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FY 2012 – FY 2021
CAPITAL IMPROVEMENT
PROGRAM OVERVIEW

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FY 2012 – FY 2021 Capital Improvement Program Overview

FY 2012 – FY 2021 Capital Improvement Program

On November 23, 2010, City Council provided staff with guidance for the preparation of the FY 2012 – FY 2021 Capital Improvement Program. The guidance directed that cash capital from current revenues and general obligation debt be equal to the levels included in the FY 2011 – FY 2020 Approved CIP. Allowances were made for increases to the plan where special revenue sources (e.g. state or federal grants, sewer funds, etc.) or one-time City funding sources (e.g. prior year operating budget surpluses, sale of assets, etc.) could be identified. City Council also indicated that the City Manager should submit a proposal for a Transportation Add-on Tax on commercial properties with a multi-year project plan as an option above the base Operating Budget and CIP. In following this guidance, the FY 2012 – FY 2021 Capital Improvement Program is reduced by approximately \$25.2 million from the FY 2011 Approved CIP. This overall reduction is primarily attributable to the fact that FY 2011 was a larger than usual expenditure year (due to the APD Facility project), and that FY 2021 was therefore smaller than FY 2011.

The FY 2012 – FY 2021 Proposed CIP includes \$956.9 million in total funding, of which \$935.0 million comes from local sources. For comparison purposes, the Approved FY 2011 – FY 2020 CIP totaled \$966.8 million in local funding and \$982.1 million in total sources. The FY 2011 Approved numbers below and throughout this section include \$275.0 million in planned expenditures for the proposed Potomac Yard Metrorail Station, due to the approval of the Potomac Yard Metrorail Station financing plan in June 2010.

	FY 2011 Approved to FY 2012 Proposed		Change FY'11 to FY'12	
	FY 2011 Approved	FY 2012 Proposed	\$	%
Unrestricted City Funds	\$600.6	\$583.6	-\$17.0	-2.8%
Restricted City Funds	\$366.2	\$351.4	-\$14.8	-4.0%
subtotal City Share	\$966.8	\$935.0	-\$31.8	-3.3%
Non-City Funds	\$15.3	\$21.8	\$6.5	42.8%
TOTAL 10-year CIP	\$982.1	\$956.9	-\$25.2	-2.6%

Unrestricted City funds include general cash sources and General Obligation Bond revenues for the base CIP program. Restricted City funds include both cash and G.O. Bond revenues associated with the Sanitary Sewer Fund, Stormwater Management Fund, Potomac Yard Metrorail Station, and the Comcast franchise agreement. Because these revenues all have legal restrictions on their available uses, it is easier to discuss financing issues with them separately delineated. Non-City funds generally include State and Federal grants and earmarks.

The City Manager's Proposed FY 2012 – FY 2021 Capital Improvement Program totals \$935.0 million in local funding and \$956.9 million in total funding.

The FY 2012 Proposed CIP divides funding sources into three different categories: unrestricted City funds; restricted City funds; and non-City funds.

FY 2012 – FY 2021 Capital Improvement Program Overview

This CIP continues to place a strong emphasis on funding to maintain the City’s core facilities and infrastructure.

The CIP also includes new items focusing on strategic growth and economic development such as the Potomac Yard Metrorail Station.

The Superintendent’s Proposed FY 2012 – FY 2021 Resource Constrained CIP totals \$372.6 million, which represents a \$214.5 million increase over last year’s levels.

The City Manager’s Proposed FY 2012 – FY 2021 CIP holds ACPS funding level at \$158.1 million.

The FY 2012 CIP is consistent with plans from recent years in that it places a strong emphasis on maintaining the existing core facilities and infrastructure of the City. This focus was supported by the continued use of the same three Category system used in the development of the FY 2011 CIP.

Beyond the basic capital maintenance issues, the FY 2012 CIP also represents an initial step towards making the CIP reflect a true vision for the City’s future. The decision making process included an initial effort to integrate the capital plan with City Council’s new Strategic Plan. The FY 2012 CIP also includes elements focusing on growth and economic development such as the Potomac Yard Metrorail Station, Waterfront and Braddock plan implementation projects, public art acquisition program, and a Transportation Add-on Tax proposal including funding for the Beauregard and Duke Street corridors high capacity transitways.

The FY 2012 – FY 2021 Proposed CIP also continues to struggle with important issues as the City looks at the future capital needs of Alexandria. The transportation needs of the City certainly present one major issue. Another major issue is the growing capital needs of the Alexandria City Public School System. In December the Superintendent proposed a ten-year (Needs-Based) CIP totaling \$384.3 million in projects. A slightly more conservative version of the plan (Resource Constrained) totaled \$372.6 million over the ten year period. The Resource Constrained plan offered by the Superintendent would result in a \$214.5 million increase (136%) over the funded amounts in the City Manager’s Proposed CIP for FY 2012 – FY 2021. It simply was not possible to fit a capital program of this magnitude into the plan while staying consistent with City Council guidance on funding sources and amounts. The FY 2012 Proposed CIP includes level funding for ACPS capital needs, with a total of \$158.1 million over ten years.

FY 2012 City Manager Proposed to FY 2012 Superintendent Proposed			Difference	
	FY 2012 City Proposed	FY 2012 ACPS Proposed	\$	%
School Capacity	\$51.6	\$199.3	\$147.7	286.3%
Facilities Maintenance	\$65.2	\$75.1	\$9.9	15.3%
Shared Programs	\$0.0	\$33.9	\$33.9	N/A
All Other Categories	\$41.3	\$64.2	\$22.9	55.5%
TOTALS	\$158.1	\$372.6	\$214.5	135.7%

The biggest driver in this increase is the ACPS need to react to projected future growth in enrollment and reduced capacity in their facilities. While the FY 2011 Approved CIP already included a healthy \$51.6 million for capacity related projects, the Superintendent’s Proposed CIP would require an additional \$147.7 million (\$199.3 million total) to deal with projected enrollment growth. City Council, the School Board, and City and ACPS staff will need to further analyze and discuss this issue during the coming months.

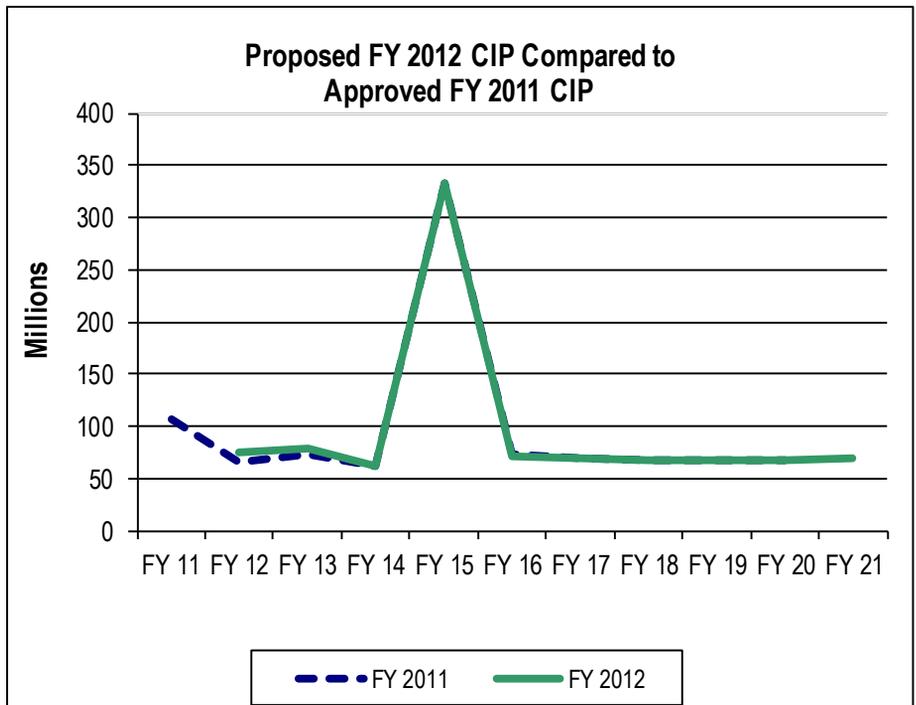
CIP Overview Contents

In the CIP Overview pages that follow, please find the following descriptions and discussions of the FY 2012 – FY 2021 Proposed Capital Improvement Program:

- Comparison Between FY 2011 and FY 2012 CIP's – p. 2-5
- ACPS Share of the CIP – p. 2-6
- Capital Project Definitions – p. 2-7
- Proposed CIP Development Process – p. 2-8
- FY 2012 – FY 2020 Proposed CIP Project Highlights – p. 2-13
- Project Requests Not Included in the FY 2012 CIP – p. 2-20
- FY 2012 – FY 2021 CIP Funding Sources – p. 2-22
- City Debt Policy Guidelines – p. 2-25
- EcoCity Initiative Efforts – p. 2-28
- Transportation Add-on Tax Proposal – p. 2-29

Prior Year Capital Improvement Program Comparison

The results of the efforts of the CIP Steering Committee and City Manager review and decision making is a proposed, ten-year \$956.9 million all funds CIP. This plan represents a decrease from the FY 2011 CIP of \$25.2 million, or 2.6%. The chart below illustrates the difference in funding for the FY 2012 Proposed CIP compared to the FY 2011 Approved CIP. The overall size changes very little, which is exemplified by the fact that the two lines run almost perfectly parallel from FY 2012 – FY 2020.



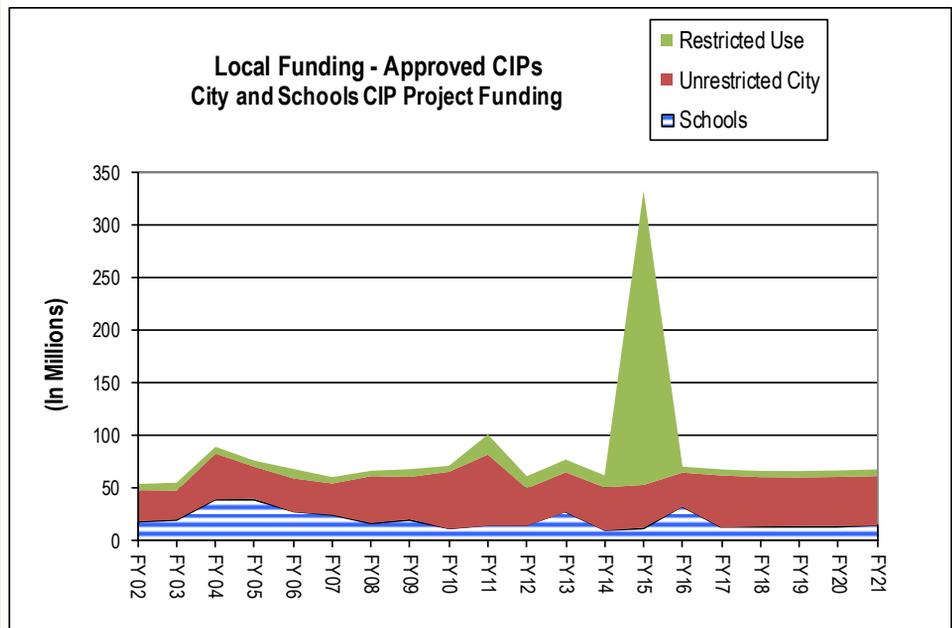
* Peak in FY 2015 is due to \$263.5 million for Potomac Yard Metrorail Station

The \$25.2 decrease in overall planned spending in the FY 2012 Proposed CIP is primarily a result of the larger than usual funding level in FY 2011, which does not repeat in the next ten years.

School Share of CIP Funding

The graph below shows the portion of local CIP funding dedicated to ACPS capital projects versus City capital projects from FY 2002 – FY 2021. The City funding is broken out into unrestricted local funds and restricted use funds. Restricted use funds are not eligible for use for school projects.

The peak in FY 2004 - FY 2006 represents funding for T.C. Williams High School. The peak in FY 2011 represents the majority of the funding for the New APD Headquarters. The two peaks in ACPS funding in FY 2013 and FY 2016 represent the planned construction of two new replacement schools. The large green peak in FY 2015 that overshadows the rest of the table represents the construction costs for the Potomac Yard Metrorail Station, which will be funded by developer contributions and special tax district revenues.



*** Peak in FY 2015 is due to \$263.5 million for Potomac Yard Metrorail Station**

In the period from FY 2002 – FY 2011 (first ten years of the graph), the average School share of total unrestricted capital funds is about 36%. In the next ten years of the Proposed 2012 CIP, that same average decreases to about 27%.

Over this 20-year period, two projects (T.C. Williams High School, \$100 million; APD Facility, \$81 million) dominate the unrestricted City funding levels and result in several fiscal years that could be considered atypically high. If these two projects (one City, one ACPS) are removed from the picture as once-in-a-lifetime type opportunities and statistical outliers, the ACPS percentage share in both the first and second decade of this period is consistent at about 27% over the long run. Any individual year may vary from the average. It should be noted that the Potomac Yard Metrorail Station does not factor into these percentages as it is proposed to be funded by special, restricted revenues.

The City Manager's Proposed FY 2012 – FY 2021 CIP contains \$158.1 million for ACPS capital projects, which represents 27% of the unrestricted City funding total.

Several major projects have shaped the CIP over the 20-year period from FY 2002 – FY 2021, including T.C. Williams High School, the APD Facility, and now the self-funded Potomac Yard Metrorail Station.

Capital Improvement Program Purpose & Definitions

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 2012) represents a funding commitment for the project to proceed to the next stage, or to be implemented depending on the level of funding provided.

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, and typically much longer than 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.

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.

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**

Developing the Proposed CIP for FY 2012 – FY 2021

The City Manager’s Proposed Capital Improvement Program (CIP) focuses 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 resources within the allowable funding levels are also planned for new facilities and expanded or improved infrastructure over the next 10 years. These projects primarily support public safety or economic development, or provide a good return on investment over time.

	FY 2012 City Manager Proposed		Difference	
	FY 2011 City Approved	FY 2012 City Proposed	\$	%
Category 1	\$224.8	\$231.0	\$6.2	2.7%
Category 2	\$109.2	\$97.6	-\$11.6	-10.6%
Category 3	\$394.6	\$383.9	-\$10.7	-2.7%
*Uncategorized	\$253.5	\$244.4	-\$9.1	-3.6%
TOTALS	\$982.1	\$956.9	-\$25.3	-2.6%

*Includes Schools, IT Plan, Other Regional Contributions and Inflation/
Additional projects which were not developed using the same categories.

The appetite for capital investment in the Alexandria community continues to exceed the City’s funding limitations. Over the past several CIP cycles, the level of capital requests that could not be funded within the approved plans exceeded \$100 million, and in some years has even exceeded \$200 million. This year, the combined requests of ACPS and the City that were not funded approaches \$230 million. If the projects funded through the Transportation Tax option are thought of as currently unfunded, that total quickly exceeds \$350 million over the next ten years. This figure is presented to show that Alexandria is a community facing a great number of challenges as it attempts to keep up aging facilities and infrastructure, adapt to new regulatory mandates, and expand and modernize its existing capabilities to serve the public.

The City over the last few years has actively addressed some areas of growing capital needs through actions like the Stormwater Maintenance Fund, planned borrowing against the Sanitary Sewer Fund revenues, the Tier 1 Potomac Yard special tax district, and potentially in FY 2012 through a transportation Add-On tax on commercial properties. It would be very difficult to expand the level of borrowing or cash capital in the CIP if the City had to rely exclusively on the General Fund Operating Budget for support. However, by utilizing targeted special revenue sources, the City has been able to strategically grow the capital program in a responsible manner.

In order to assemble a true, balanced ten-year plan, City staff must differentiate between the most needed projects and other less important projects, and then determine realistic time constraints and logistical considerations for the higher priority projects. Some funded projects in the FY 2012 Proposed CIP certainly qualify as desirable rather than necessary, but their overall benefit to the community is important enough to merit inclusion in the Proposed CIP.

CIP Steering Committee and Priority Setting Process

The CIP Steering Committee is comprised of four department heads, OMB staff, ACPS staff, the CFO, 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 2012 - FY 2021 Proposed CIP were initially developed by the City's internal staff CIP Steering Committee and then finalized by the City Manager.

The development process for FY 2012 began with the assumption that the FY 2011 – FY 2020 Approved CIP was the baseline from which adjustments would be made. While the CIP processes in previous years have also used the previous plan as a rough starting point, those plans had been mostly rebuilt in previous years from top to bottom. This was necessary in prior plans given that those CIP's were starting with functional funding deficits or future year project expenditure reductions to-be-determined to address. Because the FY 2011 – FY 2020 Approved CIP was prioritized and funded in each of the ten plan years, it provided a much more solid starting point from which to build the FY 2012 CIP.

Member Departments of the CIP Steering Committee began generating revisions to existing projects and new project requests for the FY 2012 CIP in summer 2010. Just like in FY 2011, as new projects were identified, Departments were asked to categorize them into one of three potential Categories.

- Category 1: Ongoing Maintenance – annualized funding streams that cover an ongoing maintenance need for an existing City asset;
- Category 2: Major, One-time Renovation or Repair 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
- Category 3: New, Improvement Projects – projects that result in a new or expanded level of service and can be scheduled.

Parallel to the regular capital project development process, City Departments also participated in a "Linking the Strategic Plan to the Budget" process. In this process, staff dissected the goals and objectives of the City Council Strategic Plan in order to identify the specific projects and actions needed to enact the Strategic Plan. The resulting programs and projects included both operating budget items and new capital projects. The capital projects were then organized into the three project Categories described above.

The CIP Steering Committee was charged with looking at both new and revised project requests, as well as Strategic Plan driven capital projects, and then comparing and prioritizing all requests against the existing ten-year capital plan.

All Department project requests were initially prioritized into three projects categories: ongoing maintenance programs; major one-time renovations or repair activities; and new or expanded capital initiatives.

The CIP Steering Committee considered over 180 existing, revised, or new projects for potential funding.

FY 2012 – FY 2021 Capital Improvement Program Overview

The Steering Committee heard explanations of all requests for new funding (both Strategic Plan and others) and discussed the project merits as well as relative priority to projects included in the FY 2011 – FY 2020 CIP. Because guidance limited the overall funding size of the ten-year capital program to an amount close to that available in the previous plan, any new funding necessitated a corresponding reduction in existing funding to make room.

The Steering Committee started with a rough initial prioritization, with Category 1 projects considered the highest priority. Category 2 projects were considered next while weighing appropriate timing, logistical, and funding constraints. Category 3 projects were considered the lowest initial priority, and generally needed to show a direct economic development or public safety benefit, a very strong linkage to a strategic goal or objective, or show a strong return on investment in order to be competitive for funding.

