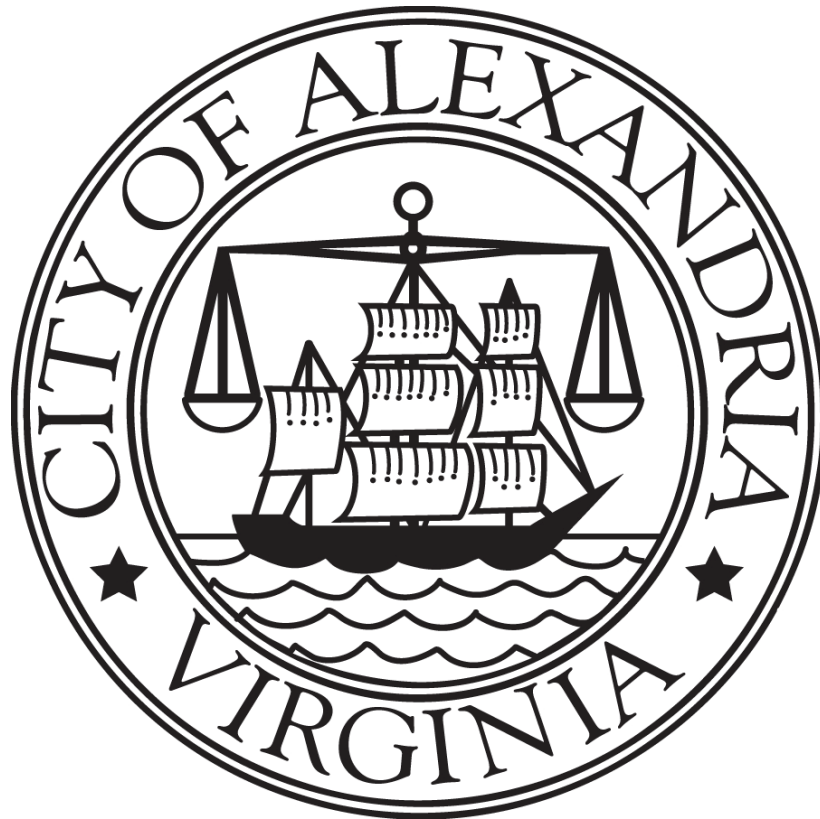
<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>To support changes in state law regarding voting machines.</li> <li>Additional voting equipment is necessary to minimize voter delays.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Ensure compliance with state voting laws</li> <li>Additional voting equipment could reduce voter delays potentially increase voter participation.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>Reduction in the average time that each voter waits to be processed.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>This project would maintain the effectiveness and efficiency of the City’s voting process.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

<b>Fiscal Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Capital Funding Request			\$270,000			
Annual Operating Budget Impact				\$19,000	\$19,000	\$20,000

**Changes from Prior Years and Other Information:**

It is possible that this law could change and/or that other State or Federal laws could be introduced that will affect this decision prior to FY 2013.



## Infrastructure Projects

Infrastructure projects are essential in providing the ability to meet ongoing business challenges and to maintain current service levels.

***Network Services – Strategic Focus*** - Network Services projects support connectivity and secure data and system access. The strategic focus for this area continues to be providing secure, reliable access to required systems and services, while taking advantage of technological advancements to reduce costs and increase performance.

**Network Services**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
LAN/WAN Infrastructure	50,000	370,000	370,000	375,000	375,000	375,000	375,000	2,240,000
Individual Building LAN Development	50,000	25,000	25,000	25,000	25,000	25,000	25,000	200,000
Enterprise Data Storage Infrastructure	100,000	96,000	96,000	62,000	300,000	300,000	100,000	954,000
Upgrade Work Station Operating Systems	112,450	50,000	50,000	50,000	50,000	50,000	50,000	412,450
Network Server Infrastructure	25,000	200,000	200,000	200,000	200,000	200,000	200,000	1,225,000
Voice Over IP	0	350,000	130,000	150,000	150,000	150,000	150,000	1,080,000
Security	235,000	150,000	100,000	100,000	125,000	125,000	125,000	760,000
Remote Access Management	0	34,600	30,000	28,000	5,000	7,500	7,500	112,600
Database Infrastructure	43,000	0	40,000	40,000	40,000	40,000	40,000	243,000
<b>Total, Net City Cost</b>	<b>615,450</b>	<b>1,275,600</b>	<b>1,041,000</b>	<b>1,030,000</b>	<b>1,270,000</b>	<b>1,272,500</b>	<b>1,072,500</b>	<b>7,227,050</b>

**LAN/WAN Infrastructure (015-015-1-1)**  
(formerly I-Net Development and LAN Backbone)

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project enables the City to deliver scalable data, voice and video communications to all the sites on the City’s Institutional Network (I-Net). The I-Net is currently running over a CWDM fiber optic network which is limited to 1 gigabyte speed. Core sites will need to be upgraded to a DWDM fiber optic network and will need separate single mode fiber to accommodate future network speed requirements. This project also funds the replacement and acquisition of core switches, edge switches, firewalls, routers, gigabit modules, fiber optic cable and professional services.



Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>Core switches are over 8 years old and nearing the end of their productive lifespan .</li> <li>Hardware interoperability with VOIP and Disaster Recovery architecture will require additional bandwidth.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Improves network performance</li> <li>New designs will provide alternate pathways and reduce network outages.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>Network performance measurements sustain or exceed current levels of service.</li> <li>ITS Customer Satisfaction Surveys.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>Providing greater I-Net capacity with scalable data, voice and video communications to all the sites on the City's I-Net will ensuring the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$370,000	\$370,000	\$375,000	\$375,000	\$375,000	\$375,000
Annual Operating Budget Impact	\$760,000	\$787,000	\$812,000	\$837,000	\$862,000	\$887,000

**Changes from Prior Years and Other Information:**

This project is ongoing, as we will continue upgrading the network infrastructure indefinitely.

