

City Of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 14, 2008
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: JAMES K. HARTMANN, CITY MANAGER
SUBJECT: BUDGET MEMO #27: PRIORITIZATION OF LOST NVTA/VDOT REVENUE IN FY 2009

The attached table shows the recommended City Staff prioritization of projects and activities that would have been funded by revenues that were to have been raised and provided to the City by the Northern Virginia Transportation Authority and the Virginia Department of Transportation. This issue has previously been discussed in budget memoranda #7 and #14.

We have prioritized approximately \$20.7 million in projects and activities affected by the lost funding.

- \$1.7 million were operating costs.
• \$10.5 million were capital project cash capital ("pay-as-you-go") costs.
• \$8.5 million were capital project costs to be funded by NVTA bonds.

We also have identified \$11.0 million in funding sources for these projects.

- \$8.5 million in bonds would be issued.
• \$2.5 million in CIP projects have been identified as lower priorities for which funding would be reassigned to some of the higher priority transportation projects found in Tier I of our prioritized list.

In prioritizing projects contained in the proposed CIP, we first looked to transportation projects, next we looked to other projects using as a starting point our system of prioritization previously described to City Council. We identified the following specific projects, which although important, were deemed lower priority than some of the unfounded transportation projects:

- o \$0.2 million for a contingency for Bus Purchases
o \$0.7 million for Madison/Montgomery Street reconstruction

- \$0.1 million for non public safety automated vehicle locator system
- \$1.2 million for the Wayfinding Sign Program
- \$0.3 million for Eisenhower Ave. Widening City Match (match is not necessary if project is not grant funded by VDOT)

From the recommended and identified funding sources the following **projects could be funded**:

- \$1.0 million would go to King Street Trolley for operating costs.
- \$0.3 million would go for DASH bus operating expenses to maintain current services
- \$0.3 million would go for parking and transportation planner positions and transportation consulting services.
- \$0.7 would be provided for the City match for the grants received to construct the DASH facility.
- \$8.5 million would be provided through bonds in late FY 2008 for the Potomac Yard/Crystal City Transit Corridor Bus Rapid Transit system.

Additional funding of \$9.7 million would be required to fund all the other projects and activities on the list. The attachment shows the prioritization of these projects and activities should additional funding become available.

ATTACHMENT: Prioritization of Lost NVTA/VDOT Revenues in FY 2009

Prioritization of Lost NVT/VDOT Revenue in FY 2009

| <u>Project or Activity</u> | CIP | | | <u>Total</u> | <u>Potential Source of Funds from Reprioritization</u> | <u>FY 2009</u> |
|---|--------------------------------------|---------------------|---------------------|---------------------|--|---------------------|
| | <u>General Fund Operating Budget</u> | <u>Cash Capital</u> | <u>Bond Capital</u> | | | |
| Tier I | | | | | CIP Cash Cap (DASH 5% Contingency) | \$184,000 |
| DASH Facility City Match | | \$671,662 | | | CIP Cash Cap (Madison/Montgomery) | \$700,000 |
| King Street Trolley | \$1,000,000 | | | | CIP Cash Cap Eisenhower Ave. City Match | \$250,000 |
| DASH Adjustments to Base Budget Increase | \$276,565 | | | | CIP Cash Cap (Non P.S. AVL) | \$100,000 |
| Parking Planner & Professional Services | \$166,852 | | | | <u>CIP Cash Cap (Wayfinding Sign Program)</u> | <u>\$1,225,000</u> |
| Transportation Planner | \$147,629 | | | | Subtotal Cash Capital to be Reprioritized | \$2,459,000 |
| | | | | | To Operating Budget for Tier I Activities | \$1,591,046 |
| | | | | | To CIP for Tier I Projects | \$671,662 |
| Potomac Yard/Crystal City Transit Corridor BRT | | | \$8,500,000 | | Bond Issuance | \$8,500,000.00 |
| Subtotal Tier I | \$1,591,046 | \$671,662 | \$8,500,000 | \$10,762,708 | Total from Bonds and Reassigned Cash Capital | \$10,959,000 |
| | | | | | Amount Remaining CIP Cash Capital | \$196,292 |
| Tier II | | | | | | |
| Washington Street Reconstruction | | \$800,000 | | | | |
| Contingent for Potomac Yard Metro Station Feasibility Planning | | \$700,000 | | | | |
| Subtotal Tier II | | \$1,500,000 | | \$1,500,000 | | |
| Tier III | | | | | | |
| King Street Paving | | \$822,000 | | | | |
| Eisenhower Ave. Widening (Unfunded Urban System Project) | | \$3,051,000 | | | | |
| Subtotal Tier III | | \$3,873,000 | | \$3,873,000 | | |
| Tier IV | | | | | | |
| King Street Metro Parking Lot Reconfiguration | | \$1,400,000 | | | | |
| Subtotal Tier IV | | \$1,400,000 | | \$1,400,000 | | |
| Tier V | | | | | | |
| DASH New Operating Costs (service expansion) | \$130,000 | | | | | |
| DASH Bus Fleet Expansion | | \$1,020,000 | | | | |
| Remainder of Contingent for Potomac Yard Metro Station Feasibility Planning | | \$2,000,000 | | | | |
| Subtotal Tier V | \$130,000 | \$3,020,000 | \$0 | \$3,150,000 | Additional Financing Needed for Remaining Tiers | \$9,726,708 |
| Grand Total | \$1,721,046 | \$10,464,662 | \$8,500,000 | \$20,685,708 | | \$20,882,000 |

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