A component of the FY 2012 CIP development pertained specifically to Category 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 two to three years into the future. The point of this exercise was to both defend the merits of the proposed funding allocation as well as to communicate to City Council and the public what a reasonable expectation for service delivery can be moving into the future. This process ultimately provided further validation that the City has been steadily falling behind in many aspects of regular facility maintenance. However, the continued emphasis on Category 1 funding is already paying dividends in other maintenance areas (e.g. bridge repairs, OHA CFMP, ball court renovations, etc.), and existing conditions are markedly improved. It is anticipated that after several years of appropriately scheduled maintenance and significant catch-up on deferred maintenance, the overall level of annual investment in Category 1 projects will begin to decline.

Once the Steering Committee completed discussion of the new FY 2012 – FY 2021 funding requests, OMB staff and the City Manager's Senior Staff team met to determine the prioritization of funding requests. The same initial prioritization philosophy (i.e. maintenance first) was followed with emphasis on economic development, public safety, strategic goals and objectives, and return on investment also playing into the equation heavily. Just like in the FY 2011 – FY 2020 plan, significant attention was paid to fully developing and balancing all ten years of the plan.

It is important to note that the ACPS request for additional CIP funding was not analyzed or compared against City requests as part of the CIP Steering Committee process. Because Council guidance restricted CIP growth, the ACPS request was substantially different (and larger) than the FY 2011 Approved CIP, and the School Board has yet to act on the Superintendent's Proposal, in-depth

Analysis of the request was not attempted. Rather, such analysis will occur during the time of the City Council's consideration of the CIP and operating budget.

Following these discussions, the Office of Management and Budget took the input from the CIP Steering Committee and the City Manager's Senior Staff group and produced a "Rough Draft" CIP that sought to fund essential Category 1 projects, fit Category 2 projects within acceptable windows whenever possible, and provide funding for Group 3 projects when available and prudent. This OMB Rough Draft CIP was then presented back to the Steering Committee for comments and concerns. Based on these comments, some final adjustments were incorporated into the project plan.

Future Process Improvements

Two other process improvements have been partially implemented in the FY 2012 – FY 2021 CIP development process. The first improvement involved better describing how the CIP relates to and impacts the City's Operating Budget. The other improvement involved developing a more quantitative project scoring system to support project prioritization. Implementation of both improvements remain goals of the City, but further refinement is required before they are fully integrated into the process.

Future CIP's will include better cost estimates of operational impacts as well as language describing the impact on service levels to the public. Many projects in the FY 2012 Proposed CIP incorporate this information, but it is not yet universally available for all projects. Furthermore, future CIP development processes should include operating budget impacts more heavily when determining relative project priorities. Again, these are considerations that are informally built into the process today, but the goal is to formalize and refine them in the future.

The City has not utilized a system of scoring for capital project requests in the past. And while scoring systems tend to be incapable of instantly providing a ranked list of projects, a good scoring system could be beneficial in providing a better starting point from which the Steering Committee, OMB, and the City Manager could work. Ultimately, issues such as political considerations, legal mandates, and availability of outside revenues can supercede a scoring system, but having a more quantitative starting point with discrete project rankings is a good goal.

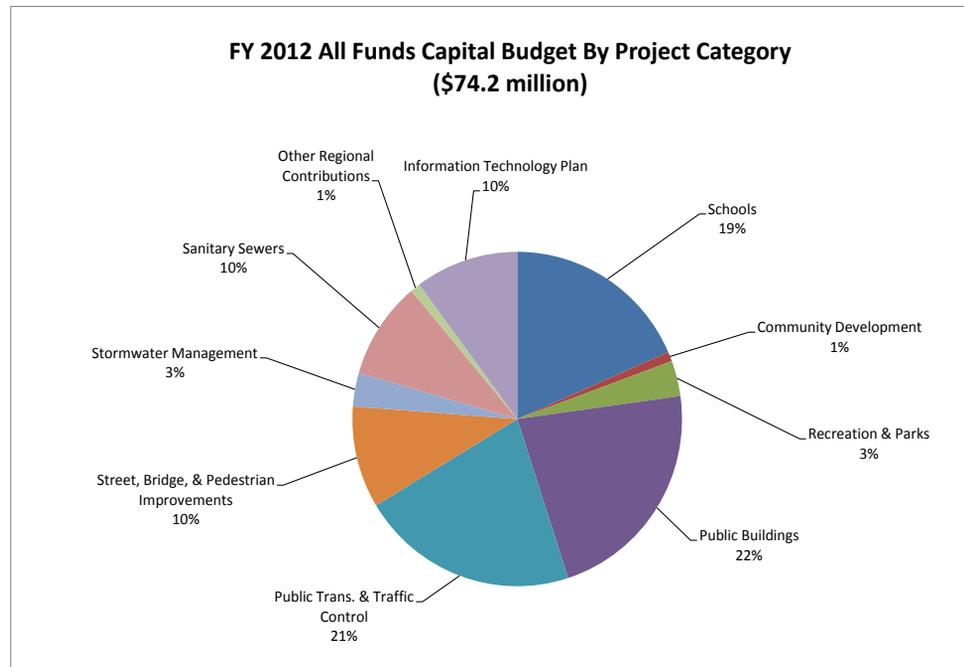
Staff experimented with a scoring system for the FY 2012 – FY 2021 CIP. Data were collected from Departments and each project was scored accordingly. Additional refinement to the criteria used and the relative weight of each criteria is necessary before relying on this system too heavily. The work done this year in this area has been very informative and was not wasted.

Operating Impact Statements will be available for all projects in future CIP's. The process will also be designed to formally consider these impacts in determining project priority.

A more sophisticated project scoring system is planned for future CIP's, which can provide a better initial prioritization from which the Proposed CIP can be developed.

FY 2012 Proposed CIP Expenditures

The total Proposed CIP for FY 2011 is for \$74.2 million, which includes \$13.3 million in non-local revenues. The locally-funded CIP is \$61.0 million, which equals what was previously planned for FY 2012 in last year's Approved CIP. The FY 2012 Proposed local share does represent a decrease of 39.4%, or \$39.7 million from the FY 2011 funding level, primarily due to the FY 2011 funding for the APD Facility .



A summary of the FY 2012 major capital budget highlights follows:

Public Buildings:

- \$9.2 million for construction of Fire Station 210 (Eisenhower Ave.)
- \$2.0 million to complete the new APD Facility
- \$1.1 million for the City's Capital Facility Maintenance Program
- \$0.8 million for replacement of Fleet Services vehicle lifts
- \$1.2 million for roof replacements at 2900 Business Center Drive & the Lee Center

Schools:

- \$13.7 million is planned for Alexandria City Public Schools. The specific uses of these funds will be determined prior to issuance of the FY 2012 – FY 2021 Approved CIP document.

The Proposed FY 2012 capital budget includes \$74.2 million in total funding. This includes \$49.3 million in unrestricted City sources, \$11.6 million in restricted City sources, and \$13.3 million in non-local funding.

Highlights of the FY 2012 Capital Budget

Highlights of the FY 2012 Capital Budget

Public Transportation and Traffic Control:

- \$7.0 million for the City's contribution to the WMATA capital program
- \$2.0 million to improve bus traffic efficiency at King St. Metro Station
- \$0.9 million for Traffic Signals and Signs Equipment
- \$2.0 million for DASH replacement buses
- \$1.2 million to start Potomac Yard Metro Station design

Street, Bridge, and Pedestrian Improvements:

- \$1.9 million for improvements to City shared-use paths, primarily the Holmes Run Greenway / Eisenhower Avenue Trail
- \$0.6 million to maintain the City's bridges
- \$2.1 million for traffic flow improvements at King and Beauregard

Community Development:

- \$75,000 for the Gadsby light replacement program
- \$0.5 million for Four Mile Run stream restoration work

Recreation and Parks:

- \$0.5 million for park improvements around the Eisenhower Valley funded by a Restaurant Depot development contribution
- \$1.9 million is budgeted for the various maintenance programs supporting recreation and park facilities, including \$0.5 million for maintenance in neighborhood recreation facilities and \$0.3 million to continue the playground renovation program
- \$0.2 million for design of Chinquapin Aquatics Center renovations

Other Regional Contributions:

- \$0.4 million for the City's capital contribution to the Northern Virginia Regional Park Authority
- \$0.1 million for the City's annual capital contribution to Peumansend Creek Regional Jail
- \$0.2 million for the City's capital contribution to the Northern Virginia Community College

Information Technology:

- \$7.5 million for Information Technology Plan projects, including \$3.6 million for the replacement of the Computer Aided Dispatch System

Highlights of the FY 2012 Capital Budget

Sanitary Sewers:

- \$7.0 million for sanitary sewer projects funded entirely with sanitary sewer system revenues and sewer fee revenue financed bonds, including \$5.0 million for infiltration and inflow remediation in the Holmes Run sewershed and \$0.9 million for the reconstruction and extension of key sanitary sewer lines

Stormwater Management:

- \$2.4 million for stormwater management projects through dedicated real estate tax revenue

The Proposed FY 2012 – FY 2021 CIP includes \$956.9 million in all sources of funding, including \$583.6 million of unrestricted City funds, \$351.4 million of restricted City funds, and \$21.8 million of non-local funds.

The Proposed FY 2012 – FY 2021 All Funds Capital Improvement Program totals \$956.9 million, which represents a \$25.2 million, or 2.6%, decrease from the FY 2011 Approved CIP.

The FY 2012 - FY 2021 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 and provide stimulus for new economic development. The chart on page 2-19 illustrates CIP spending (both City and non-City sources) according to project category for each year in the ten-year plan.

Schools:

- A total of \$158.1 million over ten years (FY 2012 – FY 2021) has been included in this CIP for the capital needs of the Alexandria City Public School System (ACPS) for Schools projects.
- The specific uses of these funds will be determined prior to issuance of the FY 2012 – FY 2021 Approved CIP document.

Public Buildings:

- \$11.2 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.
- \$4.9 million to implement Energy Management projects at City facilities.
- \$2.6 million for various roof replacements
- \$29.1 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 2012 –FY 2021 Capital Improvement Program

Public Transportation and Traffic Control:

- \$74.0 million has been planned over ten years to meet the City's capital obligations for Metrobus and Metrorail as part of the Washington Metropolitan Area Transit Authority's (WMATA) new capital funding agreement and assumed subsequent agreements.
- \$28.3 million has been planned for the replacement of buses in the DASH fleet over this period. Funding sources include state urban funds, as well as CMAQ and City funding.

Street, Bridge, and Pedestrian Improvements:

- \$5.5 million in City funding is planned for City participation in the State Revenue Sharing Program for street reconstructions in future years.
- \$6.8 million is planned for the reconstruction of Madison and Montgomery Streets.
- \$3.7 million is planned for street and alleyway reconstruction and extension projects.
- \$3.6 million is planned for bridge repairs City-wide.
- \$8.8 million in planned for investments in the non-motorized transportation systems, serving cyclists and pedestrians.

Community Development:

- \$0.8 million is planned for initial design of Waterfront Plan elements.
- \$2.9 million over ten years for Public Art investments.
- \$2.3 million to implement the Transportation Sign & Wayfinding program.
- \$16.6 million is planned for various stream and channel maintenance and dredging activities.
- Implementation projects stemming from the Braddock and King Street plans have \$1.3 million in funding planned.

Highlights of the FY 2012 –FY 2021 Capital Improvement Program

Recreation and Parks:

- \$16.0 million for the acquisition and development of new open space is planned.
- A total of \$6.6 million is planned over the ten-year period to do necessary maintenance at the Chinquapin Aquatics Center in order to keep the facility safe and operational.
- \$22.2 million is planned over the ten years for the various Category 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.
- \$4.0 million to implement improvements to the Windmill Hill bulkhead.

Information Technology:

- The 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 \$54.5 million over ten years.
- The IT Plan includes including \$18.0 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 FY 2012 CIP leaves a gradually increasing amount of unprogrammed revenues each year starting in FY 2015, which is intended to 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 relatively consistent level of impact on the operating budget in each year. The ten-year total of these unprogrammed revenues is \$24.0 million.

**Highlights of the
FY 2012 –FY 2021
Capital Improvement Program**

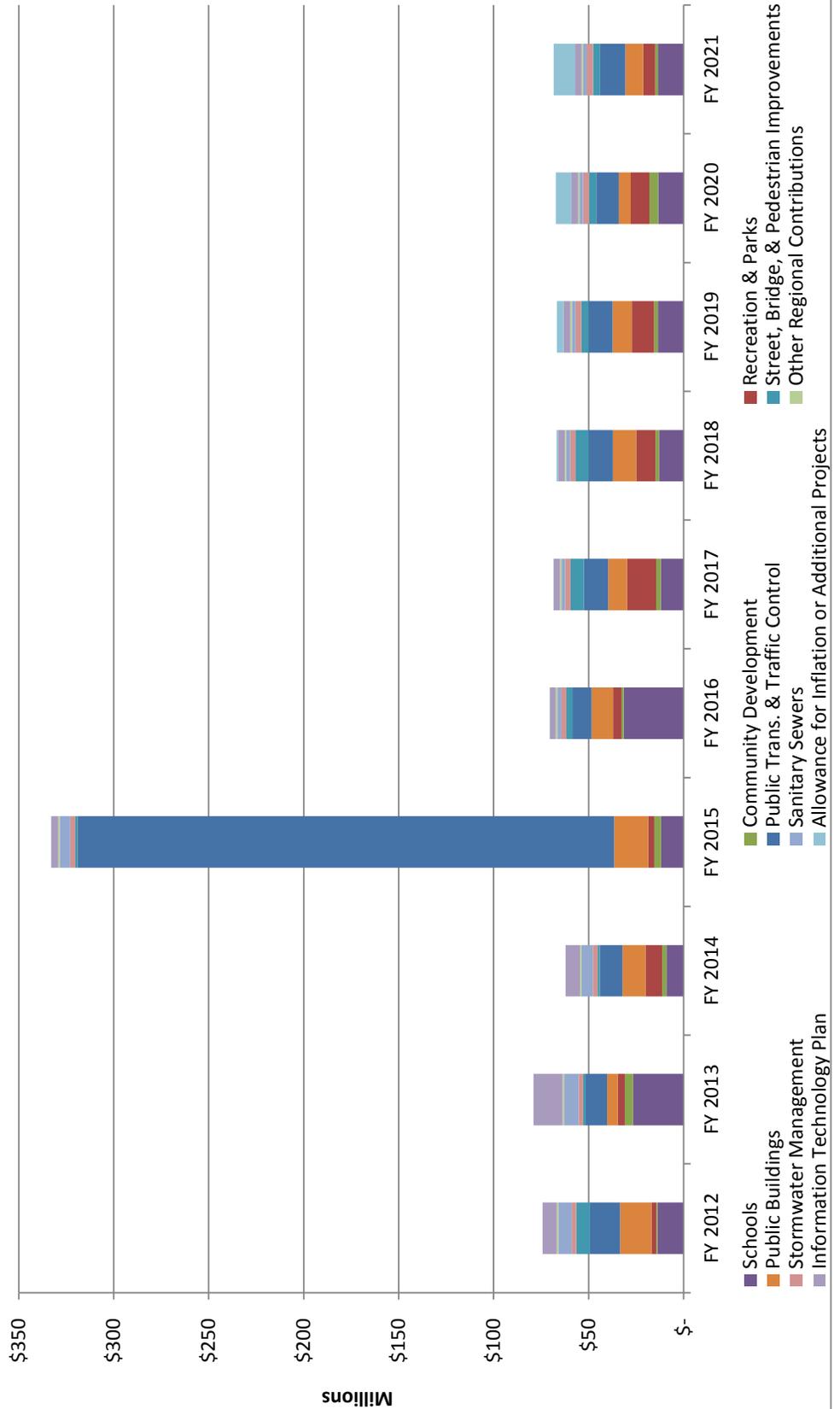
Sanitary Sewers:

- A total of \$38.1 million over ten years is planned for City-wide sanitary sewer projects, including \$17.1 million for the Holmes Run Infiltration and Inflow project and \$6.0 million to address combined sewer separation projects.
- The Sanitary Sewer Fund 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 Management:

- A total of \$28.5 million over ten years is planned for the stormwater management fund, including \$9.1 million to fund miscellaneous stormwater system capital projects .
- Stormwater Management projects will be financed by the revenues collected through the dedication of 0.5 cents of the real estate tax rate and an annual transfer of \$1.0 million from the Capital Fund, which represents the current level of General Fund investment.

CIP USES: FY 2012 - FY 2021



Over \$350 million in requested CIP projects have not been included in the Proposed CIP.

Project Requests Not Included in the CIP

There were close to \$230 million in project requests that are not funded in the FY 2012 – FY 2021 Proposed CIP. If the projects in the transportation Add-On Tax on commercial properties proposal are included, the total of unfunded requests exceeds \$350 million.

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

- **Transportation Add-On Tax – \$127.5 million**
 - The transportation Add-On tax on commercial properties includes \$133.5 million in key transportation projects over the next ten years that are not included in the base budget. Without approval of this 12.5 cent Add-On tax, most of these projects will be unaffordable for the City. See Appendix B at the end of this document for additional project and tax details.
- **ACPS Superintendent’s Proposed CIP – \$214.5 million**
 - The ACPS Superintendent issued his FY 2012 – FY 2021 Proposed CIP in December 2010. The Resource Constrained CIP included a \$214.5 million, or 135.7%, increase over FY 2011 Approved funding levels. Given that City Council guidance called for level CIP funding, this increment is not funded in the FY 2012 – FY 2021 Proposed CIP. This funding issue will be a key topic of discussion leading up to the Approved CIP adoption.
- **Edsall Road Reconstruction - \$1.1 million**
 - The City is currently reconstructing Edsall Road between Whiting Street and the western City limits. Local funding and participation in the State revenue sharing program have produced \$3.4 million towards the total \$4.5 million project. The final \$1.1 million is currently unfunded and the project will be scaled back accordingly to match available funds.
- **Energy Management Program - \$1.1 million**
 - An additional \$1.1 million to complete energy conservation, efficiency, and management projects is not funded in the FY 2012 CIP. Funding was increased by \$2.8 million from the FY 2011 Approved CIP, but an additional increase of \$1.1 million is not affordable at this time.
- **Fire Station CFMP - \$0.4 million**
 - An additional \$0.4 million to complete capital maintenance projects at the City’s fire stations is not funded in the FY 2012 CIP. Funding was increased by \$0.2 million from the FY 2011 Approved CIP, but this additional increase is not affordable at this time.
- **Non-Motorized Transportation (Mobility) - \$0.6 million**
 - \$624,000 in additional funding for sidewalk and curb improvements in the City could not be fit within available funding levels. This project is allocated \$2.4 million over ten years in the FY 2012 Proposed CIP.