**Individual Building LAN Development**

(015-015-1-2)

Type of Request:
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project maintains or upgrades the local area network (LAN) infrastructure in City government buildings including: data cabling, punch down blocks, demarcation boxes, racks/cabinets, and the physical space (network closets). This project ensures that current data runs and new data connections associated with office moves and renovations will consistently provide users a 1 gigabit per second data rate or higher based on the latest network technologies deployed in the City. This ensures that the physical space where the LAN infrastructure resides is adequately cooled, lighted, and secured.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>Repair of current data runs and installation of new data connections is a continuous need.</li> <li>The condition of the physical space is critical to the optimal performance of network equipment connecting to the City's I-Net.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Reliability and speed of network connections across the City at the desktop level is dependent on the quality of the LAN infrastructure.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>Network performance measurements sustain or exceed current levels of service.</li> <li>ITS Customer Satisfaction Surveys.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>Providing reliable access to network enabled services ensuring the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Annual Operating Budget Impact	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750

**Changes from Prior Years and Other Information:**

This is an ongoing project. Upgrades to the network infrastructure will be required indefinitely.

**Enterprise Data Storage Infrastructure**

(015-015-1-3)

(formerly part of Network Infrastructure Hardware Upgrade)

Type of Request:
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project maintains and upgrades the back-end storage needed for the virtual infrastructure and the enterprise backups. This project includes Storage Area Network hardware and Virtual Tape Library hardware.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>Data storage continues to grow requiring additional hardware for production and backups.</li> </ul>
<b>Business Functions</b>	<p><b>How does this impact the business?</b></p>

<b>Addressed:</b>	<ul style="list-style-type: none"> <li>• Supports the server virtualization initiative.</li> <li>• Reduces the number of servers and tapes needed resulting in greater ROI.</li> <li>• Provides server failover and redundancy.</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>• Accommodates space for new data</li> <li>• Provides faster backups and restores</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>• Provides a more reliable and redundant solution while reducing the overall cost of data storage ensuring the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$96,000	\$96,000	\$62,000	\$300,000	\$400,000	\$100,000
Annual Operating Budget Impact	\$125,000	\$137,000	\$149,000	\$162,000	\$175,000	\$188,000

**Changes from Prior Years and Other Information:**

This project was previously part of the Network Infrastructure Hardware project, and has been presented separately this year due to its importance.

**Upgrade Workstation Operating System**

(015-015-1-4)

**Type of Request:**

- New Project
- Enhancement
- Maintenance/Continuation

**Project Description: What does this project do?**

This project provides funds to upgrade the operating system on City computer workstations with an appropriate version of Windows including additional workstation memory, larger capacity hard drives, or other related hardware components as necessary. This project also provides for the labor costs of installing the new operating systems and related software components. Additionally, this funding is used to test the viability of newer operating systems and desktop technologies with current City applications and hardware.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>• Desktop computers may require an operating system upgrade to allow a new or upgraded application to run properly.</li> <li>• The City must be prepared to actively address the continuous advancement of technology to ensure continuity of operations.</li> </ul>

<b>Business Functions Addressed:</b>	<b>How does this impact the business?</b> <ul style="list-style-type: none"> <li>Ensures the desktop environment is prepared to support the City’s workforce and meet the demands of new technology.</li> </ul>
<b>Performance Expectation:</b>	<b>How can we measure the project’s success?</b> <ul style="list-style-type: none"> <li>Licenses are upgraded before the end of their extended support periods</li> <li>ITS Customer Satisfaction Surveys.</li> </ul>
<b>Alignment with Mission:</b>	<b>How does this project fulfill the City’s mission?</b> <ul style="list-style-type: none"> <li>Continuous modernization to maintain the City’s same position with respect to commercial standards will ensure the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500

**Changes from Prior Years and Other Information:**

With the indefinite suspension of the Equipment Replacement Program due to budget constraints, the City will have to upgrade currently deployed computers to meet the changing demands of new technology.

**Network Server Infrastructure (015-015-1-5)**

(formerly Network Infrastructure Hardware Upgrade & Replacement and Network Operating Systems)

**Project Description: What does this project do?**

This project provides for the phased replacement of the hardware and software required to operate the City’s computer network services in a safe and reliable manner. This project will allow us to purchase a cluster of 4 servers to add to the virtual infrastructure annually and any additional servers that require special hardware requirements. Virtualization licenses, Operating System licenses, fiber channel cards and network printers that are out of warranty are also funded through this project.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<b>Why is this project needed now?</b> <ul style="list-style-type: none"> <li>Implements a new business model to reduce annual costs of data storage and management.</li> <li>Provide more efficient data management and support enhanced disaster recovery capability.</li> </ul>
<b>Business Functions Addressed:</b>	<b>How does this impact the business?</b> <ul style="list-style-type: none"> <li>Lower TCO with virtualized IT infrastructures that enable effective use of budget resources and help decrease operational costs</li> </ul>

	<ul style="list-style-type: none"> <li>• Energy cost savings with a reduction of physical servers and cooling costs.</li> <li>• Improves business continuity with redundant failover capability</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>• Improved assessment of customer satisfaction with services</li> <li>• ROI for data management and storage</li> </ul>
<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>• Lower TCO and improved business continuity capability ensures the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Annual Operating Budget Impact	\$80,000	\$84,000	\$88,000	\$92,000	\$96,000	\$100,000

**Changes from Prior Years and Other Information:**

Two projects, the “Network Infrastructure Hardware Upgrades” and the “Network Operating Systems” project have been combined into this new project that more accurately characterizes the work performed in this area.

**Voice Over IP Telephony (015-015-2-2)**

Type of Request:
<input checked="" type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project provides funds for the continuation of the Citywide telephony upgrade to Voice Over Internet Protocol (VOIP). The project funds are used for the City’s telephone and telecommunications infrastructure, including telephone switches and handsets. The City began successfully implementing VOIP in 2008. As of January 2010, all of the major and most smaller departments have been upgraded to VOIP. Exceptions include the Police Department, which will be upgraded at the time that the new Police facility is completed. Approximately 2,200 telephones have been installed as a part of this project.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> <li>• The old phone system was technologically obsolete and could no longer be supported.</li> </ul>
<b>Business Functions Addressed:</b>	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> <li>• New features of the VOIP system improve customer service</li> </ul>
<b>Performance Expectation:</b>	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> <li>• Improves customer satisfaction with telephone system</li> </ul>

<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>• Providing a modern, reliable telephone system supports the delivery of government services in a more efficient manner.</li> <li>• Improved customer service.</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$350,000	\$130,000	\$150,000	\$150,000	\$150,000	\$150,000
Annual Operating Budget Impact	\$300,000	\$400,000	\$412,000	\$425,000	\$440,000	\$450,000

**Changes from Prior Years and Other Information:**

The Citywide telephony upgrade will be completed in FY 2011-2012. Monies budgeted beyond this point will provide funds to continue improvements to the telephony infrastructure and to purchase additional features provided by the IP environment.

**Network Security (015-015-2-3)**

<b>Type of Request:</b>
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

The widespread use of firewalls on Internet connections as protection against unauthorized intrusion has encouraged hackers to seek methods to circumvent them, with many successes. It is now widely accepted by information security professionals that a firewall alone is insufficient protection for a computer network. The City's information security program function is to proactively identify, assess and recommend solutions for the City's IT vulnerabilities. Evaluating the role of new security technologies and methodologies to better protect the City's data and information technology infrastructure is another major component of this program. Implementing new security technologies, policies, and methodologies is a continual process.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>• To provide continuous improvement in the security of the City network, clients, data and personnel, and improve the confidentiality and integrity of the City data.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>• Assures the security and viability of City IT infrastructures, applications and data stores.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>• Minimization of disruption to City processes due to compromised data or clients.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>• Providing a reliable and secure information environment supports City operations and ensures the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$150,000	\$100,000	\$100,000	\$125,000	\$125,000	\$125,000
Annual Operating Budget Impact	\$15,000	\$10,000	\$10,000	\$12,500	\$12,500	\$12,500

**Changes from Prior Years and Other Information:**

**Remote Access Management** (015-015-2-4)  
 (formerly Applications Deployment Management)

Type of Request:
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project provides the ability for City workers to efficiently access City applications and network resources from mobile job sites and from outside the City’s I-net in a secure manner. This project funds the licensing and professional support for Citrix. This project also allows us to provide remote access during an emergency, which will allow City staff to conduct business at locations other than their traditional workspace which may not be available. Telecommuters can also connect remotely without being issued laptops and without installing City applications on their home computers.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>• City employees already work outside their offices, and this provides a means of connection to applications and data.</li> <li>• Some City sites do not have network connectivity.</li> <li>• To provide a disaster recovery solution for desktops in case an office space cannot be occupied.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>• Business continuity</li> <li>• Less staff is needed to maintain a Citrix Desktop solution because software installations and upgrades only have to be done on the servers.</li> <li>•</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>• Network measurements of the number of users</li> <li>• ITS Customer Satisfaction Survey feedback.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City’s mission?</b></p> <ul style="list-style-type: none"> <li>• Supporting a mobile workforce and enhancing business continuity ensures the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$33,000	\$30,000	\$33,000	\$5,000	\$7,500	\$7,500
Annual Operating Budget Impact	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000

**Changes from Prior Years and Other Information:**

This will allow us to purchase 25 additional Citrix licenses each year until we have a total of 400 concurrent licenses.

**Database Infrastructure (015-015-2-5)**

Type of Request:
<input type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project provides for new and replacement database infrastructure hardware, software, licensing, upgrades, and tools. This project also provides for consulting services to properly maintain and enhance the data infrastructure. Additionally, this project provides funding to research, test and implement new database software tools.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<ul style="list-style-type: none"> <li>Developers and manufacturers constantly release software and hardware upgrades providing new features and improved performance.</li> <li>The City needs to keep pace with these developments to take advantage of these improvements.</li> </ul>
<b>Business Functions Addressed:</b>	<ul style="list-style-type: none"> <li>Nearly all of the City’s major software data is stored in databases served by this project.</li> </ul>
<b>Performance Expectation:</b>	<ul style="list-style-type: none"> <li>Maintain all City databases and software at supportable and functional levels (Customarily not more than 2 full version levels behind current)</li> </ul>
<b>Alignment with Mission:</b>	<ul style="list-style-type: none"> <li>Updated software enhances the support that City agencies provide ensuring the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Annual Operating Budget Impact	\$11,000	\$11,300	\$11,700	\$12,000	\$12,300	\$12,700

**Changes from Prior Years and Other Information:**

Funding for this project has been extended through FY 2016.



**Enterprise Services – Strategic Focus** – Enterprise services are projects that provide and support applications and services used throughout the City. The strategic focus in this area is to leverage the power of data the City already owns through improvements in accessing and managing the data.

**Enterprise Services**

	Prior Year Unallocated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTALS
E-mail Systems	175,000	45,000	50,000	50,000	50,000	50,000	50,000	470,000
Desktop Productivity Environment	0	50,000	50,000	50,000	50,000	50,000	50,000	300,000
NEW IT Enterprise Management System	0	200,000	0	0	0	0	0	200,000
<b>Total, Net City Cost</b>	<b>175,000</b>	<b>295,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>970,000</b>

**E-mail Systems Development (015-015-3-1)**

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

This project provides funds to improve and upgrade the City’s electronic mail services. The City currently uses Lotus Notes as the software package to provide e-mail services for City employees. Lotus Domino is used to provide servers with a multi-platform foundation for business collaboration. The City is currently using Lotus Notes version 8.5. The City is currently implementing a disaster recovery plan for e-mail. The project involves the consolidation of current e-mail servers while creating redundant capacity in a remote location. This project funds contracting services to implement these new technologies and to assist in migrations.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>• Provide continuous improvement to the current system in order to provide the best possible e-mail services to the City.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>• Reduction in mail file sizes will enhance performance and electronic search and discovery.</li> <li>• Improve business continuity</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project’s success?</b></p> <ul style="list-style-type: none"> <li>• Improvement upon current levels of service and performance.</li> <li>• ROI from the reduction in size of e-mail data managed.</li> <li>• ITS Customer Satisfaction Survey.</li> </ul>

<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>Providing an e-mail system with greater functionality, flexibility and user friendly features promotes the delivery of government services in the more efficient manner.</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$45,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$142,000	\$149,000	\$156,000	\$163,000	\$170,000	\$174,000

**Changes from Prior Years and Other Information:**

Funding for this project has been extended through FY 2016.

**Desktop Productivity (015-015-3-2)**

<b>Type of Request:</b>
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

In FY 2007, the City converted its desktop productivity software standard from Corel Suite 9 to Microsoft Office (Word, Excel, PowerPoint). The initial Microsoft migration funding accounted for the installation of Microsoft Office on computers with only Corel Suite 9 loaded. In FY 2007, the City installed over 1,000 licenses of Microsoft Office 2003 to replace its outdated Corel WordPerfect Office suite. A version of Microsoft Office is now installed on every primary desktop computer. After a reconciliation of licenses owned by the City, the City had an estimated 700 licenses predating Office version 2003. As of November 2009, approximately 300 of these 700 licenses have been upgraded. The remaining 400 licenses will eventually need to be upgraded to align with Microsoft's product support schedule.