Project Requests Not Included in the CIP, continued

- Non-Motorized Transportation (Safety) - \$0.7 million
 - \$650,000 in funding for additional for traffic calming projects and on-street bike lanes could not be fit within available funding levels. This project is allocated \$3.4 million over ten years in the FY 2012 Proposed CIP.
- Open Space Acquisition and Development - \$3.0 million
 - \$3.0 million in funding to reinstate the open space acquisition and development program immediately would not fit in the FY 2012 Proposed CIP. The CIP does plan for \$16.0 million starting in FY 2014 for this program, but the plan does not recommend the restoration of a dedicated portion of the real estate tax rate.
- Public Art Acquisition - \$2.6 million
 - \$2.6 million in funding to begin the public art acquisition program immediately would not fit in the FY 2012 Proposed CIP. The CIP does plan for \$2.6 million starting in FY 2014 for this program, which should coincide with the completion of any new development falling under the purview of the proposed public art funding policy.
- Street Reconstruction Revenue Sharing Program - \$4.0 million
 - Participation in the state 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.
- Parking Meters and Technologies – \$1.3 million
 - \$1.3 million was requested to implement recommendations of the Old Town Parking Study, including installing multi-space meters on some blocks currently unmetered, real-time parking management systems, additional parking studies, and other new parking technologies. This Category 3 funding request would not fit within available funding levels.
- Other Projects – \$0.3 million
 - Several other smaller CIP project requests totaling less than \$300,000 are not included in the FY 2012 – FY 2021 Capital Improvement Program. These projects include a Shared-Use Paths, Braddock Plan Implementation, and a Fort Ward Park and Museum Master Plan.

Over \$350 million in requested CIP projects have not been included in the Proposed CIP .

FY 2012 – FY 2021 Approved CIP Funding Sources

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

Funding the total ten-year capital program of \$956.9 million for the City and the Schools will be provided through a mix of sources including:

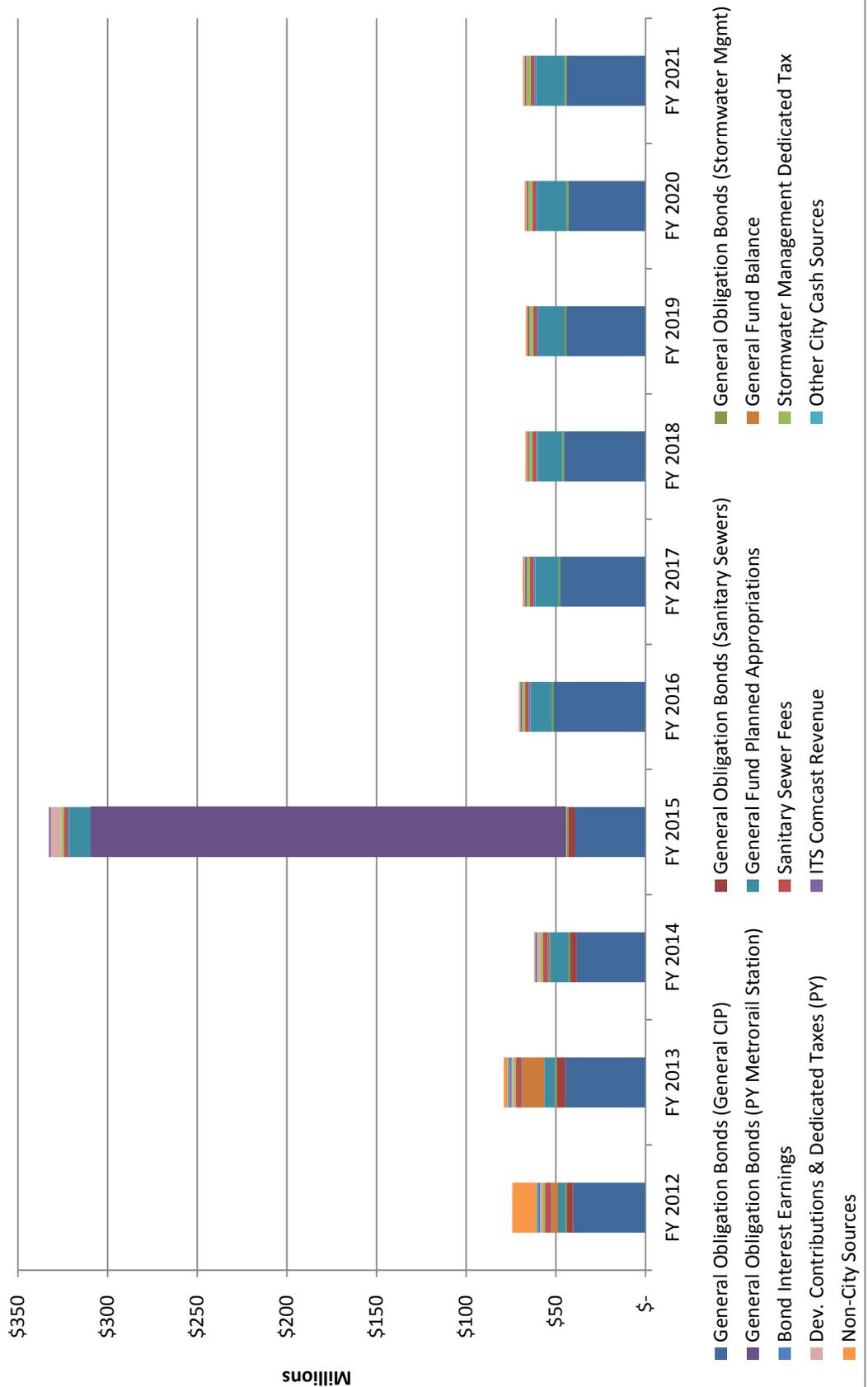
- \$448.0 million in general obligation (G.O.) bond borrowing for the CIP;
- \$15.6 million in G.O. bonds supported by sanitary sewer revenues;
- \$265.3 million in G.O. bonds supported by the Potomac Yard Metrorail Station Fund;
- \$21.8 million in grants and other special revenue; and
- \$206.1 million in cash from various sources, including:
 - \$117.0 million in cash capital appropriations;
 - \$22.5 million in cash capital from sanitary sewer fees;
 - \$18.5 million in dedicated stormwater management tax;
 - \$8.5 million in bond interest earnings,
 - \$16.8 million in general fund balance for capital projects;
 - \$9.7 million in Potomac Yard Station Fund cash sources;
 - \$9.9 million in Comcast revenues; and
 - \$3.3 million in other cash sources.

The FY 2012 - FY 2021 capital funding plan reflects the planned issuance of \$728.9 million in general obligation bonds through FY 2021. Of these, \$28.3 million would be supported by Sanitary Sewer Fund fees. These bonds would fund 76% of the total CIP over ten years as follows:

- \$41.3 million for the general CIP and \$3.5 million for sanitary sewer projects in FY 2012;
- \$45.6 million for the general CIP and \$4.9 million for sanitary sewer projects in FY 2013;
- \$39.4 million for the general CIP and \$3.5 million for sanitary sewer projects in FY 2014;
- \$40.4 million for the general CIP, \$3.8 million for sanitary sewer projects, and \$265.3 million for the Potomac Yard Metrorail Station in FY 2015;
- \$52.1 million for the general CIP in FY 2016;
- \$48.4 million for the general CIP in FY 2017;
- \$46.5 million for the general CIP in FY 2018;
- \$45.2 million for the general CIP in FY 2019;
- \$44.2 million for the general CIP in FY 2020; and
- \$45.0 million for the general CIP in FY 2021

The FY 2012 – FY 2021 CIP will be primarily financed with General Obligation Bonds, Cash Capital, Surplus Fund Balance, Grants and Other Special Revenue, and Bond Interest Earnings.

CIP Sources: FY 2012 - FY 2021



FY 2012 – FY 2021 Capital Improvement Program Overview

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

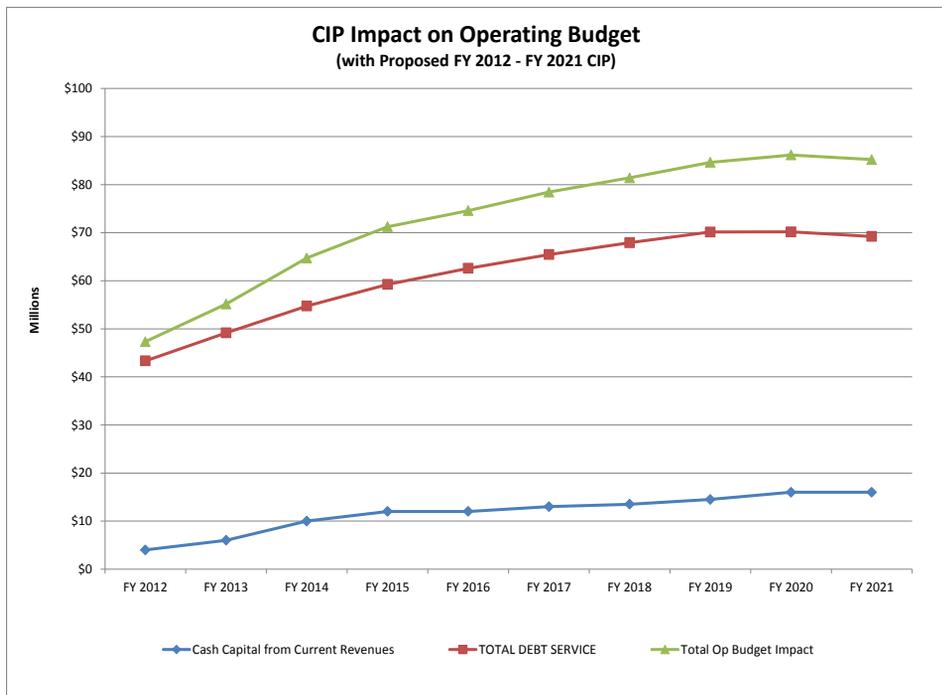
Debt service payments increase each year of the CIP, peaking at \$70.2 million in FY 2020.

The FY 2012 Proposed CIP also plans to grow the annual cash capital contribution each year before peaking at \$16 million in FY 2020.

The approved capital program, while accommodating many needs, does not address all of the requests from City agencies and the community. As referenced earlier, over \$230 million in project requests are not included in the ten-year capital plan or the transportation Add-On tax proposal. The impact on the operating budget of proposing additional cash capital or bond issuance to fund this \$230 million is more than existing or projected revenues at proposed tax rates could finance.

The increasing amount of debt outstanding should 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 \$43.3 million in FY 2012 to \$49.1 million in FY 2013, and increase each year until peaking at \$70.2 million in FY 2020. While the annual debt service increases each year until FY 2020, the planned growth of the annual cash capital contribution to the CIP from \$4 million in FY 2012 to \$16 million in FY 2020 drives much of the increase in the operating budget as well. This planned financing structure would keep the average pay-as-you-go portion of the CIP at just over 31% for the ten-year period, excluding borrowing for the Potomac Yard Metrorail Station Fund.



The chart above excludes the planned FY 2015 issuance of \$265.3 million in General Obligation Bonds for the Potomac Yard Metrorail Station, as the repayment of this debt will be funded through dedicated special tax revenues and developer funds.

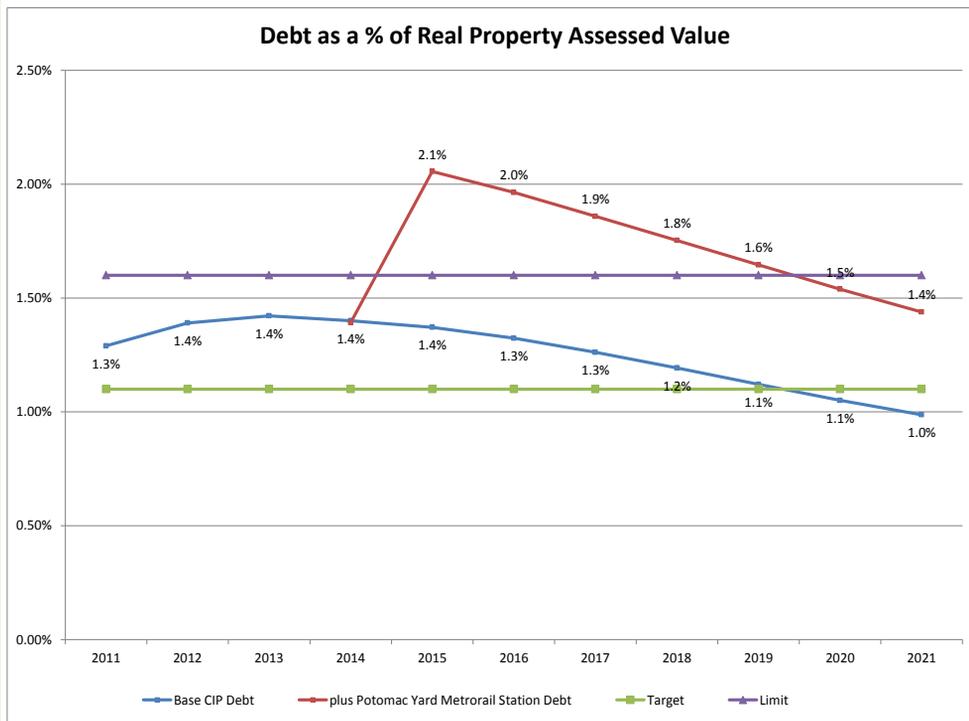
FY 2012 – FY 2021 Capital Improvement Program Overview

The City will remain in compliance with adopted debt ratio limits if debt related to the Potomac Yard Metrorail Station is considered separately.

If debt related to the Potomac Yard Metrorail Station is considered separately 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 two of 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 peaks at 1.4 percent in FY 2013. Factoring in Potomac Yard Metrorail Station debt, this ratio peaks at 2.1% in FY 2015, which exceeds the City’s current limit. This is the most important debt ratio considered by the bond rating agencies. The issuance of Potomac Yard Metrorail Station debt should not endanger the City’s rating because it is to be supported by dedicated revenue sources and still keeps this ratio in the moderate range.

Backing out the Potomac Yard Metrorail Station planned debt, debt as a percent of fair market value remains under the City’s target, and is slightly healthier overall than in FY 2011.

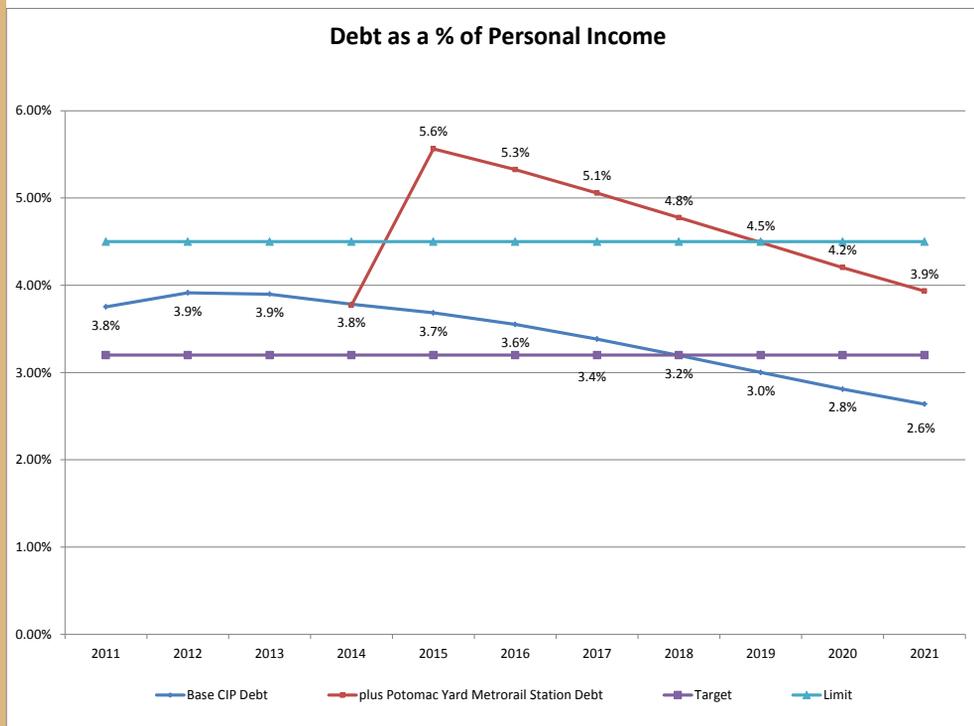


The City will need to consider amending this guideline at some point in the future in response to the Potomac Yard Metrorail Station assumed debt issuance. Such an adjustment would likely be for the short term, as the ratio should start to decline and move back within the current 1.6% limit by FY 2019. While the Metrorail Station borrowing is significant, the resulting economic development and increase to total City assessed property values provide a return on investment in a relatively expedient manner. The City would fall back within the current limit by FY 2020. This debt ratio continues to be below that of many other AAA/Aaa jurisdictions in Virginia and Maryland.

FY 2012 – FY 2021 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 resynchronized 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. Further revisions to this guideline will likely need to be considered for the near future as a result of the project debt issuance for the Potomac Yard Metrorail Station.

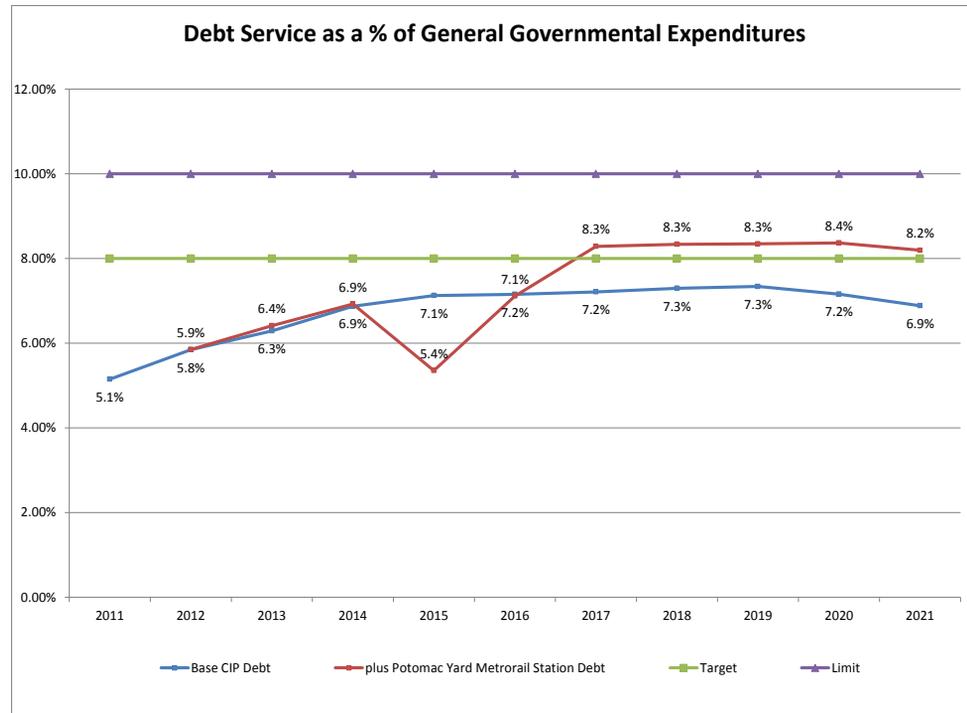


The City's FY 2012 ratio of debt as a percent of personal income at the end of Fiscal Year 2012 will be 3.9 percent, which will exceed the 3.2 percent target, but stay below the limit of 4.5 percent. This is up slightly from the FY 2011 ratio of 3.8 percent. While this plan takes the City close to the debt ratio limit, the ratio steadily improves as we move into the later years of the plan. Factoring in the Metrorail Station borrowing, this ratio exceeds the current limit with FY 2015 peak of 5.6 percent. In a similar result as that seen in the debt as a percentage of assessed value ratio, this debt ratio quickly improves towards the end of this decade as growth, including development of Potomac Yards, boosts projected personal income levels. The City would fall back within the current limit by FY 2019.