<b>Characteristics and Attributes:</b>	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>Current licensing of desktop software will ensure the City is not utilizing software that is no longer supported.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>Ensures the desktop environment is prepared to meet the demands of new technology.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>Licenses are upgraded before the end of their extended support periods.</li> <li>ITS Customer Satisfaction Survey feedback.</li> </ul>
<b>Alignment with Mission:</b>	<p><b>How does this project fulfill the City's mission?</b></p> <ul style="list-style-type: none"> <li>Providing desktop services in the most cost-effective manner promotes the delivery of government services in the more efficient manner.</li> </ul>

**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000

**Changes from Prior Years and Other Information:**

This is an ongoing project. In order to maintain a viable desktop productivity environment, the City must budget for software upgrades to ensure all Microsoft Office suites are upgraded before the end of their extended support periods.

**NEW - IT Enterprise Management System**  
(015-015-3-3)

Type of Request:
<input checked="" type="checkbox"/> - New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

**Project Description: What does this project do?**

A single web-based, IT enterprise management system which integrates asset management, application deployment/patch management, and workflow management (help desk) will allow all divisions in ITS and external Help Desks to leverage shared data across the enterprise. Asset management includes asset discovery, hardware inventory, software inventory, software audits, usage rates, and licensing compliance. Application deployment/patch management will distribute critical Windows updates and other software upgrades via the network. By integrating a workflow management module, help desk service requests can be tied to assets and in some cases resolved remotely with the patch management module.

Characteristics and Attributes:	
<b>Critical Drivers:</b>	<p><b>Why is this project needed now?</b></p> <ul style="list-style-type: none"> <li>The current management system is limited in scope, has outgrown its useful life and lacks capabilities which are now considered standard.</li> <li>No further enhancements or upgrades are available and the current system is no longer supported.</li> </ul>
<b>Business Functions Addressed:</b>	<p><b>How does this impact the business?</b></p> <ul style="list-style-type: none"> <li>The tracking and routing of work orders is critical to effective IT support.</li> <li>Accurate inventory of IT assets is critical to resource allocation and license compliance.</li> <li>Patch management will mitigate security risks while reducing the overall costs associated with manual efforts to support workstations.</li> </ul>
<b>Performance Expectation:</b>	<p><b>How can we measure the project's success?</b></p> <ul style="list-style-type: none"> <li>Streamlining of IT support will create operating efficiencies for all City staff by improving workstation performance.</li> <li>ITS Customer Satisfaction Survey feedback.</li> </ul>

<b>Alignment with Mission:</b>	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> <li>• Deliver City services in the most cost effective manner.</li> </ul>
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**Project Timeline and Capital and Operating Budget Funding Required:**

Fiscal Year	2011	2012	2013	2014	2015	2016
Capital Funding Request	\$200,000	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact		\$30,000	\$30,000	\$30,000	\$30,000	\$30,000

**Changes from Prior Years and Other Information:**

This is a new project in FY 2011.

## Appendix A

### ***Chartered Committees, Groups, and Task Forces of the ITSC***

To more broadly engage City staff in the planning and implementation of IT initiatives, the ITSC created a number of interdepartmental groups through a chartering process. A full list of these groups and further details on each group, including whether the group is 'active' or 'inactive' is included below.

#### Alexandria Justice Information System (AJIS) Steering Committee

The AJIS Steering Committee advises in regard to policy and direction for the users of the Alexandria Justice Information System (AJIS). In addition, it provides general oversight of AJIS; receives recommendations from the AJIS Coordinator and sets overall goals; periodically evaluates progress; meets when called by AJIS Steering Committee Chairperson; appoints subcommittees; delegates powers as needed; approves AJIS budget requests, and makes recommendations to the City regarding AJIS budgetary and policy matters.

#### Document Imaging and Management Group

The Document Imaging and Management Group provides guidance in implementing the various departmental document imaging projects throughout the City. The group defines project priorities among departments requesting funds for imaging projects, and works to ensure that the best practices regarding data availability and security are followed.

#### Financial Services Group

The Financial Services Group is composed of staff from Finance, ITS, and OMB, as well as users from some of the larger City departments. The group is responsible for advising the ITSC on planning, budgetary and policymaking issues with respect to the City's financial systems. In addition, the group's meetings provide a forum for the discussion of technical oversight, policies, practices, education and inter-department coordination involved with the financial systems. The group is chaired by the Deputy Director of Finance/Comptroller.

### GIS Steering Committee

The Geographic Information Systems Steering Committee (GISSC) is responsible for supporting and fostering successful GIS implementation throughout the City. The GISSC develops and recommends plans, policies and budget initiatives to the ITSC and works to ensure that individual department actions with respect to GIS are consistent with the City's overall goals for GIS. The GISSC is chaired by the City's GIS Manager.

### Human Resources Steering Committee

The Human Resources Steering Committee (HRSC) manages and supports decision making regarding the City's human resources systems (payroll, personnel and related systems). The committee develops plans, policies and budget initiatives for the City's HR systems, and makes recommendations on these issues to the ITSC. The HRISC also works to foster education and coordination inside and outside the City on human resources systems issues. The HRISC is comprised of representatives of the Personnel Services, Finance, OMB, ITS and several of the City's larger departments and agencies, and is chaired by the representative of the Personnel Services department.

### Information Technology Security Subcommittee

The IT Security Subcommittee (ITSS) was formed at the request of the Information Technology Steering Committee (ITSC) and is intended to operate as a subcommittee of the ITSC to support information technology security decision making throughout the City. The ITSS is an advisory group to the ITSC. The goal of the ITSS is to foster IT security throughout the City government. To accomplish this goal, the ITSS will develop plans, policies and budget initiatives. The ITSS will guide City-wide IT security policy development and facilitate education and coordination inside and outside of the City on security issues. It is chaired by the City's IT Security Officer.

### Public Safety Systems Committee

The Public Safety Systems Committee (PSSC) is an outgrowth of the CAD/RMS Committee. The goal of the PSSC is to work to coordinate and integrate public safety systems, and to serve as a forum for the sharing of plans, activities and expertise between Alexandria public safety agencies. The Chair of this committee rotates annually between the Police and Fire departments.

### Permitting Committee

The Permitting Committee's (PC) focus is on improving existing business processes through maximizing the functionality provided by the City's permitting application;

developing standards for business processes; continuing to document and discuss system problems; and communicating and planning for new releases. The Permitting Committee is presently chaired by the Director of Code Enforcement.

#### Radio Committee

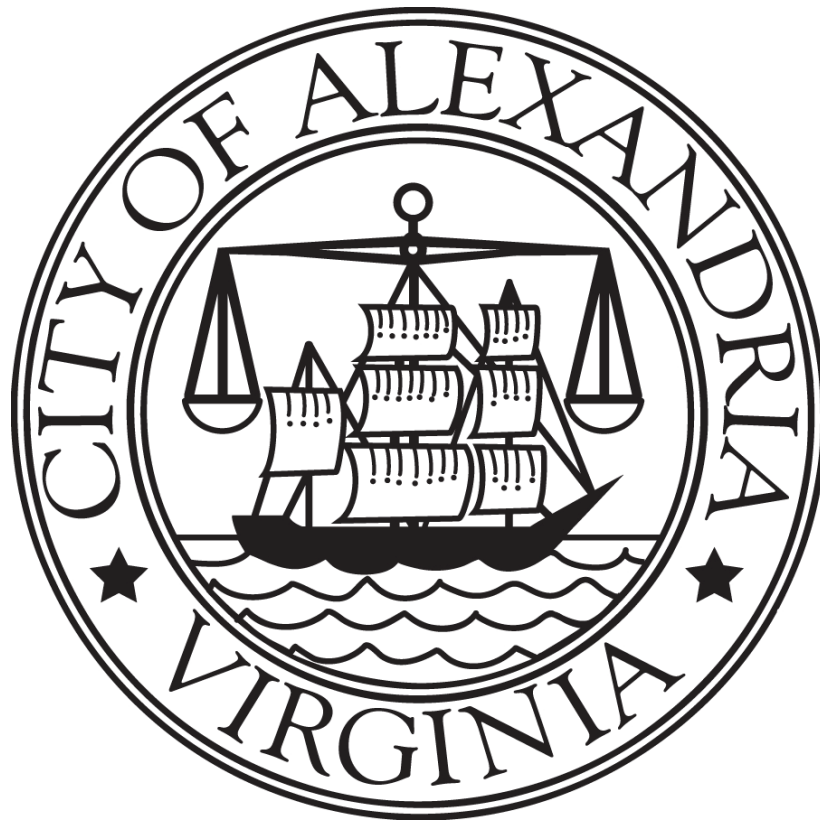
The Radio Committee (RC) supports all City radio and public safety wireless systems operations, enhancements and initiatives. The goal of the RC is to continue the successful operation and upgrade of the City's trunked radio system and to facilitate the smooth implementation of new radio and public safety wireless technologies. Members include representatives of the Police and Fire departments, the Office of the Sheriff, ITS and T&ES (representing all other non-public safety City users). The committee is chaired by the City's radio manager.

#### Recreation Systems Committee

The Recreation Systems Committee (RSC) focuses on maximizing the benefits of the recreation services system (RSS) through expanding its usage. The RSC is chaired by the Director, Recreation Parks and Cultural Activities.

#### Telecommunications Committee

The Telecommunications Committee (TC) works to guide the acquisition of the City's telephone services and equipment. The role of the TC is to provide policy recommendations, promote new technologies and their integration with other City technologies, and to provide advice on appropriate inter-relationships of telephone systems technology with other communications systems and devices. It is chaired by staff from the Information Technology Services Department.





## Appendix B

### *Geographic Information System Layers*

(As of January 2010)

Over the past several years advancements in the way GIS data is developed and deployed has altered the traditional definition of layers. The City's vast array of base geographic data "base layers" are integrated with a diverse set of city wide databases to derive new "layers" to target specific application and analytical purposes. At the core of this model is flexibility; as a result the list below is more representative than comprehensive.

		Complete Layers
	Theme	Layer
1	Addresses	Address Points
2	Addresses	Address Range Zones
3	Base map	Aerial Photos (1995, 1998, 2000, 2001, 2002, 2004, 2006, 2007, 2009)
4	Boundary	Alexandria City Limits
5	Survey	Bench Marks
6	Recreation	Bike Trails
7	Transportation	Bridges
8	Buildings	Building Footprints (2D)
9	Buildings	Buildings Footprints (3D)
10	Transit	Bus Routes
11	Transit	Bus Stops
12	Finance	Business Licenses
13	Census	Census Block Groups 1990
14	Census	Census Block Groups 2000 (profiles incl: Language, Education, etc)
15	Census	Census Blocks 1990
16	Census	Census Blocks 2000 (profiles incl: Age, Race, Income, Housing, etc.)
17	Census	Census Tracts 1990
18	Census	Census Tracts 2000 (profiles incl: Poverty, Income, Journey to work, etc.)
19	Planning	Central Business District
20	Code Enforcement	Code Enforcement Target Areas
21	Base Elevation	Contours (2ft Interval)
22	Planning	Coordinated Development Districts
23	Human Services	Day Care Centers
24	Planning	Development Initiatives
25	Planning	Development Projects
26	Parcels	Easements
27	Finance	Enterprise Zone
28	Misc	Fences & Walls
29	Fire	Fire Boxes