FY 2012 – FY 2021 Capital Improvement Program Overview

Although the City will remain below its debt policy ratio target for debt service to general governmental expenditures, as the figure below shows, the impact of Potomac Yard Metrorail Station borrowing would push the City slightly over the target in FY 2017 – FY 2021.

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 2018 and FY 2019. Although the City's ratio is increasing, the City would remain well below our limit of 10% and the levels of many AAA/Aaa rated jurisdictions.



Future Revisions to Debt Policy Guidelines to be Considered:

The new Metrorail station could cost as much as \$275 million, and will be fully funded by a package that would include significant developer contributions, a special tax district assessment, and by some of the net new tax revenues generated by this development. There should not be a General Fund impact. In fact, within ten years the General Fund will start to earn new tax revenues from Potomac Yards.

These General Obligation Bonds are projected to be issued in FY 2015 and will have significant impact on the City's debt ratios. The City's conservative debt policy guidelines described in this CIP chapter will need to be amended to account for this major one-time event. These changes in the guidelines would likely occur later in FY 2011 or FY 2012. This debt issuance and resulting adjustments to the debt policy guidelines should not jeopardize the City's hard-earned AAA/Aaa rating.

Potomac Yard Metrorail Station planned debt will necessitate a new look at the City's conservative debt guidelines in the near future, but should not jeopardize the AAA/Aaa bond rating.

Eco-City Initiative and the Capital Improvement Program

The Proposed FY 2012 – FY 2021 CIP is well aligned and consistent with the goals of the City's sustainability initiative "Eco-City Alexandria" as well as those of City Council's Strategic Plan. The guiding principles of the Eco-City Charter relate to the areas of Land Use and Open Space, Water Resources, Air Quality, Transportation, Energy, Building Green, Solid Waste, Environment and Health, Emerging Threats, and Implementation. Goals and specific actions were developed for each of these principles which became the City's Environmental Action Plan 2030. The City's CIP is not only congruous and compatible with the City's Eco-City Charter and Environmental Action Plan, it furthers the implementation of the actions specified in the Action Plan.

Public Transportation and Traffic Control Projects of the CIP such as DASH Bus fleet replacement, Hybrid Bus/Trolley Battery Packs, Bus Shelters, Bike Trails and WMATA Capital contributions are in harmony with the principles related to Transportation, Air Quality, Environment and Health and Energy as articulated in the Eco-City Charter and Goal No. 3 of the Strategic Plan.

Projects such as the Open Space Acquisition and Development (funding stream re-established), and Tree and Shrub Capital Maintenance are consistent with Goal No. 2 of the Strategic Plan.

Storm and Sanitary Sewer projects, although primarily grey infrastructure projects, protect environmental resources and match the principles of Water Resources, Environment and Health. These projects include Four Mile Run Sanitary Sewer Repairs, Holmes Run Sewershed Infiltration and Inflow, and Holmes Run Trunk Sewer. Projects related to the Combined Sewer system, including Sewer Separation projects, not only improve existing infrastructure, but also the environment. These projects help City stay in compliance with regulatory requirements.

Projects involving energy management and retrofitting of existing street lights and traffic lights with LED technology support the goals of Energy, Emerging Threat (Climate Change) and Air Quality principles, in addition to those of the Environment and Health principle.

The FY 2012 – FY 2021 CIP supports the Eco-City Charter and Environmental Action Plan with continued funding both now and well into the future.

Appendix B (page 9-4) of the FY 2012 – FY 2021 Capital Improvement Program includes a detailed description of the proposed transportation Add-On tax on commercial properties.

The proposed project plan targets 5 areas of transportation priority: high capacity transit corridors; peak period bus service; transit service improvements; non-motorized transportation; and roadway enhancements.

Transportation Add-On Tax on Commercial Property

Continued population and economic growth in the D.C. metropolitan area places increased stress on the City’s transportation network each year. The City of Alexandria is largely horizontally built out and while significant commercial and residential redevelopment growth is projected for the City, expansion of the existing roadway network is not feasible. Also, traffic originating outside of Alexandria that either passes through our community or comes into our community from outside to work, shop or visit is increasing.

Currently, the City’s transportation investments rely on limited local funding over a number of years (highly competitive with other important City uses) and unpredictable and probably decreasing state and federal funding. Furthermore, much of whatever federal funding for transportation may be available requires sizable local matches. These funds would be essentially unavailable to the City because the City cannot afford the local match without a dedicated local source of funds. Approving the transportation Add-On tax at the full 12.5 cents allowable under the law not only provides a key influx of local money into our transportation network, it also gives Alexandria the ability to leverage substantial state and federal dollars for key projects.

Areas of Capital Investment	Total FY 2012 - FY 2021
High Capacity Transit Corridors	\$57,800,000
Peak Period Bus Service	12,050,000
Transit Station Improvements	31,350,000
Non-Motorized Transportation Initiatives	15,950,000
Street Enhancements and Extensions	10,310,000
Total CIP Transportation Tax Expenditures	\$127,460,000

The transportation Add-On tax of 12.5 cents would generate over \$12 million annually for much needed transportation projects. More projects can be leveraged if some of this funding is used to support additional bonding as is proposed.

A \$2.0 million partial offset to the transportation Add-On tax targeted at providing relief to small businesses is also being proposed. The current thresholds and rates for the Business, Professional, and Occupational License (BPOL) tax are recommended for adjustment, which would lower taxes by \$1.625 million. Another part of this package would allocate \$0.375 million to economic development tourism promotion activities in support of business.

Please see Appendix B at the back of this document for additional details on the transportation Add-On tax and Table 7 in the Summary Expenditure Tables section for the detailed multi-year project plan

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FY 2012 - 2021 CIP
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STRATEGIC PLAN GOAL

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Strategic Plan

Alexandria's Strategic Planning Process

In 2010, the City of Alexandria adopted a new Strategic Plan to replace the original adopted in 2004 and amended in 2006. The Strategic Plan provides a “roadmap” for the City’s future, and includes seven goals. Each goal is intended to support the larger vision for the City and to point the way of progress toward that vision. These goals were incorporated into the FY 2012 – 2021 Capital Improvement Program (CIP) development process, providing City staff the framework in which to allocate resources to meet the goals of the Strategic Plan.

The goals of the City’s Strategic Plan are:

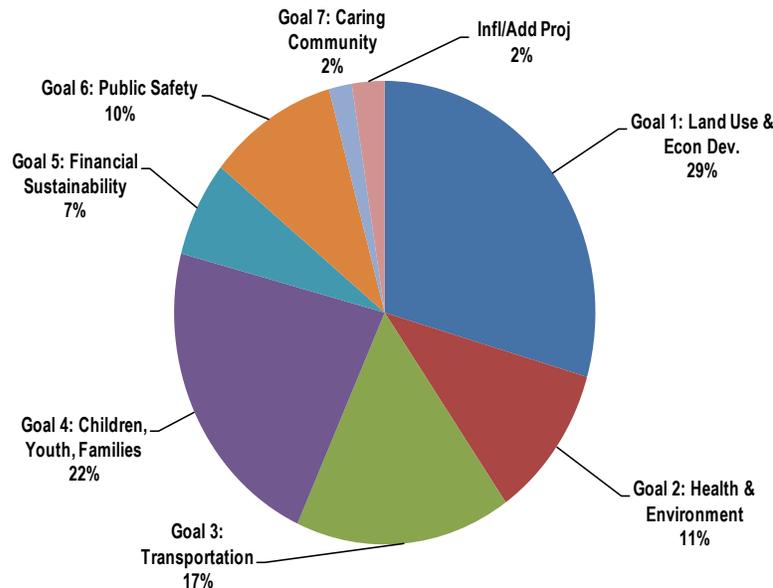
GOALS:

- Goal 1: Alexandria has quality development and redevelopment, support for local businesses, and a strong, diverse, and growing local economy.
- Goal 2: Alexandria respects, protects and enhances the health of its citizens and the quality of its natural environment.
- Goal 3: A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.
- Goal 4: The City of Alexandria is a community that supports and enhances the well-being, success and achievement of children, youth and families.
- Goal 5: Alexandria is financially sustainable, efficient, community oriented and values its employees.
- Goal 6: The City protects the safety and security of its residents, businesses, employees, and visitors.
- Goal 7: Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability.

FY 2012 – FY 2021 Proposed CIP by Strategic Plan Goal

This pie chart shows the breakdown of the Proposed FY 2012 – FY 2021 Capital Improvement Program by Strategic Plan Goal. All funding sources (\$956.9 million) except for the optional transportation Add-On tax on commercial properties are included.

Proposed FY 2012 - 2021 CIP by Strategic Goal Group

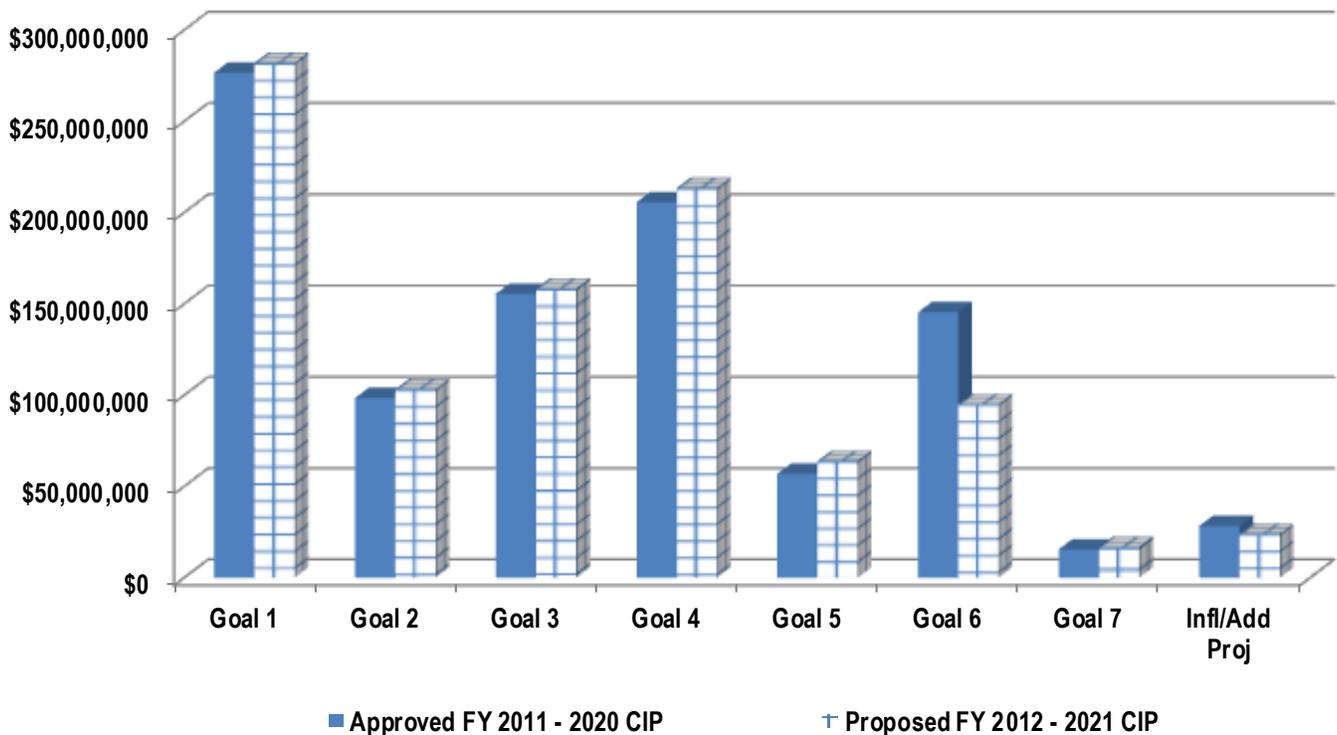


Strategic Plan

The graphs on the next two pages show a comparison between the Approved FY 2011 – 2020 Capital Improvement Program compared to the Proposed FY 2012 – FY 2021 Capital Improvement Program. The graph below shows the distribution of all revenue sources in the seven goal group areas. The optional transportation Add-On tax on commercial properties revenue in the FY 2012 – 2021 CIP is not included as it is an option to add to the CIP and not in the base CIP.

Distribution of all revenues remains fairly consistent in a CIP to CIP comparison except for Goal 6 – Public Safety. This is attributable to the new Police facility. Funding for the facility totaled \$46.9 million in FY 2011 as compared to \$2.0 million to complete project funding in FY 2012.

CIP by Strategic Goal Group FY 2011 - 2020 CIP Computed to FY 2012 - 2021 CIP (All Revenue Sources)



Capital Improvement Program	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	³ Infl/Add Proj	Total
¹ Approved FY 2011 - 2020 CIP	\$276,679,000	\$98,397,663	\$155,546,000	\$205,637,203	\$56,820,500	\$145,340,747	\$15,387,620	\$28,324,318	\$982,133,051
² Proposed FY 2012 - 2021 CIP	\$282,024,000	\$103,172,499	\$158,310,857	\$213,455,490	\$63,925,000	\$95,103,274	\$16,878,220	\$23,984,681	\$956,854,021
Difference, Proposed - Approved	\$5,345,000	\$4,774,836	\$2,764,857	\$7,818,287	\$7,104,500	-\$50,237,473	\$1,490,600	-\$4,339,637	-\$25,279,030

¹ Includes funding for Potomac Yard Metro Station which was approved by City Council in June 2010.

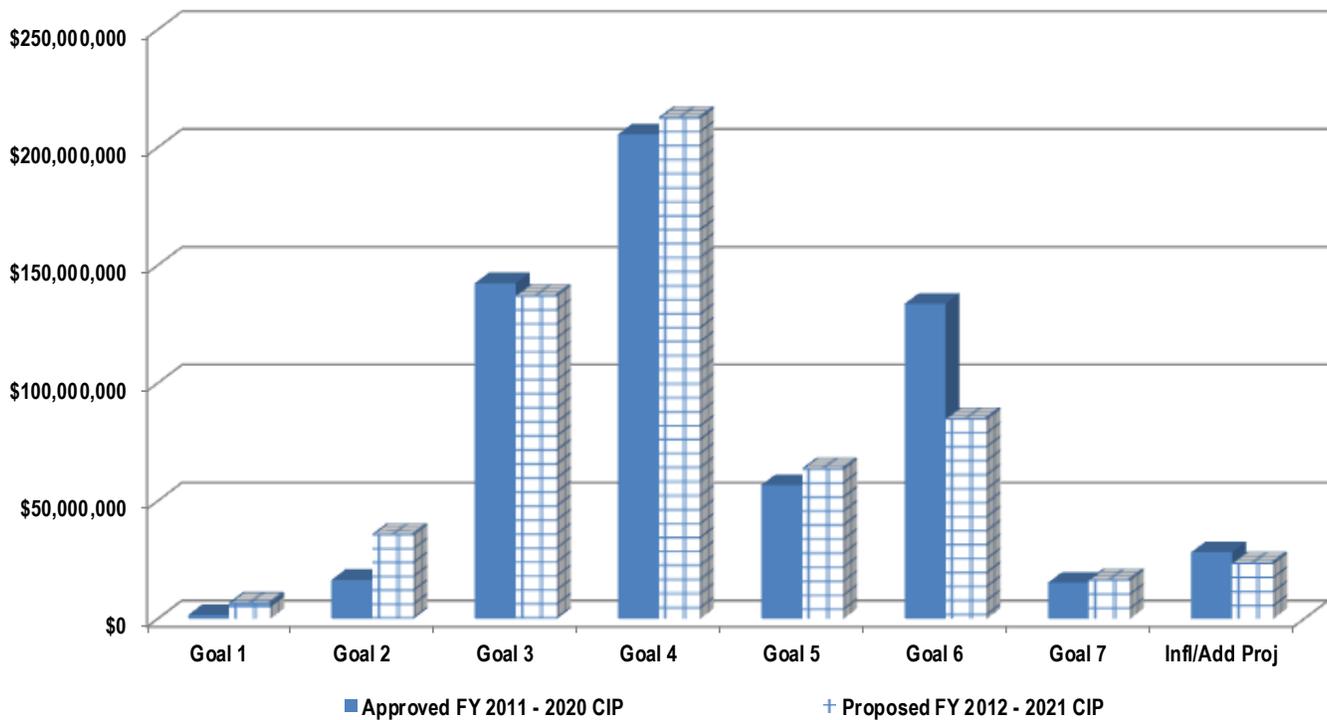
² Does not include the proposed transportation Add-On tax on commercial properties.

³ This column shows available funding not assigned to a specific project. It may be used to account for project inflation or for additional projects not in the base CIP.

Strategic Plan

This next graph looks different if one removes project paid for by dedicated or restricted revenue sources because so much is dedicated by local, state and federal programs only for transportation (Potomac Yard and other grant funding). A number of City revenue sources are restricted, in that they may be used only for specific projects or purposes. These revenues include: Sewer revenues and bonds (Sanitary Sewer and Storm Sewer); Comcast revenues; revenues and bonds associated with the Potomac Yard Metro Station project; state and federal grants for a specific project or purpose (i.e. Urban Funds); and developer contributions tied to a specific project. These revenue sources total \$373.3 million of the \$956.9 in total CIP revenues in the Proposed FY 2012 – 2021 CIP, excluding the optional transportation Add-On tax on commercial properties. The remaining \$583.6 is unrestricted revenue in the Proposed FY 2012 – 2021 CIP, and may be used to fund any project. The graph below shows the distribution of the use of all unrestricted revenue sources in the seven goal group areas. Because funding for Schools is included in Goal 4, that goal received the majority of funding from unrestricted sources.