		Complete Layers
	Theme	Layer
30	Fire	Fire Hydrants
31	Environmental	Flood Planes (100 Year)
32	Environmental	Flood Insurance Rate Map Amendments
33	Planning	Height Districts
34	Planning	Historic Districts
35	Hydrography	Hydrography (Streams, Lakes, Ponds)
36	ITS	INET Sites
37	Planning	King Street Outdoor Dining and Transit Districts
38	Waste Management	Leaf Collection Zones
39	Transportation	Medians
40	Transit	Metro (Rail Lines & Stops)
41	Buildings	Misc Structures (Decks, Patios, Canopies)
42	Planning	Mt Vernon Ave Planning Overlay and Retail District
43	Base map	Oblique Imagery (2007, 2009)
44	Transportation	Parking Lot & Driveways
45	Recreation	Parks
46	Parcels	Plats
47	Police	Police Beats
48	Police	Police Reporting Districts
49	Voter Registration	Polling Places
50	Planning	Proffers
51	School	Public Schools
52	Police	Public Safety Sensitive Locations
53	Transportation	Rail Roads
54	Recreation	Recreation Centers
55	Recreation	Recreation BID Areas
56	Recreation	Recreational Amenities
57	Waste Management	Refuse Collection Day Zones
58	Waste Management	Refuse Collection Service Stops
59	Waste Management	Refuse Collection Truck Zones
60	Boundary	Regional Boundary
61	Transportation	Residential Parking Districts
62	Transportation	Residential parking District SUPs
63	Environmental	Resource Protection Areas
64	Environmental	Resource Protection Areas (Intermittent)
65	Transportation	Road Centerlines
66	Transportation	Road Edges
67	School	Schools
68	School	School Attendance Districts
69	School	School Board Districts
70	Sewer	Sanitary / Storm Combined Sewer Catch Basins
71	Sewer	Sanitary / Storm Combined Sewer Inlets

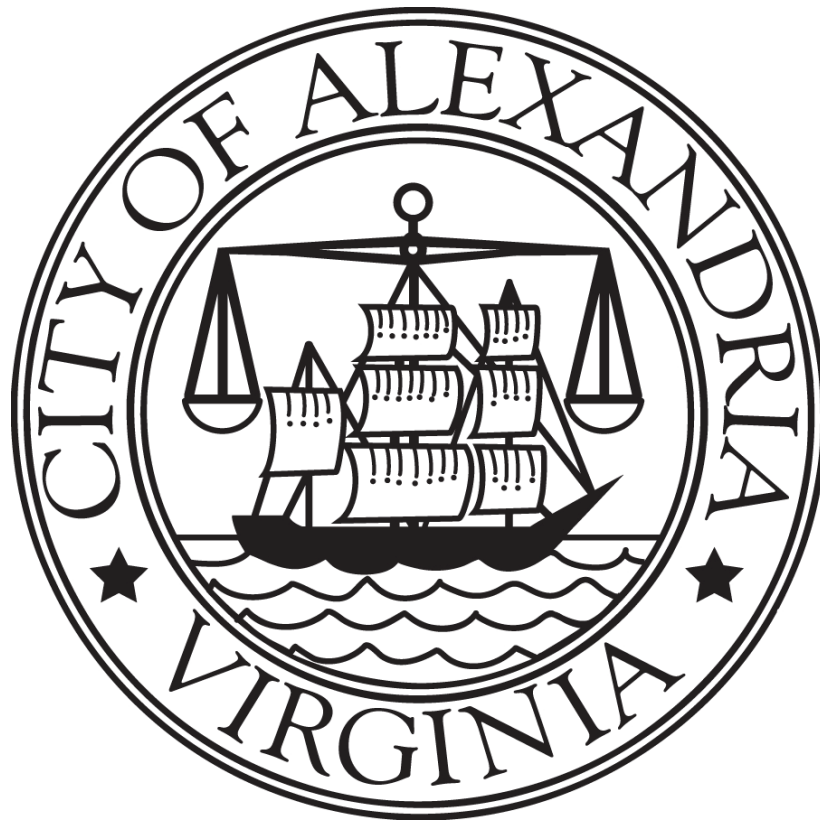
		<b>Complete Layers</b>
	<b>Theme</b>	<b>Layer</b>
72	Sewer	Sanitary / Storm Combined Sewer Pipe Inflow / Outfall
73	Sewer	Sanitary Sewer Gravity Mains
74	Sewer	Sanitary Sewer Manholes
75	Sewer	Sanitary Sewer Nodes
76	Sewer	Sanitary Sewer Sheds
77	Transportation	Shoulders
78	Transportation	Sidewalk / Crosswalk
79	Planning	Small Area Plans
80	Base Elevation	Spot Elevations
81	Waste Management	Spring Clean Up Zones
82	Sewer	Storm Sewer Catch Basins
83	Sewer	Storm Sewer Control Devices
84	Sewer	Storm Sewer Culvert Points
85	Sewer	Storm Sewer Gravity Mains
86	Sewer	Storm Sewer Inlets
87	Sewer	Storm Sewer Manholes
88	Sewer	Storm Sewer Nodes
89	Sewer	Storm Sewer Pipe Inflow / Outfall
90	Sewer	Storm Sewer Sheds
91	Sewer	Storm Sewer Storage Basins
92	Utility	Street Lights
93	Parcels	Tax Parcels
94	Parcels	Tax Map Blocks
95	Traffic	Traffic Control Devices
96	Planning	Transportation Analysis Zones (TAZ)
97	Recreation	Trees
98	Transit	Trolley Route and Stops
99	Voter Registration	Virginia House Districts
100	Voter Registration	Virginia Senate Districts
101	Voter Registration	Voting Precincts
102	Addresses	Zip Codes
103	Planning	Zoning
104	Planning	Zoning Parking Districts
105	Historic Alexandria	1938 Aerial (raster)

**Completed GIS Server Applications**

<b>Application</b>	<b>Department</b>	<b>Purpose</b>
<b>Intranet</b>		
Planning Viewer	Planning & Zoning	Tool for assisting Planners in making informed decisions. Facilitates quick access to numerous layers of data about property locations relative to items such as zoning or historic

<b>Application</b>	<b>Department</b>	<b>Purpose</b>
		districts. It enables visualization of what is on the ground, and provides access to the City's address and parcel base.
Residential Parking Viewer	Finance	Tool for assisting Finance with the issuance of parking permits. Provides quick access to information about which properties are in the "Residential Parking Districts" and which are not. It identifies locations where permits have been issued and highlights areas within a particular zone that may have an SUP, making residents within them ineligible for a parking permit.
I-Net Viewer	Information Technology	Tool to visualize the City's I-Net, color-coding all network buildings by ring. Searchable by address, ring, or building name.
SRS Viewer	Police Department	An analytical tool that enables police command staff, detectives, and officers to view and query many different types of police-collected data (e.g., crimes, arrests, and data from the CAD system) in customizable formats to identify trends/patterns either within specific beats or across the City.
Document Imaging Viewer	Information Technology, Planning & Zoning	A tool to locate, view, and print Laserfische documents that are referenced geographically and linked to Permit Plan and Real Estate data. The system currently includes historical subdivision plats and special use permits (SUP) dating to the 1950s.
Geoware	Real Estate	A third-party Real Estate mapping application integrated with RealWare that enables City staff to visualize property characteristics used in assessment. GIS supports, maintains, and enhances this tool.
GIS Portal	Planning & Zoning, City-wide	The GIS Portal is a comprehensive resource for all aspects of Alexandria GIS. Key features include interactive data access, address search, and project request applications. Also contains detailed frequently asked questions, tips, and links to print-ready standard and project-specific maps. (Still in beta)
<b>Internet</b>		
Parcel Viewer	Real Estate	A Tool for providing staff and the public with information about property values and property locations. Allows users to search for properties by a variety of identifiers. Provides quick access to assessment information. Also allows the user to easily search neighboring properties using the map interface.
Park Maintenance Viewer	RPCA	A tool that helps RPCA manage the complex park maintenance bid process, showing how maintenance responsibilities are divided into individual areas for bid. Accessible to bidding parties through secure login.
Power Outage Viewer	City Manager's Office and EOC	A tool to map, archive, and search transformers reported as being out of service by Virginia Power. This site is only accessible via login to a select group of users. (also on Intranet)
Sewer Viewer	Transportation & Environmental Services	A tool that displays the City's sanitary and storm network, allowing City staff and the public to view pipe widths, flow directions, manholes and drainage features (such as catch basins and inlets).
Planning & Development Viewer	Planning and Zoning	Tool to track current development projects, provide project-specific details, and show a visual correlation between planning initiatives and development.
Refuse Service Viewer	Transportation & Environmental Services	Tool to display the City's refuse collection service schedule. Enables City staff and the public to query whether an address receives service. Shows an overview of collection zones by day and

<b><i>Application</i></b>	<b><i>Department</i></b>	<b><i>Purpose</i></b>
		displays the visual correlation between addresses and collection schedule (also on Intranet)
Non-Public Safety Automatic Vehicle Location	Transportation & Environmental Services, Information Technology	An array of applications to convey messages from GPS-modem devices to on-line interactive maps for use by managers and/or the public. The application currently includes the entire fleet of Trash Trucks in the Solid Waste unit. An additional instance of the AVL geodatabase and mapping tools are being deployed for the entire trolley fleet.
Emergency Operations Center Mapping Integration	Emergency Operations Center	An interactive mapping application for general use in the Emergency Operations Center. Key features include providing access to a wide-variety of relevant data sources, and real-time updates to reflect the changing conditions during the emergency.



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# LEGISLATIVE REFERENCES

## Legislative References

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## Legislative References

### Debt Related Financial Policies

City Council passed a set of debt-related financial policies on June 9, 1987. During FY 1998, the Budget and Fiscal Affairs Advisory Committee (BFAAC), a City Council appointed citizen committee, analyzed these debt-related financial policies, examined the City's financial condition in comparison to other jurisdictions with superior credit ratings (other double-triple A rated jurisdictions). The BFAAC and the City Manager recommended that City Council reaffirm the updated debt-related financial policies, incorporating BFAAC's recommended updates to the policies to establish a consistent set of appropriate relationships between debt targets and limits. Because three of the six debt indicators measure the debt capacity of the City in relation to the size of the City and its economy, BFAAC recommended that these indicators should not produce debt capacity limits that vary greatly from each other.

City Council reaffirmed its commitment to sound financial management and adopted the updated debt-related financial policies on December 9, 1997. City Council amended the policies on October 26, 1999, to allow priority consideration for an increase in the designation of fund balance for capital project funding.

On June 24, 2008, City Council adopted the City Manager's recommendation, endorsed by BFAAC, to revise the target and limit upward reflecting the ratio of debt as a percentage of total personal income.

These updated policies are as follows:

Debt as a Percentage of Fair Market Real Property Value  
Target = 1.1 percent; Limit = 1.6 percent

This ratio indicates the relationship between the City's debt and the full value of real property in the City as assessed annually at fair market value. It is an important indicator of the City's ability to repay debt because real property taxes are the primary source of the City's revenues used to repay debt. A small ratio is an indication that the City will be better able to withstand possible future economic downturns and continue to meet its debt obligations.

Debt as a Percentage of Total Personal Income  
Target = 3.2 percent; Limit = 4.5 percent

This percentage is a measure of the capacity of citizens to finance tax-supported debt. A lower percentage means that taxes required to repay debt represent a smaller portion of the average citizen's income.

Debt Service as a Percentage of General Government Expenditures  
Target = 8.0 percent; Limit = 10 percent

This ratio is a measure of the City's ability to repay debt without hampering other City services. A small ratio indicates a lesser burden on the City's operating budget.

Unreserved General Fund Balance as a Percentage of General Fund Revenue  
Target = Not applicable; Limit = 10 percent

Undesignated General Fund Balance as a Percentage of General Fund Revenue  
Target = 5.5 percent; Limit = 4.0 percent

Unrestricted Net Assets as a Percentage of General Revenues  
Target = 5.5 percent; Limit = 4.0 percent

## Legislative References

These ratios indicate the ability of the City to cope with unexpected financial problems or emergencies. The Unreserved General Fund Balance represents the funds legally available to the City. It is desirable that the City maintain Unreserved General Fund Balance that is comparable to the ratio maintained by other double-triple A rated jurisdictions, but not to fall below the limit of 10 percent. The Undesignated General Fund Balance corresponds to the checkbook balance of the City. Both balances are important to consider. The unreserved balance includes designations that the City Council has made but presumably could change. Net assets correspond to stockholders' equity for publicly traded companies. The larger the undesignated General Fund Balance or unrestricted net assets, the greater the City's ability to cope with financial emergencies and fluctuations in revenue cycles.

The ratios for undesignated general fund balance and unrestricted net assets are calculated after adjusting for the effect of subsequent year's expenditures, and funding for future equipment replacement and capital projects, grants and contributions restricted to specific programs, and extraordinary and special items.

The City will not issue tax or revenue anticipation notes to fund ongoing governmental operations. The City of Alexandria will manage its cash in a fashion that will prevent any borrowing to meet working capital needs.

The City will not issue bond anticipation notes (BAN's) for a period of longer than two years. If the City issues a BAN for a capital project, the BAN will be converted to a long-term bond or redeemed at its expiration, but will not be rolled over.