**CIP by Strategic Goal Group
FY 2011 - 2020 Compared to FY 2012 - 2021 CIP (Unrestricted Revenue Only)**



Capital Improvement Program	Goal 1	Goal 2	Goal 3	¹ Goal 4	Goal 5	Goal 6	Goal 7	² Infl/Add Proj	Total
Approved FY 2011 - 2020 CIP	\$1,679,000	\$16,577,090	\$142,476,000	\$205,637,203	\$56,820,500	\$133,740,747	\$15,387,620	\$28,324,318	\$600,642,477
Proposed FY 2012 - 2021 CIP	\$7,024,000	\$36,087,090	\$137,465,857	\$212,955,490	\$63,925,000	\$85,253,274	\$16,878,220	\$23,984,681	\$583,573,612
Difference, Proposed - Approved	\$5,345,000	\$19,510,000	-\$5,010,143	\$7,318,287	\$7,104,500	-\$48,487,473	\$1,490,600	-\$4,339,637	-\$17,068,865

¹ ACPS funding in the amount of \$158.1 million is included in Goal 4.

² This column shows available funding not assigned to a specific project. It may be used to account for project inflation or for additional projects not in the base CIP.

The following pages provide the list of projects by goal group. In some cases, projects may fall under several goal areas, so the most relevant goal was assigned to the project for the purposes of this display. Optional transportation Add-On tax projects are not included.

Strategic Plan

Strategic Plan Goal Summary – All Revenue Sources

Strategic Plan Goal Summary (All Revenue Sources)												Total
Goal	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Goal 1 - Land Use & Economic Dev.	503,200	1,475,000	1,990,000	2,835,000	271,845,000	545,000	1,310,000	731,000	802,000	361,000	130,000	282,024,000
Goal 2 - Health and Environment	34,602,712	10,450,631	14,271,286	10,813,435	12,225,733	6,873,312	7,437,552	8,083,860	9,162,664	13,349,418	10,504,608	103,172,499
Goal 3 - Transportation	58,975,054	21,843,000	11,403,000	11,183,857	12,573,000	13,268,000	19,688,000	19,538,000	16,438,000	15,438,000	16,938,000	158,310,857
Goal 4 - Children, Youth, Families	1,075,953	16,119,223	30,363,000	17,042,000	14,450,000	34,381,000	23,288,000	20,646,000	22,204,000	19,128,000	15,834,267	213,455,490
Goal 5 - Financial Sustainability	4,116,340	5,747,000	4,773,000	9,200,000	12,155,000	10,300,000	4,150,000	5,685,000	5,285,000	5,285,000	5,285,000	63,925,000
Goal 6 - Public Safety	1,898,595	17,459,214	15,171,266	9,930,465	8,434,738	3,224,085	8,583,506	9,915,000	7,615,000	3,915,000	6,915,000	95,103,274
Goal 7 - Caring Community	87,000	1,139,462	1,129,862	1,179,862	1,229,862	1,879,862	3,929,862	1,444,862	1,644,862	1,644,862	1,654,862	16,878,220
Inflation or Additional Projects	0	0	0	0	82,837	42,490	41,069	889,138	3,610,138	8,227,138	11,091,871	23,984,681
Total, All Strategic Plan Goals	101,258,854	74,233,530	79,101,414	62,184,619	332,996,170	70,513,749	68,427,989	66,932,860	66,761,664	67,348,418	68,353,608	956,854,021

Strategic Plan Goal 1

Alexandria has quality development and redevelopment, support for local businesses, and a strong, diverse, and growing local economy

Goal 1 - Land Use & Economic Development Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
Redevelopment of Arlandria	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Braddock Road Area Plan Implementation	100,000	0	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	405,000
Lighting Fixture & Poles Replacement	35,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	750,000
Potomac Yard Metrorail Station	0	1,200,000	1,000,000	1,700,000	271,100,000	0	0	0	0	0	0	275,000,000
Transportation Sign. & Wayfinding System	0	0	295,000	225,000	200,000	0	515,000	361,000	432,000	241,000	0	2,269,000
Waterfront Plan Implementation	0	0	250,000	500,000	0	0	0	0	0	0	0	750,000
King St. Plan Implementation	0	0	0	150,000	0	0	250,000	250,000	250,000	0	0	900,000
Landmark/Van Dom Area Plan Impl.	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Information Technology												
GIS Development	27,600	200,000	75,000	75,000	75,000	75,000	75,000	0	0	0	0	575,000
Permit Processing	140,600	0	250,000	65,000	350,000	350,000	350,000	0	0	0	0	1,365,000
Goal 1 Total	\$503,200	\$1,475,000	\$1,990,000	\$2,835,000	\$271,845,000	\$545,000	\$1,310,000	\$731,000	\$802,000	\$361,000	\$130,000	\$282,024,000
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$503,200	\$1,475,000	\$1,990,000	\$2,835,000	\$271,845,000	\$545,000	\$1,310,000	\$731,000	\$802,000	\$361,000	\$130,000	\$282,024,000

Strategic Plan

Strategic Plan Goal 2

Alexandria respects, protects, and enhances the health of its citizens and the quality of its natural environment

Goal 2 - Health & Environment												Total
Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Community Development												
Four Mile Run Park & Stream Restoration	\$965,497	\$455,545	\$455,545	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$911,090
Environmental Restoration	388,750	122,000	0	134,000	0	150,000	0	150,000	0	150,000	150,000	856,000
Oronoco Outfall	1,210,000	0	2,200,000	0	0	0	0	0	0	0	0	2,200,000
Four Mile Run Channel Maintenance	600,000	0	1,010,000	0	0	0	600,000	0	0	0	0	1,610,000
City Marina Waterfront Dredging	0	0	0	550,000	2,550,000	0	0	0	100,000	3,000,000	0	6,200,000
Stream & Channel Maintenance and Rest.	770,750	0	0	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	4,800,000
Information Technology												
MHM RSA HIPAA Data Security Compliance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	0	0	0	0	150,000
MHM RSA Medical Records Management	25,000	0	0	0	0	0	0	0	0	0	0	0
Public Transportation & Traffic Control												
Retrofit Traffic Lights with LED Technology	0	125,000	125,000	0	0	0	0	0	0	0	0	250,000
Recreation & Parks												
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
Tree & Shrub Capital Maintenance	0	226,000	251,000	276,000	301,000	326,000	326,000	326,000	326,000	326,000	326,000	3,010,000
Open Space Acquisition and Develop.	5,755,633	0	0	500,000	500,000	1,000,000	1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	16,000,000
Sewers												
NPDES / MS4 Permit	175,000	0	0	0	0	0	0	0	0	0	0	0
Taylor's Run at Janney's Lane	551,250	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous Storm Sewer Repairs	2,197,715	1,359,218	1,565,741	1,653,435	754,733	312,312	1,226,552	1,097,860	226,664	363,418	508,608	9,068,541
Storm/Combined Sewer Assessment and Renov.	600,000	450,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	8,550,000
Storm Sewer Capacity Analysis	1,088,500	600,000	0	0	0	0	0	0	0	0	0	600,000
Key Drive Flood Mitigation	0	0	0	0	1,000,000	800,000	0	0	0	0	0	1,800,000
Braddock Rd. & West St. Storm Sewer	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000
Commonwealth Service Chamber	370,000	0	0	0	0	0	0	0	0	0	0	0
Holmes Run Trunk Sewer	5,787,000	0	0	0	0	0	0	0	0	0	0	0
Reclaimed Water System via WTE Plant	100,000	0	0	0	0	0	0	0	0	0	0	0
Sanitary Sewer Capacity Studies	699,877	0	0	0	0	0	0	0	0	0	0	0
Mitigation of Combined Sewer Overflows	1,327,690	304,000	319,000	335,000	335,000	350,000	350,000	350,000	350,000	350,000	350,000	3,393,000
Reconstructions & Exts. of Sanitary Sewers	2,430,050	863,868	900,000	980,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,743,868
Sewer Separation Projects	1,625,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	6,000,000
Four Mile Run Sanitary Sewer Repair	0	300,000	1,500,000	0	0	0	0	0	0	0	0	1,800,000
Holmes Run Sewershed Infiltration & Inflow	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0	0	0	0	0	0	17,120,000
Sanitary Sewer Master Plan	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Goal 2 Total	\$34,602,712	\$10,450,631	\$14,271,286	\$10,813,435	\$12,225,733	\$6,873,312	\$7,437,552	\$8,083,860	\$9,162,664	\$13,349,418	\$10,504,608	\$103,172,499
Less Total Non-City Revenues	\$665,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Total Net City Costs	\$33,937,712	\$10,200,631	\$14,021,286	\$10,813,435	\$12,225,733	\$6,873,312	\$7,437,552	\$8,083,860	\$9,162,664	\$13,349,418	\$10,504,608	\$102,672,499

Strategic Plan

Strategic Plan Goal 3

A multimodal transportation network that supports sustainable land use and provide internal mobility and regional connectivity for Alexandrians

Goal 3 - Transportation Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
Woodrow Wilson Bridge Project	\$16,467,314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Transportation & Traffic Control												
Crystal City/Potomac Yard BRT	14,070,000	0	0	0	0	0	0	0	0	0	0	0
Mass Transit (SAFETEA-LU & Urban Funds)	6,061,817	2,550,000	0	0	0	0	0	0	0	0	0	2,550,000
King Street Metro Parking Lot & Turning Lane	1,800,000	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
DASH Bus Fleet Replacements	62,000	1,970,000	1,955,000	1,800,000	2,400,000	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	3,200,000	28,325,000
WMATA Capital	1,800,145	7,000,000	7,100,000	7,240,000	7,380,000	7,530,000	7,550,000	7,550,000	7,550,000	7,550,000	7,550,000	74,000,000
ADA Access	20,500	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Bus Shelters	130,000	155,000	155,000	155,000	155,000	0	0	0	0	0	0	620,000
Hybrid Bus / Trolley Battery Packs	0	0	0	0	0	500,000	150,000	250,000	150,000	150,000	150,000	1,350,000
Fixed Transportation Equipment	0	850,000	850,000	850,000	1,450,000	850,000	850,000	850,000	850,000	850,000	2,350,000	10,600,000
Street, Bridge & Pedestrian Improvements												
BRAC 133 Contingency	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Bridge Repairs	0	600,000	600,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	3,600,000
Edsall Road	3,210,904	0	0	0	0	0	0	0	0	0	0	0
Eisenhower Avenue Widening	6,630,000	0	0	0	0	0	0	0	0	0	0	0
King & Beauregard Intersection	5,838,262	2,100,000	0	0	0	0	0	0	0	0	0	2,100,000
King/Quaker Lane/Braddock Rd. Inter.	598,000	0	0	0	0	0	0	0	0	0	0	0
Street/Alley Reconstructions & Extensions	735,024	400,000	300,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	400,000	3,700,000
Miscellaneous Undergrounding	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	860,000
Madison & Montgomery Reconstruction	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	0	6,750,000
Non-Motorized Transportation (Mobility)	896,088	150,000	165,000	220,857	270,000	270,000	270,000	270,000	270,000	270,000	270,000	2,425,857
Non-Motorized Transportation (Safety)	620,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	500,000	3,400,000
Shared-Use Paths	35,000	1,868,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	2,930,000
Street Reconstructions TBD	0	0	0	0	0	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
Goal 3 Total	\$58,975,054	\$21,843,000	\$11,403,000	\$11,183,857	\$12,573,000	\$13,268,000	\$19,688,000	\$19,538,000	\$16,438,000	\$15,438,000	\$16,938,000	\$158,310,857
Less Total Non-City Revenues	\$52,201,035	\$12,525,000	\$2,110,000	\$555,000	\$155,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$20,845,000
Total Net City Costs	\$6,774,019	\$9,318,000	\$9,293,000	\$10,628,857	\$12,418,000	\$12,768,000	\$18,688,000	\$18,538,000	\$15,438,000	\$14,438,000	\$15,938,000	\$137,465,857

Strategic Plan

Strategic Plan Goal 4

Alexandria is a community that supports and enhances the well-being, success and achievement of children, youth and families

Goal 4 - Children, Youth, Families Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
ACPS												
All Schools Projects (Prior CIP fundin	\$0	\$13,694,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$13,564,267	\$158,102,883
Information Technology												
DHS Payment System Replacement	0	0	125,000	0	0	0	0	0	0	0	0	125,000
Other Regional Contributions												
Northern Virginia Community College	0	212,607	253,000	295,000	338,000	384,000	391,000	399,000	407,000	415,000	423,000	3,517,607
Recreation & Parks												
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
Ball Court Renovations	150,000	150,000	75,000	225,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,500,000
Irrigation Projects	0	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	1,280,000
Playground Renovations	0	300,000	300,000	700,000	850,000	750,000	500,000	550,000	600,000	650,000	650,000	5,850,000
Park Renovations CFMP	8,000	313,000	313,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	3,330,000
Restaurant Depot Contribution	0	500,000	0	0	0	0	0	0	0	0	0	500,000
Athletic Field Restrooms	0	0	0	0	200,000	250,000	0	0	0	0	0	450,000
Athletic Field Improvements	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
Chinquapin Aquatics Center	0	160,000	1,440,000	0	0	0	1,000,000	2,000,000	2,000,000	0	0	6,600,000
Patrick Henry Recreation Center	0	0	610,000	5,490,000	0	0	0	0	0	0	0	6,100,000
Miracle Field	0	0	0	285,000	0	0	0	0	0	0	0	285,000
Pavement Repairs at Parks	0	0	0	0	0	0	2,000,000	1,000,000	0	0	0	3,000,000
Public Pools	79,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	520,000
Spray Parks	0	0	0	0	0	0	0	0	2,000,000	1,000,000	0	3,000,000
Windmill Hill Park Bulkhead	784,953	0	0	0	0	300,000	3,700,000	0	0	0	0	4,000,000
Recreation Center CFMP	0	580,000	425,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,005,000
Goal 4 Total	\$1,075,953	\$16,119,223	\$30,363,000	\$17,042,000	\$14,450,000	\$34,381,000	\$23,288,000	\$20,646,000	\$22,204,000	\$19,128,000	\$15,834,267	\$213,455,490
Less Total Non-City Revenues	\$0	\$500,000	\$0	\$500,000								
Total Net City Costs	\$1,075,953	\$15,619,223	\$30,363,000	\$17,042,000	\$14,450,000	\$34,381,000	\$23,288,000	\$20,646,000	\$22,204,000	\$19,128,000	\$15,834,267	\$212,955,490

Strategic Plan

Strategic Plan Goal 5

Alexandria is financially sustainable, efficient, community-oriented and values its employees

Goal 5 - Financial Sustainability												Total
Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Information Technology												
Business Tax System	\$0	\$0	\$50,000	\$60,000	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$160,000
Customer Relationship Management System	50,000	25,000	50,000	250,000	250,000	50,000	50,000	0	0	0	0	675,000
Database Infrastructure	43,000	30,000	60,000	60,000	40,000	40,000	40,000	0	0	0	0	270,000
Document Management & Imaging Infra.	0	0	50,000	50,000	50,000	50,000	0	0	0	0	0	200,000
Electronic Government	167,340	150,000	175,000	200,000	200,000	200,000	200,000	0	0	0	0	1,125,000
Enterprise Data Storage Infrastructure	96,000	200,000	175,000	175,000	75,000	75,000	75,000	0	0	0	0	775,000
Enterprise Maintenance Mgmt System	45,000	90,000	75,000	60,000	60,000	60,000	60,000	0	0	0	0	405,000
Finance Payment Kiosk	50,000	0	50,000	0	0	0	25,000	0	0	0	0	75,000
Financial Accounting & Asset Mgmt Systems	0	0	50,000	0	0	0	0	0	0	0	0	50,000
IT Enterprise Management System	0	60,000	0	0	0	0	0	0	0	0	0	60,000
LAN/WAN Infrastructure	50,000	375,000	460,000	390,000	390,000	350,000	375,000	0	0	0	0	2,340,000
Network Server Infrastructure	25,000	125,000	175,000	175,000	175,000	175,000	175,000	0	0	0	0	1,000,000
Network Services Security	0	50,000	100,000	125,000	125,000	125,000	125,000	0	0	0	0	650,000
Personal Property Tax System	0	0	20,000	100,000	90,000	0	0	0	0	0	0	210,000
Real Estate Account Receivable System	35,000	150,000	150,000	0	0	0	20,000	0	0	0	0	320,000
T&ES Infrastructure Mgmt & Maint System	25,000	125,000	25,000	0	0	0	0	0	0	0	0	150,000
Upgrade Work Station Operating Systems	50,000	450,000	500,000	550,000	300,000	150,000	150,000	0	0	0	0	2,100,000
Virtual Adjudication	20,000	0	0	0	0	0	0	0	0	0	0	0
Voice Over IP	0	130,000	150,000	150,000	150,000	150,000	150,000	0	0	0	0	880,000
Voter System Replacement	0	0	270,000	0	0	0	0	0	0	0	0	270,000
Purchasing System Upgrade	0	15,000	0	0	0	0	0	0	0	0	0	15,000
Reciprocity Contractor System	0	37,000	30,000	0	0	0	0	0	0	0	0	67,000
Customer Management System	0	0	23,000	0	0	0	5,000	0	0	0	0	28,000
Municipal Fiber Network	0	160,000	0	0	0	0	0	0	0	0	0	160,000
LAN Development	50,000	25,000	25,000	25,000	25,000	25,000	25,000	0	0	0	0	150,000
Enterprise Resource Planning System	2,900,000	250,000	250,000	0	75,000	0	75,000	0	0	0	0	650,000
IT Lump Sum Funding	0	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000

Strategic Plan

Strategic Plan Goal 5, Continued

Alexandria is financially sustainable, efficient, community-oriented and values its employees

Goal 5 - Financial Sustainability Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Public Buildings												
General Services CFMP	\$0	\$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
Energy Management Program	410,000	210,000	210,000	400,000	450,000	600,000	600,000	600,000	600,000	600,000	600,000	4,870,000
Space Management Program	100,000	50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	900,000
Roof Replacement Program	0	1,195,000	0	1,445,000	0	0	0	0	0	0	0	2,640,000
Fleet Facility - Lift Replacement	0	745,000	0	585,000	0	0	0	0	0	0	0	1,330,000
Elevator Replacement/Refurbishment	0	0	500,000	0	500,000	0	0	0	0	0	0	1,000,000
City Hall HVAC & Infrastructure Repl.	0	0	0	3,200,000	8,000,000	6,800,000	0	0	0	0	0	18,000,000
Market Square Renovations	0	0	0	0	0	200,000	400,000	0	0	0	0	600,000
Recreation & Parks												
City Median Conversions/Renovations	0	0	0	0	0	0	400,000	400,000	0	0	0	800,000
Goal 5 Total	\$4,116,340	\$5,747,000	\$4,773,000	\$9,200,000	\$12,155,000	\$10,300,000	\$4,150,000	\$5,685,000	\$5,285,000	\$5,285,000	\$5,285,000	\$63,925,000
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$4,116,340	\$5,747,000	\$4,773,000	\$9,200,000	\$12,155,000	\$10,300,000	\$4,150,000	\$5,685,000	\$5,285,000	\$5,285,000	\$5,285,000	\$63,925,000

Strategic Plan

Strategic Plan Goal 6

The City protects the safety and security of its residents, businesses, employees, and visitors