The City will continue to rely on current revenue, including its fund balance, to finance its short-lived and maintenance-oriented capital improvements. The City believes in funding a significant portion of capital improvements on a pay as you go basis; therefore, the City will continue to finance short-lived and maintenance-oriented capital improvements with current revenues, and its fund balance. The priority to consider when additional General Fund revenues become available at the end of the fiscal year would be a designation within the General Fund fund balance for pay as you go capital.

The City will not establish a trend of using General Fund equity to finance current recurring operations. The City's General Fund equity has been built over the years to provide the City with sufficient working capital and to enable it to finance equipment replacement, capital projects, and unforeseen emergencies without borrowing. To conserve the General Fund equity balance and to avoid reliance on this balance, the City will not finance recurring operations from the General Fund equity balance for periods longer than two years as confirmed by the audited financial statements. If the audited financial statements confirm that recurring operations have been funded from the General Fund equity balance for a period longer than two consecutive fiscal years, then the City will adopt in its next ensuing budget a balanced budget in which the operating revenues meet the operating expenditures without any consideration of the General Fund equity balance.

The City will annually prepare a six-year capital improvement program. In accordance with the City Charter and in order to meet the debt ratio targets, to schedule debt issuance, and to systematically improve the capital structure, each year the City will prepare and adopt a six-year capital improvement program. This capital improvement program will identify the source of funding for all capital projects. The debt issuances that are a part of the capital improvement program will be structured to meet the City's debt policies and debt ratio targets.

The City Manager will prepare each year and submit a set of six-year scenarios of possible future revenues and expenditures that match the six year Capital Improvement Program time horizon with the proposed budget to be considered by the City Council. Those scenarios will be updated to reflect the decisions of the City Council and issued with the approved budget. In order to improve financial planning and decisions, the City Manager also will annually prepare with the approved budget a set of six-year scenarios of possible future General Fund revenues and expenditures and their effects on the debt-related financial policy ratios outlined above, including the effect of planned borrowing under the approved CIP.

## Legislative References

In accordance with the Government Finance Officers Association budget review requirements, this table, taken from the City's FY 2009 Comprehensive Annual Financial Report, is repeated here:

City of Alexandria, Virginia  
Computation of Legal Debt Margin  
as of June 30, 2009

Assessed Value of Real property, January 1, 2009.....	<u>\$34,379,163,000</u>
Debt Limit: 10 Percent of Assessed Value.....	3,437,916,300
Amount of Debt Applicable to Debt Limit:	
General Obligation Bonds .....	<u>\$383,950,000</u>
 Total General Obligation Debt.....	 <u>(383,950,000)</u>
 LEGAL DEBT MARGIN.....	 <u>\$3,053,966,300</u>

Limitations on the Incurrence of General Obligation Debt:

There is no requirement in the Virginia Constitution, the Virginia Statutes or in the Charter of the City of Alexandria that the issuance of general obligation bonds of the City be subject to approval of the electors of the City at referendum.

Under the City Charter, the City Council has full authority to authorize and issue general obligation bonds. The authorizing procedure consists of the passage on first reading of an ordinance authorizing the issuance of the bonds followed by a notice of public hearing at a subsequent meeting and the final passage on second reading following the public hearing.

The only constitutional limitation on the issuance of general obligation bonds is contained in Article VII, Section 10 of the Virginia Constitution, which states that: No city or town shall issue any bonds or other interest-bearing obligations which, including existing indebtedness, shall at any time exceed ten percent of the assessed valuation of real estate in the city or town subject to taxation, as shown by the last preceding assessment for taxes.

LEGAL BASIS

The FY 2011 - FY 2020 Capital Improvement Program has been prepared pursuant to Section 6.14 of the Alexandria City Code, as amended, which states that the City Manager:

“...shall submit to the Council a budget of the approved capital improvement projects for the ensuing fiscal year and for the five fiscal years thereafter, with his recommendations as to the means of financing the improvements approved for the ensuing fiscal year. The Council shall have power to accept with or without amendments or reject the approved program and approved means of financing the ensuing fiscal year but, except in the case of emergency as provided in subsection (d) of Section 2.02 of this Charter, the Council shall not authorize any capital improvement project or make any appropriation therefore unless such project is included in the capital budget as adopted by it.”

## Legislative References

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# APPENDICES

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## Prior Year Projects Deleted in the FY 2011 to FY 2020 CIP

Several projects that were listed in previous Capital Improvement Plans no longer appear in the FY 2011 – FY 2020 CIP. In some cases this is due to the completion of a project and in others a project may no longer be part of the City's plan for future capital investment. This CIP also contains instances where two or more related projects have been rolled together into a single, all-inclusive project. These projects are as follows:

### Community Development

- Residential Sign Program
- Mt. Vernon Avenue Lighting
- Downtown Transportation & Parking
- Channel Restoration (combined with Stream and Channel Maintenance)
- Flood of 2006 (combined with Stream and Channel Maintenance)

### Recreation, Parks and Open Space

- Cameron Station
- Fort Ward Park (combined with Park Facilities CFMP)
- Skate Park Maintenance (combined with Park Facilities CFMP)
- Fitness Room Renovations (combined with Recreation Centers CFMP)

### Public Buildings

- Payne Street Historic Storage
- Flora Krause Casey Center
- Safe Haven
- Teen Center
- Fire Station 209 (Potomac Yard)
- Old Animal Shelter Re-use
- ADA Accessibility (combined with General Service CFMP)
- Business Center Drive Complex (combined with General Services CFMP)
- City Visitor Center Improvements
- King-Beauregard Office Complex

### Public Transportation & Traffic

- DASH Bus Facility
- Transit Service Improvements for Pedestrians
- Duke Street Congestion Mitigation
- Signal Optimization

### Streets, Bridges, and Pedestrian Improvements

- Monroe Ave Bridge Pedestrian Access
- Wilkes Street Tunnel
- King Street Metro Area Improvements
- King Street at Bradlee Shopping Center
- Slaters Lane
- Braddock Road Improvements
- Alley Rehabilitation Project (combined with Street Reconstructions and Extensions)
- Washington Street Paving

### Sewers

- Sanitary Sewer Siphons Rebuild
- Hooff's Run Sanitary Sewer
- Sewer Map Update

### Other Regional Contributions

- Northern Virginia Juvenile Detention Home

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