Goal 6 - Public Safety Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
Crime Prevention Projects (Street Lighting)	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Information Technology												
AJIS Enhancements	291,000	100,000	200,000	200,000	200,000	200,000	200,000	0	0	0	0	1,100,000
Computer Aided Dispatch System Replacement	0	3,600,000	10,800,000	3,600,000	0	0	0	0	0	0	0	18,000,000
EMS Records Management System	40,000	0	0	250,000	0	0	0	0	0	0	0	250,000
Fire Records Management Project	226,641	0	0	0	0	0	0	0	0	0	0	0
Police CAD/RMS Project	47,954	0	0	0	0	0	0	0	0	0	0	0
Public Safety Radio Replacement	0	0	0	0	50,000	50,000	50,000	0	0	0	0	150,000
Fire Radios	0	30,000	0	0	0	0	0	0	0	0	0	30,000
Connectivity Initiatives	0	1,075,000	985,000	985,000	985,000	985,000	985,000	985,000	985,000	985,000	985,000	9,940,000
Other Regional Contributions												
Peumansend Regional Jail	0	129,214	121,266	115,465	109,738	104,085	98,506	0	0	0	0	678,274
Public Buildings												
Fire Station CFMP	373,000	500,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	4,100,000
Sheriff CFMP	0	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	4,600,000
Vola Lawson Animal Shelter	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	300,000
New Police Facility	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Fire Station 210 (Eisenhower Valley)	0	9,210,000	2,000,000	0	0	0	0	0	0	0	0	11,210,000
Emergency Operations Center (EOC)	75,000	0	0	1,750,000	0	0	0	0	0	0	0	1,750,000
Relocate Sheriffs Administration Office	0	0	0	560,000	600,000	0	0	0	0	0	0	1,160,000
Burn Building	0	0	0	200,000	0	0	0	0	0	0	0	200,000
City Hall Security Enhancements	0	75,000	175,000	0	0	0	0	0	0	0	0	250,000
Emergency Generators	815,000	250,000	0	780,000	0	0	0	0	0	0	0	1,030,000
Fire Station 203 (Cameron Mills)	0	0	0	600,000	5,600,000	0	0	0	0	0	0	6,200,000
Police K-9 Facility Renovation	0	0	0	0	0	270,000	0	0	0	0	0	270,000
Fire Station 207 (Duke Street)	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	0	9,700,000
Emergency Govt. Relocation Center	0	0	0	0	0	0	1,200,000	0	0	0	0	1,200,000
Pistol Range	0	0	0	0	0	0	1,435,000	0	0	0	0	1,435,000
Fire Station 206 (Seminary Rd)	0	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	9,700,000
Fire Station 205 (Cameron Street)	0	0	0	0	0	0	0	0	700,000	3,000,000	6,000,000	9,700,000
Goal 6 Total	\$1,898,595	\$17,459,214	\$15,171,266	\$9,930,465	\$8,434,738	\$3,224,085	\$8,583,506	\$9,915,000	\$7,615,000	\$3,915,000	\$6,915,000	\$95,103,274
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$1,898,595	\$17,459,214	\$15,171,266	\$9,930,465	\$8,434,738	\$3,224,085	\$8,583,506	\$9,915,000	\$7,615,000	\$3,915,000	\$6,915,000	\$95,103,274

Strategic Plan

Strategic Plan Goal 7

Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability

Goal 7 - Caring Community Section/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
Public Art Conservation Program	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$45,000	\$45,000	\$45,000	\$45,000	\$360,000
Public Art Acquisition	0	0	0	50,000	100,000	300,000	300,000	300,000	500,000	500,000	500,000	2,550,000
Information Technology												
Library Self-Checkout Stations	0	38,000	0	0	0	0	0	0	0	0	0	38,000
Library Debt Collection Software	0	9,600	0	0	0	0	0	0	0	0	0	9,600
Other Regional Contributions												
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
Public Buildings												
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
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
Torpedo Factory Repairs	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Mental Health Residential Facilities 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
Recreation & Parks												
City Marina Maintenance	52,000	52,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	862,000
City Marina Seawalls	0	0	0	0	0	200,000	1,500,000	0	0	0	0	1,700,000
City Marina Utility Upgrades	0	0	0	0	0	250,000	1,000,000	0	0	0	0	1,250,000
Goal 7 Total	\$87,000	\$1,139,462	\$1,129,862	\$1,179,862	\$1,229,862	\$1,879,862	\$3,929,862	\$1,444,862	\$1,644,862	\$1,644,862	\$1,654,862	\$16,878,220
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$87,000	\$1,139,462	\$1,129,862	\$1,179,862	\$1,229,862	\$1,879,862	\$3,929,862	\$1,444,862	\$1,644,862	\$1,644,862	\$1,654,862	\$16,878,220

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SUMMARY EXPENDITURE TABLES

Summary Expenditures Tables

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Summary Expenditures Tables

Total Sources and Uses of Capital Improvement Program Funds Unrestricted, Restricted, and Non-City Sources Proposed FY 2012 - 2021

ALL SOURCES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
General Fund Planned Appropriations	\$ 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	\$ 16,000,000	\$ 117,000,000
General Fund Balance	\$ 3,445,007	\$ 12,405,236	\$ 929,747	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779,990
General Obligation Bonds (General CIP)	\$ 40,340,000	\$ 44,590,000	\$ 38,380,000	\$ 39,350,000	\$ 51,100,000	\$ 47,400,000	\$ 45,500,000	\$ 44,200,000	\$ 43,150,000	\$ 44,000,000	\$ 438,010,000
Bond Interest Earnings	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 8,500,000
Prior Year Reprogrammed Funds	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Sale of Property Revenue	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
Other Base City Sources	\$ 1,001,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ -	\$ -	\$ -	\$ -	\$ 2,083,622
Subtotal Unrestricted City Sources	\$ 49,336,444	\$ 64,611,673	\$ 50,276,184	\$ 52,566,437	\$ 64,316,437	\$ 61,616,437	\$ 60,000,000	\$ 59,700,000	\$ 60,150,000	\$ 61,000,000	\$ 583,573,612
General Obligation Bonds (Sanitary Sewers)	\$ 3,480,000	\$ 4,850,000	\$ 3,530,000	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,610,000
Sanitary Sewer Fees	\$ 3,547,868	\$ 2,829,000	\$ 2,585,000	\$ 1,785,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,960,000	\$ 22,456,868
General Obligation Bonds (Stormwater Mgmt)	\$ 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 Management Dedicated Tax	\$ 1,409,218	\$ 1,465,741	\$ 1,553,435	\$ 1,654,733	\$ 1,762,312	\$ 1,876,552	\$ 1,997,860	\$ 2,126,664	\$ 2,263,418	\$ 2,408,608	\$ 18,518,541
General Obligation Bonds (PY Metrorail Station)	\$ -	\$ -	\$ -	\$ 265,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,300,000
Dev. Contributions & Dedicated Taxes (PY)	\$ 1,200,000	\$ 1,000,000	\$ 1,700,000	\$ 5,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700,000
ITS 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
Subtotal Restricted City Sources	\$ 11,622,086	\$ 12,129,741	\$ 11,353,435	\$ 280,274,733	\$ 5,697,312	\$ 5,811,552	\$ 5,932,860	\$ 6,061,664	\$ 6,198,418	\$ 6,353,608	\$ 351,435,409
State Urban Funds	\$ 9,070,000	\$ 1,955,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,425,000
VDOT Revenue Sharing Funds	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,500,000
Federal Earmarks & Grants	\$ 3,705,000	\$ 405,000	\$ 155,000	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,420,000
Other Non-City Sources	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Subtotal Non-City Sources	\$ 13,275,000	\$ 2,360,000	\$ 555,000	\$ 155,000	\$ 500,000	\$ 1,000,000	\$ 21,845,000				
TOTAL ALL SOURCES	\$ 74,233,530	\$ 79,101,414	\$ 62,184,619	\$ 332,996,170	\$ 70,513,749	\$ 68,427,989	\$ 66,932,860	\$ 66,761,664	\$ 67,348,418	\$ 68,353,608	\$ 956,854,021
ALL USES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Schools	\$ 13,694,616	\$ 26,613,000	\$ 9,000,000	\$ 11,865,000	\$ 31,500,000	\$ 12,000,000	\$ 13,000,000	\$ 13,500,000	\$ 13,366,000	\$ 13,564,267	\$ 158,102,883
Community Development	\$ 682,545	\$ 4,360,545	\$ 2,359,000	\$ 3,600,000	\$ 1,225,000	\$ 2,440,000	\$ 1,851,000	\$ 2,072,000	\$ 4,681,000	\$ 1,450,000	\$ 24,721,090
Recreation & Parks	\$ 2,550,000	\$ 3,773,000	\$ 8,673,000	\$ 3,198,000	\$ 4,423,000	\$ 15,273,000	\$ 10,123,000	\$ 11,773,000	\$ 9,823,000	\$ 6,323,000	\$ 75,932,000
Public Buildings	\$ 16,475,000	\$ 5,575,000	\$ 12,260,000	\$ 17,890,000	\$ 11,310,000	\$ 10,075,000	\$ 12,340,000	\$ 10,040,000	\$ 6,340,000	\$ 9,350,000	\$ 111,655,000
Public Trans. & Traffic Control	\$ 15,860,000	\$ 11,195,000	\$ 11,755,000	\$ 282,495,000	\$ 10,090,000	\$ 12,760,000	\$ 12,860,000	\$ 12,760,000	\$ 11,760,000	\$ 13,260,000	\$ 394,795,000
Street, Bridge, & Pedestrian Improvements	\$ 7,308,000	\$ 1,333,000	\$ 1,128,857	\$ 1,178,000	\$ 3,178,000	\$ 6,928,000	\$ 6,678,000	\$ 3,678,000	\$ 3,678,000	\$ 3,678,000	\$ 38,765,857
Stormwater Management	\$ 2,409,218	\$ 2,465,741	\$ 2,553,435	\$ 2,654,733	\$ 2,762,312	\$ 2,876,552	\$ 2,997,860	\$ 3,126,664	\$ 3,263,418	\$ 3,408,608	\$ 28,518,541
Sanitary Sewers	\$ 7,027,868	\$ 7,679,000	\$ 6,115,000	\$ 5,535,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,960,000	\$ 38,066,868
Other Regional Contributions	\$ 701,683	\$ 734,128	\$ 770,327	\$ 807,600	\$ 847,947	\$ 849,368	\$ 758,862	\$ 766,862	\$ 774,862	\$ 782,862	\$ 7,794,501
Information Technology Plan	\$ 7,524,600	\$ 15,373,000	\$ 7,570,000	\$ 3,690,000	\$ 3,185,000	\$ 3,235,000	\$ 3,485,000	\$ 3,485,000	\$ 3,485,000	\$ 3,485,000	\$ 54,517,600
Allowance for Inflation or Additional Projects	\$ -	\$ -	\$ -	\$ 82,837	\$ 42,490	\$ 41,069	\$ 889,138	\$ 3,610,138	\$ 8,227,138	\$ 11,091,871	\$ 23,984,681
TOTAL ALL USES	\$ 74,233,530	\$ 79,101,414	\$ 62,184,619	\$ 332,996,170	\$ 70,513,749	\$ 68,427,989	\$ 66,932,860	\$ 66,761,664	\$ 67,348,418	\$ 68,353,608	\$ 956,854,021
% FROM BONDS	60.4%	63.8%	69.0%	92.9%	73.9%	70.7%	69.5%	67.7%	65.6%	65.8%	76.2%
% FROM CITY AND OTHER CASH SOURCES	39.6%	36.2%	31.0%	7.1%	26.1%	29.3%	30.5%	32.3%	34.4%	34.2%	23.8%

Summary Expenditures Tables

TABLE 1
Summary of Capital Improvement Program by Project Section
Proposed FY 2012 - 2021

Expenditures by Funding Source					
Section	Total Funding	¹Non-City Revenue Sources	Net City Costs	²City Share Unallocated Balance	³Remaining City Costs
ACPS	\$158,102,883	\$0	\$158,102,883	\$0	\$158,102,883
Community Development	\$45,458,401	\$17,632,314	\$27,826,087	\$3,604,997	\$24,221,090
Recreation & Parks	\$82,815,586	\$500,000	\$82,315,586	\$6,883,586	\$75,432,000
Public Buildings Total	\$113,493,000	\$0	\$113,493,000	\$1,838,000	\$111,655,000
Public Transportation & Traffic Control	\$418,739,462	\$31,375,817	\$387,363,645	\$2,063,645	\$385,300,000
Street, Bridge & Pedestrian Improvements	\$57,329,135	\$25,202,904	\$32,126,231	\$4,710,374	\$27,415,857
Sewers	\$91,447,491	\$0	\$91,447,491	\$24,862,082	\$66,585,409
Other Regional Contributions	\$7,794,501	\$0	\$7,794,501	\$0	\$7,794,501
Information Technology	\$58,947,735	\$0	\$58,947,735	\$4,430,135	\$54,517,600
Inflation or Additional Projects	\$23,984,681	\$0	\$23,984,681	\$0	\$23,984,681
Total Base Capital Improvement Plan	\$1,058,112,875	\$74,711,035	\$983,401,840	\$48,392,819	\$935,009,021

¹Non-City Revenue Sources, \$52.87 million is unallocated from prior years, and \$21.85 million is planned for the FY 2012 - 2021 CIP

²City Share Unallocated Balance as of January 2011.

³Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

TABLE 2
Summary of Capital Improvement Program by Project Section - City Share
Proposed FY 2012 - 2021

City Share of Expenditures by Program Year												
Section	¹ <i>Unallocated Balance</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	² Total FY 12-FY 21
ACPS	\$0	\$13,694,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$13,564,267	\$158,102,883
Community Development	\$3,604,997	\$432,545	\$4,110,545	\$2,359,000	\$3,600,000	\$1,225,000	\$2,440,000	\$1,851,000	\$2,072,000	\$4,681,000	\$1,450,000	\$24,221,090
Recreation & Parks	\$6,883,586	\$2,050,000	\$3,773,000	\$8,673,000	\$3,198,000	\$4,423,000	\$15,273,000	\$10,123,000	\$11,773,000	\$9,823,000	\$6,323,000	\$75,432,000
Public Buildings Total	\$1,838,000	\$16,475,000	\$5,575,000	\$12,260,000	\$17,890,000	\$11,310,000	\$10,075,000	\$12,340,000	\$10,040,000	\$6,340,000	\$9,350,000	\$111,655,000
Public Transportation & Traffic Control	\$2,063,645	\$9,185,000	\$9,085,000	\$11,200,000	\$282,340,000	\$10,090,000	\$12,760,000	\$12,860,000	\$12,760,000	\$11,760,000	\$13,260,000	\$385,300,000
Street, Bridge & Pedestrian Improvements	\$4,710,374	\$1,458,000	\$1,333,000	\$1,128,857	\$1,178,000	\$2,678,000	\$5,928,000	\$5,678,000	\$2,678,000	\$2,678,000	\$2,678,000	\$27,415,857
Sewers	\$24,862,082	\$9,437,086	\$10,144,741	\$8,668,435	\$8,189,733	\$4,712,312	\$4,826,552	\$4,947,860	\$5,076,664	\$5,213,418	\$5,368,608	\$66,585,409
Other Regional Contributions	\$0	\$701,683	\$734,128	\$770,327	\$807,600	\$847,947	\$849,368	\$758,862	\$766,862	\$774,862	\$782,862	\$7,794,501
Information Technology	\$4,430,135	\$7,524,600	\$15,373,000	\$7,570,000	\$3,690,000	\$3,185,000	\$3,235,000	\$3,485,000	\$3,485,000	\$3,485,000	\$3,485,000	\$54,517,600
Inflation or Additional Projects	\$0	\$0	\$0	\$0	\$82,837	\$42,490	\$41,069	\$889,138	\$3,610,138	\$8,227,138	\$11,091,871	\$23,984,681
Total Base Capital Improvement Plan	\$48,392,819	\$60,958,530	\$76,741,414	\$61,629,619	\$332,841,170	\$70,013,749	\$67,427,989	\$65,932,860	\$65,761,664	\$66,348,418	\$67,353,608	\$935,009,021

¹City Share Unallocated Balance as of January 2011.

²Includes both restricted and unrestricted City funds.

TABLE 3
Summary of Capital Improvement Program by Project Section - Non-City Share
Proposed FY 2012 - 2021

Non-City Share of Expenditures by Program Year												
Section	¹ <i>Unallocated Balance</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
ACPS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Community Development	\$17,132,314	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Recreation & Parks	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Public Buildings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Transportation & Traffic Control	\$21,880,817	\$6,675,000	\$2,110,000	\$555,000	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,495,000
Street, Bridge & Pedestrian Improvements	\$13,852,904	\$5,850,000	\$0	\$0	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$11,350,000
Sewers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Regional Contributions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Information Technology	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Inflation or Additional Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Base Capital Improvement Plan	\$52,866,035	\$13,275,000	\$2,360,000	\$555,000	\$155,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$21,845,000

¹Non-City Share Unallocated Balance as of January 2011.

Summary Expenditures Tables

TABLE 4
Detail of Capital Improvement Program by Project
Proposed FY 2012 - 2021

Expenditures by Funding Source					
Section/Subsection/Project	Total Funding	¹ Non-City Revenue Sources	Net City Costs	² City Share Unallocated Balance	³ Remaining City Costs
ACPS					
All Schools Projects (Prior CIP funding assumed)	\$158,102,883	\$0	\$158,102,883	\$0	\$158,102,883
ACPS Total	\$158,102,883	\$0	\$158,102,883	\$0	\$158,102,883
Community Development					
City-Wide Amenities					
Lighting Fixture & Poles Replacement	\$785,000	\$0	\$785,000	\$35,000	\$750,000
Public Art Conservation Program	\$360,000	\$0	\$360,000	\$0	\$360,000
Public Art Acquisition	\$2,550,000	\$0	\$2,550,000	\$0	\$2,550,000
Transportation Sign. & Wayfinding System	\$2,269,000	\$0	\$2,269,000	\$0	\$2,269,000
Crime Prevention Projects (Street Lighting)	\$150,000	\$0	\$150,000	\$0	\$150,000
Neighborhood Planning					
Redevelopment of Arlandria	\$200,000	\$0	\$200,000	\$200,000	\$0
Braddock Road Area Plan Implementation	\$505,000	\$0	\$505,000	\$100,000	\$405,000
Waterfront Plan Implementation	\$750,000	\$0	\$750,000	\$0	\$750,000
King St. Plan Implementation	\$900,000	\$0	\$900,000	\$0	\$900,000
Landmark/Van Dorn Area Plan Impl.	\$10,000	\$0	\$10,000	\$0	\$10,000
Waterways Maintenance & Improvements					
Four Mile Run Park & Stream Restoration	\$1,876,587	\$1,165,000	\$711,587	\$300,497	\$411,090
Environmental Restoration	\$1,244,750	\$0	\$1,244,750	\$388,750	\$856,000
Oronoco Outfall	\$3,410,000	\$0	\$3,410,000	\$1,210,000	\$2,200,000
Four Mile Run Channel Maintenance	\$2,210,000	\$0	\$2,210,000	\$600,000	\$1,610,000
City Marina Waterfront Dredging	\$6,200,000	\$0	\$6,200,000	\$0	\$6,200,000
Stream & Channel Maintenance and Rest.	\$5,570,750	\$0	\$5,570,750	\$770,750	\$4,800,000
Woodrow Wilson Bridge Project					
Woodrow Wilson Bridge Project	\$16,467,314	\$16,467,314	\$0	\$0	\$0
Community Development Total	\$45,458,401	\$17,632,314	\$27,826,087	\$3,604,997	\$24,221,090

¹Community Dev. Non-City Revenue Sources, \$17.1 million is unallocated from prior years and \$0.5 million is planned for the FY 12-21 CIP

²City Share Unallocated Balance as of January 2011.

³Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

Expenditures by Funding Source

Section/Subsection/Project	Total Funding	¹ Non-City Revenue Sources	Net City Costs	² City Share Unallocated Balance	³ Remaining City Costs
Recreation & Parks					
Park Maintenance and Improvements					
ADA Requirements	\$344,000	\$0	\$344,000	\$54,000	\$290,000
Ball Court Renovations	\$1,650,000	\$0	\$1,650,000	\$150,000	\$1,500,000
Bike Trails	\$600,000	\$0	\$600,000	\$0	\$600,000
Irrigation Projects	\$1,280,000	\$0	\$1,280,000	\$0	\$1,280,000
Playground Renovations	\$5,850,000	\$0	\$5,850,000	\$0	\$5,850,000
Tree & Shrub Capital Maintenance	\$3,010,000	\$0	\$3,010,000	\$0	\$3,010,000
Park Renovations CFMP	\$3,338,000	\$0	\$3,338,000	\$8,000	\$3,330,000
Restaurant Depot Contribution	\$500,000	\$500,000	\$0	\$0	\$0
Athletic Field Restrooms	\$450,000	\$0	\$450,000	\$0	\$450,000
Athletic Field Improvements	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000
Pavement Repairs at Parks	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
Windmill Hill Park Bulkhead	\$4,784,953	\$0	\$4,784,953	\$784,953	\$4,000,000
Recreation Facility Maintenance					
City Marina Maintenance	\$914,000	\$0	\$914,000	\$52,000	\$862,000
Public Pools	\$599,000	\$0	\$599,000	\$79,000	\$520,000
Recreation Center CFMP	\$5,005,000	\$0	\$5,005,000	\$0	\$5,005,000
Renovated or New Recreation Facilities					
Chinquapin Aquatics Center	\$6,600,000	\$0	\$6,600,000	\$0	\$6,600,000
Patrick Henry Recreation Center	\$6,100,000	\$0	\$6,100,000	\$0	\$6,100,000
Miracle Field	\$285,000	\$0	\$285,000	\$0	\$285,000
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
City Median Conversions/Renovations	\$800,000	\$0	\$800,000	\$0	\$800,000
Spray Parks	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
Open Space Acquisition and Development					
Open Space Acquisition and Develop.	\$21,755,633	\$0	\$21,755,633	\$5,755,633	\$16,000,000
Recreation & Parks Total	\$82,815,586	\$500,000	\$82,315,586	\$6,883,586	\$75,432,000

¹Recreation & Parks Non-City Revenue Sources, \$0.5 million is planned for the FY 2012 - 2021 CIP.

²City Share Unallocated Balance as of January 2011.

³Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

Expenditures by Funding Source					
Section/Subsection/Project	Total Funding	Non-City Revenue Sources	Net City Costs	¹ City Share Unallocated Balance	² Remaining City Costs
Public Buildings					
General Government Facilities					
General Services CFMP	\$11,000,000	\$0	\$11,000,000	\$0	\$11,000,000
Energy Management Program	\$5,280,000	\$0	\$5,280,000	\$410,000	\$4,870,000
Space Management Program	\$1,000,000	\$0	\$1,000,000	\$100,000	\$900,000
City Hall Security Enhancements	\$250,000	\$0	\$250,000	\$0	\$250,000
Emergency Generators	\$1,845,000	\$0	\$1,845,000	\$815,000	\$1,030,000
Roof Replacement Program	\$2,640,000	\$0	\$2,640,000	\$0	\$2,640,000
Fleet Facility - Lift Replacement	\$1,330,000	\$0	\$1,330,000	\$0	\$1,330,000
Elevator Replacement/Refurbishment	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000
City Hall HVAC & Infrastructure Repl.	\$18,000,000	\$0	\$18,000,000	\$0	\$18,000,000
Market Square Renovations	\$600,000	\$0	\$600,000	\$0	\$600,000
Libraries					
Library CFMP	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000
Preservation of Historic Facilities					
City Historic Facilities CFMP	\$3,535,000	\$0	\$3,535,000	\$35,000	\$3,500,000
Torpedo Factory Repairs	\$10,000	\$0	\$10,000	\$0	\$10,000
Public Health & Welfare Facilities					
Mental Health Residential Facilities CFMP	\$1,500,000	\$0	\$1,500,000	\$0	\$1,500,000
Public Safety Facilities					
Fire Station CFMP	\$4,473,000	\$0	\$4,473,000	\$373,000	\$4,100,000
Sheriff CFMP	\$4,600,000	\$0	\$4,600,000	\$0	\$4,600,000
Vola Lawson Animal Shelter	\$330,000	\$0	\$330,000	\$30,000	\$300,000
New Police Facility	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000
Fire Station 210 (Eisenhower Valley)	\$11,210,000	\$0	\$11,210,000	\$0	\$11,210,000
Emergency Operations Center (EOC)	\$1,825,000	\$0	\$1,825,000	\$75,000	\$1,750,000
Relocate Sheriff's Administration Office	\$1,160,000	\$0	\$1,160,000	\$0	\$1,160,000
Bum Building	\$200,000	\$0	\$200,000	\$0	\$200,000
Fire Station 203 (Cameron Mills)	\$6,200,000	\$0	\$6,200,000	\$0	\$6,200,000
Police K-9 Facility Renovation	\$270,000	\$0	\$270,000	\$0	\$270,000
Fire Station 207 (Duke Street)	\$9,700,000	\$0	\$9,700,000	\$0	\$9,700,000
Emergency Govt. Relocation Center	\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000
Pistol Range	\$1,435,000	\$0	\$1,435,000	\$0	\$1,435,000
Fire Station 206 (Seminary Rd)	\$9,700,000	\$0	\$9,700,000	\$0	\$9,700,000
Fire Station 205 (Cameron Street)	\$9,700,000	\$0	\$9,700,000	\$0	\$9,700,000
Public Buildings Total	\$113,493,000	\$0	\$113,493,000	\$1,838,000	\$111,655,000

¹City Share Unallocated Balance as of January 2011.

²Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

Expenditures by Funding Source					
Section/Subsection/Project	Total Funding	¹ Non-City Revenue Sources	Net City Costs	² City Share Unallocated Balance	³ Remaining City Costs
Public Transportation & Traffic Control					
Public Transportation					
Crystal City/Potomac Yard BRT	\$14,070,000	\$14,070,000	\$0	\$0	\$0
Mass Transit Project (SAFETEA-LU & Urban Funds)	\$8,611,817	\$8,560,817	\$51,000	\$51,000	\$0
King Street Metro Parking Lot & Turning Lane	\$3,800,000	\$3,800,000	\$0	\$0	\$0
Potomac Yard Metrorail Station	\$275,000,000	\$0	\$275,000,000	\$0	\$275,000,000
DASH Bus Fleet Replacements	\$28,387,000	\$4,325,000	\$24,062,000	\$62,000	\$24,000,000
WMATA Capital	\$75,800,145	\$0	\$75,800,145	\$1,800,145	\$74,000,000
ADA Access	\$120,500	\$0	\$120,500	\$20,500	\$100,000
Bus Shelters	\$750,000	\$620,000	\$130,000	\$130,000	\$0
Hybrid Bus / Trolley Battery Packs	\$1,350,000	\$0	\$1,350,000	\$0	\$1,350,000
Traffic Signals, Signs, and Meters					
Fixed Transportation Equipment	\$10,600,000	\$0	\$10,600,000	\$0	\$10,600,000
Retrofit Traffic Lights with LED Technology	\$250,000	\$0	\$250,000	\$0	\$250,000
Public Transportation & Traffic Control Total	\$418,739,462	\$31,375,817	\$387,363,645	\$2,063,645	\$385,300,000

¹Public Trans. Non-City Revenue Sources, \$21.9 million is unallocated from prior years, and \$9.5 million is planned for the FY 2012 - 2021 CIP

²City Share Unallocated Balance as of January 2011.

³Includes both restricted and unrestricted City funds.

Street, Bridge & Pedestrian Improvements

Bridge Repairs & Maintenance					
Bridge Repairs	\$3,600,000	\$0	\$3,600,000	\$0	\$3,600,000
Non-Motorized Transportation & Shared-Use Paths					
Non-Motorized Transportation (Mobility)	\$3,321,945	\$0	\$3,321,945	\$896,088	\$2,425,857
Non-Motorized Transportation (Safety)	\$4,020,000	\$0	\$4,020,000	\$620,000	\$3,400,000
Shared-Use Paths	\$2,965,000	\$1,750,000	\$1,215,000	\$35,000	\$1,180,000
Street Improvements					
BRAC 133 Contingency	\$2,000,000	\$2,000,000	\$0	\$0	\$0
Edsall Road	\$3,210,904	\$1,460,904	\$1,750,000	\$1,750,000	\$0
Eisenhower Avenue Widening	\$6,630,000	\$6,500,000	\$130,000	\$130,000	\$0
King & Beauregard Intersection	\$7,938,262	\$7,544,000	\$394,262	\$394,262	\$0
King/Quaker Lane/Braddock Rd. Inter.	\$598,000	\$448,000	\$150,000	\$150,000	\$0
Street/Alley Reconstructions & Extensions	\$4,435,024	\$0	\$4,435,024	\$735,024	\$3,700,000
Miscellaneous Undergrounding	\$860,000	\$0	\$860,000	\$0	\$860,000
Madison & Montgomery Reconstruction	\$6,750,000	\$0	\$6,750,000	\$0	\$6,750,000
Street Reconstructions TBD	\$11,000,000	\$5,500,000	\$5,500,000	\$0	\$5,500,000
Street, Bridge & Pedestrian Improvements Total	\$57,329,135	\$25,202,904	\$32,126,231	\$4,710,374	\$27,415,857

¹Streets Non-City Revenue Sources, \$13.85 million is Unallocated from prior years, and \$11.35 million is planned for the FY 2012 - 2021 CIP

²City Share Unallocated Balance as of January 2011.

³Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

Expenditures by Funding Source

Section/Subsection/Project	Total Funding	Non-City Revenue Sources	Net City Costs	¹ City Share Unallocated Balance	² Remaining City Costs
Sewers					
Sanitary Sewers					
Commonwealth Service Chamber	\$370,000	\$0	\$370,000	\$370,000	\$0
Holmes Run Trunk Sewer	\$5,787,000	\$0	\$5,787,000	\$5,787,000	\$0
Reclaimed Water System via WTE Plant	\$100,000	\$0	\$100,000	\$100,000	\$0
Sanitary Sewer Capacity Studies	\$699,877	\$0	\$699,877	\$699,877	\$0
Mitigation of Combined Sewer Overflows	\$4,720,690	\$0	\$4,720,690	\$1,327,690	\$3,393,000
Reconstructions & Exts. of Sanitary Sewers	\$12,173,918	\$0	\$12,173,918	\$2,430,050	\$9,743,868
Sewer Separation Projects	\$7,625,000	\$0	\$7,625,000	\$1,625,000	\$6,000,000
Four Mile Run Sanitary Sewer Repair	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
Holmes Run Sewershed Infiltration & Inflow	\$25,030,000	\$0	\$25,030,000	\$7,910,000	\$17,120,000
Sanitary Sewer Master Plan	\$10,000	\$0	\$10,000	\$0	\$10,000
Storm Sewers					
NPDES / MS4 Permit	\$175,000	\$0	\$175,000	\$175,000	\$0
Taylor's Run at Janney's Lane	\$551,250	\$0	\$551,250	\$551,250	\$0
Miscellaneous Storm Sewer Repairs	\$11,266,256	\$0	\$11,266,256	\$2,197,715	\$9,068,541
Storm/Combined Sewer Assessment and Renov.	\$9,150,000	\$0	\$9,150,000	\$600,000	\$8,550,000
Storm Sewer Capacity Analysis	\$1,688,500	\$0	\$1,688,500	\$1,088,500	\$600,000
Key Drive Flood Mitigation	\$1,800,000	\$0	\$1,800,000	\$0	\$1,800,000
Braddock Rd. & West St. Storm Sewer	\$8,500,000	\$0	\$8,500,000	\$0	\$8,500,000
Sewers Total	\$91,447,491	\$0	\$91,447,491	\$24,862,082	\$66,585,409
Other Regional Contributions					
Regional Partnerships					
Northern Virginia Community College	\$3,517,607	\$0	\$3,517,607	\$0	\$3,517,607
Northern Virginia Regional Park Authority	\$3,598,620	\$0	\$3,598,620	\$0	\$3,598,620
Peumansend Regional Jail	\$678,274	\$0	\$678,274	\$0	\$678,274
Other Regional Contributions Total	\$7,794,501	\$0	\$7,794,501	\$0	\$7,794,501

¹City Share Unallocated Balance as of January 2011.

²Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

Expenditures by Funding Source

Section/Subsection/Project	Total Funding	¹ Non-City Revenue Sources	Net City Costs	² City Share Unallocated Balance	³ Remaining City Costs
Information Technology					
Document Management Systems					
Document Management & Imaging Infra.	\$200,000	\$0	\$200,000	\$0	\$200,000
MHMRSA Medical Records Management	\$25,000	\$0	\$25,000	\$25,000	\$0
Enterprise Services					
IT Enterprise Management System	\$60,000	\$0	\$60,000	\$0	\$60,000
Connectivity Initiatives	\$9,940,000	\$0	\$9,940,000	\$0	\$9,940,000
Financial and Human Resource Systems					
Business Tax System	\$160,000	\$0	\$160,000	\$0	\$160,000
Enterprise Resource Planning System	\$3,550,000	\$0	\$3,550,000	\$2,900,000	\$650,000
Finance Payment Kiosk	\$125,000	\$0	\$125,000	\$50,000	\$75,000
Financial Accounting & Asset Mgmt Systems	\$50,000	\$0	\$50,000	\$0	\$50,000
Personal Property Tax System	\$210,000	\$0	\$210,000	\$0	\$210,000
Real Estate Account Receivable System	\$355,000	\$0	\$355,000	\$35,000	\$320,000
Virtual Adjudication	\$20,000	\$0	\$20,000	\$20,000	\$0
Purchasing System Upgrade	\$15,000	\$0	\$15,000	\$0	\$15,000
Reciprocity Contractor System	\$67,000	\$0	\$67,000	\$0	\$67,000
Customer Management System	\$28,000	\$0	\$28,000	\$0	\$28,000
Geographic Information Systems					
GIS Development	\$602,600	\$0	\$602,600	\$27,600	\$575,000
Network Services					
Database Infrastructure	\$313,000	\$0	\$313,000	\$43,000	\$270,000
Enterprise Data Storage Infrastructure	\$871,000	\$0	\$871,000	\$96,000	\$775,000
LAN/WAN Infrastructure	\$2,390,000	\$0	\$2,390,000	\$50,000	\$2,340,000
Network Server Infrastructure	\$1,025,000	\$0	\$1,025,000	\$25,000	\$1,000,000
Network Services Security	\$650,000	\$0	\$650,000	\$0	\$650,000
Upgrade Work Station Operating Systems	\$2,150,000	\$0	\$2,150,000	\$50,000	\$2,100,000
Voice Over IP	\$880,000	\$0	\$880,000	\$0	\$880,000
LAN Development	\$200,000	\$0	\$200,000	\$50,000	\$150,000
Other System Development Projects					
DHS Payment System Replacement	\$125,000	\$0	\$125,000	\$0	\$125,000
Enterprise Maintenance Mgmt System	\$450,000	\$0	\$450,000	\$45,000	\$405,000
MHMRSA HIPAA Data Security Compliance	\$175,000	\$0	\$175,000	\$25,000	\$150,000
Permit Processing	\$1,505,600	\$0	\$1,505,600	\$140,600	\$1,365,000
T&ES Infrastructure Mgmt & Maint System	\$175,000	\$0	\$175,000	\$25,000	\$150,000
Voter System Replacement	\$270,000	\$0	\$270,000	\$0	\$270,000
Library Self-Checkout Stations	\$38,000	\$0	\$38,000	\$0	\$38,000
Library Debt Collection Software	\$9,600	\$0	\$9,600	\$0	\$9,600
Municipal Fiber Network	\$160,000	\$0	\$160,000	\$0	\$160,000

Summary Expenditures Tables

Expenditures by Funding Source

Section/Subsection/Project	Total Funding	Non-City Revenue Sources	Net City Costs	¹ City Share Unallocated Balance	² Remaining City Costs
Information Technology (continued)					
Public Access Development					
Customer Relationship Management System	\$725,000	\$0	\$725,000	\$50,000	\$675,000
Electronic Government	\$1,292,340	\$0	\$1,292,340	\$167,340	\$1,125,000
Public Safety Systems					
AJIS Enhancements	\$1,391,000	\$0	\$1,391,000	\$291,000	\$1,100,000
Computer Aided Dispatch System Replacement	\$18,000,000	\$0	\$18,000,000	\$0	\$18,000,000
EMS Records Management System	\$290,000	\$0	\$290,000	\$40,000	\$250,000
Fire Records Management Project	\$226,641	\$0	\$226,641	\$226,641	\$0
Police CAD/RMS Project	\$47,954	\$0	\$47,954	\$47,954	\$0
Public Safety Radio Replacement	\$150,000	\$0	\$150,000	\$0	\$150,000
Fire Radios	\$30,000	\$0	\$30,000	\$0	\$30,000
Out-Year Funding					
IT Out-Year Funding (Not assigned to specific proje	\$10,000,000	\$0	\$10,000,000	\$0	\$10,000,000
Information Technology Total	\$58,947,735	\$0	\$58,947,735	\$4,430,135	\$54,517,600
Inflation or Additional Projects					
Inflation or Additional Projects	\$23,984,681	\$0	\$23,984,681	\$0	\$23,984,681
Inflation or Additional Projects Total	\$23,984,681	\$0	\$23,984,681	\$0	\$23,984,681
Grand Total	\$1,058,112,875	\$74,711,035	\$983,401,840	\$48,392,819	\$935,009,021

¹City Share Unallocated Balance as of January 2011.

²Includes both restricted and unrestricted City funds.

Summary Expenditures Tables

TABLE 5
Capital Improvement Program - Project Expenditure Summary
Proposed FY 2012 - 2021

Alexandria City Public Schools (ACPS) Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
All Schools Projects (Prior CIP funding assumed)	\$0	\$13,694,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$13,564,267	\$158,102,883
ACPS Total	\$0	\$13,694,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$13,564,267	\$158,102,883
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
¹ Total Net City Costs	\$0	\$13,694,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$13,564,267	\$158,102,883

Community Development Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
City-Wide Amenities												
Lighting Fixture & Poles Replacement	\$35,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$750,000
Public Art Conservation Program	0	30,000	30,000	30,000	30,000	30,000	30,000	45,000	45,000	45,000	45,000	360,000
Public Art Acquisition	0	0	0	50,000	100,000	300,000	300,000	300,000	500,000	500,000	500,000	2,550,000
Transportation Sign. & Wayfinding System	0	0	295,000	225,000	200,000	0	515,000	361,000	432,000	241,000	0	2,269,000
Crime Prevention Projects (Street Lighting)	0	0	0	0	0	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Neighborhood Planning												
Redevelopment of Arlandria	200,000	0	0	0	0	0	0	0	0	0	0	0
Braddock Road Area Plan Implementation	100,000	0	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	405,000
Waterfront Plan Implementation	0	0	250,000	500,000	TBD	750,000						
King St. Plan Implementation	0	0	0	150,000	0	0	250,000	250,000	250,000	0	0	900,000
Landmark/Van Dorn Area Plan Impl.	0	0	0	TBD	10,000	10,000						
Waterways Maintenance & Improvements												
Four Mile Run Park & Stream Restoration	965,497	455,545	455,545	0	0	0	0	0	0	0	0	911,090
Environmental Restoration	388,750	122,000	0	134,000	0	150,000	0	150,000	0	150,000	150,000	856,000
Oronoco Outfall	1,210,000	0	2,200,000	0	0	0	0	0	0	0	0	2,200,000
Four Mile Run Channel Maintenance	600,000	0	1,010,000	0	0	0	600,000	0	0	0	0	1,610,000
City Marina Waterfront Dredging	0	0	0	550,000	2,550,000	0	0	0	100,000	3,000,000	0	6,200,000
Stream & Channel Maintenance and Rest.	770,750	0	0	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	4,800,000
Woodrow Wilson Bridge Project												
Woodrow Wilson Bridge Project	16,467,314	0	0	0	0	0	0	0	0	0	0	0
Community Development Total	\$20,737,311	\$682,545	\$4,360,545	\$2,359,000	\$3,600,000	\$1,225,000	\$2,440,000	\$1,851,000	\$2,072,000	\$4,681,000	\$1,450,000	\$24,721,090
Less Total Non-City Revenues	\$17,132,314	\$250,000	\$250,000	\$0	\$500,000							
¹ Total Net City Costs	\$3,604,997	\$432,545	\$4,110,545	\$2,359,000	\$3,600,000	\$1,225,000	\$2,440,000	\$1,851,000	\$2,072,000	\$4,681,000	\$1,450,000	\$24,221,090

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Recreation & Parks Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Park Maintenance and Improvements												
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
Ball Court Renovations	150,000	150,000	75,000	225,000	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	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	1,280,000
Play ground Renovations	0	300,000	300,000	700,000	850,000	750,000	500,000	550,000	600,000	650,000	650,000	5,850,000
Tree & Shrub Capital Maintenance	0	226,000	251,000	276,000	301,000	326,000	326,000	326,000	326,000	326,000	326,000	3,010,000
Park Renovations CFMP	8,000	313,000	313,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	3,330,000
Projects from the Restaurant Depot Contributi	0	500,000	0	0	0	0	0	0	0	0	0	500,000
Athletic Field Restrooms	0	0	0	0	200,000	250,000	0	0	0	0	0	450,000
Athletic Field Improvements	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
Pavement Repairs at Parks	0	0	0	0	0	0	2,000,000	1,000,000	0	0	0	3,000,000
Windmill Hill Park Bulkhead	784,953	0	0	0	0	300,000	3,700,000	0	0	0	0	4,000,000
Recreation Facility Maintenance												
City Marina Maintenance	52,000	52,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	862,000
Public Pools	79,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	520,000
Recreation Center CFMP	0	580,000	425,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,005,000
Renovated or New Recreation Facilities												
Chinquapin Aquatics Center	0	160,000	1,440,000	0	0	0	1,000,000	2,000,000	2,000,000	0	0	6,600,000
Patrick Henry Recreation Center	0	0	610,000	5,490,000	0	0	0	0	0	0	0	6,100,000
Miracle Field	0	0	0	285,000	0	0	0	0	0	0	0	285,000
City Marina Seawalls	0	0	0	0	0	200,000	1,500,000	0	0	0	0	1,700,000
City Marina Utility Upgrades	0	0	0	0	0	250,000	1,000,000	0	0	0	0	1,250,000
City Median Conversions/Renovations	0	0	0	0	0	0	400,000	400,000	0	0	0	800,000
Spray Parks	0	0	0	0	0	0	0	0	2,000,000	1,000,000	0	3,000,000
Open Space Acquisition and Development												
Open Space Acquisition and Develop.	5,755,633	0	0	500,000	500,000	1,000,000	1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	16,000,000
Recreation & Parks Total	\$6,883,586	\$2,550,000	\$3,773,000	\$8,673,000	\$3,198,000	\$4,423,000	\$15,273,000	\$10,123,000	\$11,773,000	\$9,823,000	\$6,323,000	\$75,932,000
Less Total Non-City Revenues	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
¹ Total Net City Costs	\$6,883,586	\$2,050,000	\$3,773,000	\$8,673,000	\$3,198,000	\$4,423,000	\$15,273,000	\$10,123,000	\$11,773,000	\$9,823,000	\$6,323,000	\$75,432,000

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Public Buildings Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
General Government Facilities												
General Services CFMP	\$0	\$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
Energy Management Program	410,000	210,000	210,000	400,000	450,000	600,000	600,000	600,000	600,000	600,000	600,000	4,870,000
Space Management Program	100,000	50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	900,000
City Hall Security Enhancements	0	75,000	175,000	0	0	0	0	0	0	0	0	250,000
Emergency Generators	815,000	250,000	0	780,000	0	0	0	0	0	0	0	1,030,000
Roof Replacement Program	0	1,195,000	0	1,445,000	0	0	0	0	0	0	0	2,640,000
Fleet Facility - Lift Replacement	0	745,000	0	585,000	0	0	0	0	0	0	0	1,330,000
Elevator Replacement/Refurbishment	0	0	500,000	0	500,000	0	0	0	0	0	0	1,000,000
City Hall HVAC & Infrastructure Repl.	0	0	0	3,200,000	8,000,000	6,800,000	0	0	0	0	0	18,000,000
Market Square Renovations	0	0	0	0	0	200,000	400,000	0	0	0	0	600,000
Libraries												
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
Preservation of Historic Facilities												
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
Public Health & Welfare Facilities												
Mental Health Residential Facilities 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
Public Safety Facilities												
Fire Station CFMP	373,000	500,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	4,100,000
Sheriff CFMP	0	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	4,600,000
Vola Lawson Animal Shelter	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	300,000
New Police Facility	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Fire Station 210 (Eisenhower Valley)	0	9,210,000	2,000,000	0	0	0	0	0	0	0	0	11,210,000
Emergency Operations Center (EOC)	75,000	0	0	1,750,000	0	0	0	0	0	0	0	1,750,000
Relocate Sheriff's Administration Office	0	0	0	560,000	600,000	0	0	0	0	0	0	1,160,000
Burn Building	0	0	0	200,000	0	0	0	0	0	0	0	200,000
Fire Station 203 (Cameron Mills)	0	0	0	600,000	5,600,000	0	0	0	0	0	0	6,200,000
Police K-9 Facility Renovation	0	0	0	0	0	270,000	0	0	0	0	0	270,000
Fire Station 207 (Duke Street)	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	0	9,700,000
Emergency Govt. Relocation Center	0	0	0	0	0	0	1,200,000	0	0	0	0	1,200,000
Pistol Range	0	0	0	0	0	0	1,435,000	0	0	0	0	1,435,000
Fire Station 206 (Seminary Rd)	0	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	9,700,000
Fire Station 205 (Cameron Street)	0	0	0	0	0	0	0	0	700,000	3,000,000	6,000,000	9,700,000
Public Buildings Total	\$1,838,000	\$16,475,000	\$5,575,000	\$12,260,000	\$17,890,000	\$11,310,000	\$10,075,000	\$12,340,000	\$10,040,000	\$6,340,000	\$9,350,000	\$111,655,000
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
¹ Total Net City Costs	\$1,838,000	\$16,475,000	\$5,575,000	\$12,260,000	\$17,890,000	\$11,310,000	\$10,075,000	\$12,340,000	\$10,040,000	\$6,340,000	\$9,350,000	\$111,655,000

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Public Transportation & Traffic Control Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Public Transportation												
Crystal City/Potomac Yard BRT	\$14,070,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mass Transit (SAFE TEA-LU & Urban Funds)	6,061,817	2,550,000	0	0	0	0	0	0	0	0	0	2,550,000
King Street Metro Parking Lot & Turning Lane	1,800,000	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Potomac Yard Metrorail Station	0	1,200,000	1,000,000	1,700,000	271,100,000	0	0	0	0	0	0	275,000,000
DASH Bus Fleet Replacements	62,000	1,970,000	1,955,000	1,800,000	2,400,000	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	3,200,000	28,325,000
WMATA Capital	1,800,145	7,000,000	7,100,000	7,240,000	7,380,000	7,530,000	7,550,000	7,550,000	7,550,000	7,550,000	7,550,000	74,000,000
ADA Access	20,500	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Bus Shelters	130,000	155,000	155,000	155,000	155,000	0	0	0	0	0	0	620,000
Hybrid Bus / Trolley Battery Packs	0	0	0	0	0	500,000	150,000	250,000	150,000	150,000	150,000	1,350,000
Traffic Signals, Signs, and Meters												
Fixed Transportation Equipment	0	850,000	850,000	850,000	1,450,000	850,000	850,000	850,000	850,000	850,000	2,350,000	10,600,000
Retrofit Traffic Lights with LED Technology	0	125,000	125,000	0	0	0	0	0	0	0	0	250,000
Public Transportation & Traffic Control Total	\$23,944,462	\$15,860,000	\$11,195,000	\$11,755,000	\$282,495,000	\$10,090,000	\$12,760,000	\$12,860,000	\$12,760,000	\$11,760,000	\$13,260,000	\$394,795,000
Less Total Non-City Revenues	\$21,880,817	\$6,675,000	\$2,110,000	\$555,000	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,495,000
¹ Total Net City Costs	\$2,063,645	\$9,185,000	\$9,085,000	\$11,200,000	\$282,340,000	\$10,090,000	\$12,760,000	\$12,860,000	\$12,760,000	\$11,760,000	\$13,260,000	\$385,300,000
Street, Bridge, Non-Motorized Transportation & Shared-Use Paths	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Bridge Repairs & Maintenance												
Bridge Repairs	\$0	\$600,000	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,600,000
Non-Motorized Transportation & Shared-Use Paths												
Non-Motorized Transportation (Complete Streets)	896,088	150,000	165,000	220,857	270,000	270,000	270,000	270,000	270,000	270,000	270,000	2,425,857
Non-Motorized Transportation (Safety)	620,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	500,000	3,400,000
Shared-Use Paths	35,000	1,868,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	2,930,000
Street Improvements												
Edsall Road	3,210,904	0	0	0	0	0	0	0	0	0	0	0
Eisenhower Avenue Widening	6,630,000	0	0	0	0	0	0	0	0	0	0	0
King/Quaker Lane/Braddock Rd. Inter.	598,000	0	0	0	0	0	0	0	0	0	0	0
King & Beauregard Intersection	5,838,262	2,100,000	0	0	0	0	0	0	0	0	0	2,100,000
BRAC 133 Contingency	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Street/Alley Reconstructions & Extensions	735,024	400,000	300,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	400,000	3,700,000
Miscellaneous Undergrounding	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	860,000
Madison & Montgomery Reconstruction	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	0	6,750,000
Street Reconstructions TBD	0	0	0	0	0	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
Street, Bridge & Non-Motorized Transportation & Shared-Use Paths Total	\$18,563,278	\$7,308,000	\$1,333,000	\$1,128,857	\$1,178,000	\$3,178,000	\$6,928,000	\$6,678,000	\$3,678,000	\$3,678,000	\$3,678,000	\$38,765,857
Less Total Non-City Revenues	\$13,852,904	\$5,850,000	\$0	\$0	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$11,350,000
¹ Total Net City Costs	\$4,710,374	\$1,458,000	\$1,333,000	\$1,128,857	\$1,178,000	\$2,678,000	\$5,928,000	\$5,678,000	\$2,678,000	\$2,678,000	\$2,678,000	\$27,415,857

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Sewers - Sanitary Sewers Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Sanitary Sewers												
Commonwealth Service Chamber	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Holmes Run Trunk Sewer	5,787,000	0	0	0	0	0	0	0	0	0	0	0
Reclaimed Water System via WTE Plant	100,000	0	0	0	0	0	0	0	0	0	0	0
Sanitary Sewer Capacity Studies	699,877	0	0	0	0	0	0	0	0	0	0	0
Mitigation of Combined Sewer Overflows	1,327,690	304,000	319,000	335,000	335,000	350,000	350,000	350,000	350,000	350,000	350,000	3,393,000
Reconstructions & Exts. of Sanitary Sewers	2,430,050	863,868	900,000	980,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,743,868
Sewer Separation Projects	1,625,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	6,000,000
Four Mile Run Sanitary Sewer Repair	0	300,000	1,500,000	0	0	0	0	0	0	0	0	1,800,000
Holmes Run Sewershed Infiltration & Inflow	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0	0	0	0	0	0	17,120,000
Sanitary Sewer Master Plan	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Sanitary Sewers Total	\$20,249,617	\$7,027,868	\$7,679,000	\$6,115,000	\$5,535,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,960,000	\$38,066,868
Sewers - Storm Sewers												
Storm Sewers												
NPDES / MS4 Permit	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Taylor's Run at Janney's Lane	551,250	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous Storm Sewer Repairs	2,197,715	1,359,218	1,565,741	1,653,435	754,733	312,312	1,226,552	1,097,860	226,664	363,418	508,608	9,068,541
Storm/Combined Sewer Assessment and Renov	600,000	450,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	8,550,000
Storm Sewer Capacity Analysis	1,088,500	600,000	0	0	0	0	0	0	0	0	0	600,000
Key Drive Flood Mitigation	0	0	0	0	1,000,000	800,000	0	0	0	0	0	1,800,000
Braddock Rd. & West St. Storm Sewer	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000
Storm Sewers Total	\$4,612,465	\$2,409,218	\$2,465,741	\$2,553,435	\$2,654,733	\$2,762,312	\$2,876,552	\$2,997,860	\$3,126,664	\$3,263,418	\$3,408,608	\$28,518,541
Sewers Total	\$24,862,082	\$9,437,086	\$10,144,741	\$8,668,435	\$8,189,733	\$4,712,312	\$4,826,552	\$4,947,860	\$5,076,664	\$5,213,418	\$5,368,608	\$66,585,409
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
¹ Total Net City Costs	\$24,862,082	\$9,437,086	\$10,144,741	\$8,668,435	\$8,189,733	\$4,712,312	\$4,826,552	\$4,947,860	\$5,076,664	\$5,213,418	\$5,368,608	\$66,585,409

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Other Regional Contributions Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Regional Partnerships												
Northern Virginia Community College	\$0	\$212,607	\$253,000	\$295,000	\$338,000	\$384,000	\$391,000	\$399,000	\$407,000	\$415,000	\$423,000	\$3,517,607
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
Peumansend Regional Jail	0	129,214	121,266	115,465	109,738	104,085	98,506	0	0	0	0	678,274
Other Regional Contributions Total	\$0	\$701,683	\$734,128	\$770,327	\$807,600	\$847,947	\$849,368	\$758,862	\$766,862	\$774,862	\$782,862	\$7,794,501
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$0	\$701,683	\$734,128	\$770,327	\$807,600	\$847,947	\$849,368	\$758,862	\$766,862	\$774,862	\$782,862	\$7,794,501

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Information Technology Plan Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Document Management Systems												
Document Management & Imaging Infra.	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$200,000
MHM RSA Medical Records Management	25,000	0	0	0	0	0	0	0	0	0	0	0
Enterprise Services												
IT Enterprise Management System	0	60,000	0	0	0	0	0	0	0	0	0	60,000
Connectivity Initiatives	0	1,075,000	985,000	985,000	985,000	985,000	985,000	985,000	985,000	985,000	985,000	9,940,000
Financial and Human Resource Systems												
Business Tax System	0	0	50,000	60,000	0	50,000	0	0	0	0	0	160,000
Enterprise Resource Planning System	2,900,000	250,000	250,000	0	75,000	0	75,000	0	0	0	0	650,000
Finance Payment Kiosk	50,000	0	50,000	0	0	0	25,000	0	0	0	0	75,000
Financial Accounting & Asset Mgmt Systems	0	0	50,000	0	0	0	0	0	0	0	0	50,000
Personal Property Tax System	0	0	20,000	100,000	90,000	0	0	0	0	0	0	210,000
Real Estate Account Receivable System	35,000	150,000	150,000	0	0	0	20,000	0	0	0	0	320,000
Virtual Adjudication	20,000	0	0	0	0	0	0	0	0	0	0	0
Purchasing System Upgrade	0	15,000	0	0	0	0	0	0	0	0	0	15,000
Reciprocity Contractor System	0	37,000	30,000	0	0	0	0	0	0	0	0	67,000
Customer Management System	0	0	23,000	0	0	0	5,000	0	0	0	0	28,000
Geographic Information Systems												
GIS Development	27,600	200,000	75,000	75,000	75,000	75,000	75,000	0	0	0	0	575,000

Summary Expenditures Tables

Information Technology Plan (continued) Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Network Services												
Database Infrastructure	43,000	30,000	60,000	60,000	40,000	40,000	40,000	0	0	0	0	270,000
Enterprise Data Storage Infrastructure	96,000	200,000	175,000	175,000	75,000	75,000	75,000	0	0	0	0	775,000
LAN/WAN Infrastructure	50,000	375,000	460,000	390,000	390,000	350,000	375,000	0	0	0	0	2,340,000
Network Server Infrastructure	25,000	125,000	175,000	175,000	175,000	175,000	175,000	0	0	0	0	1,000,000
Network Services Security	0	50,000	100,000	125,000	125,000	125,000	125,000	0	0	0	0	650,000
Upgrade Work Station Operating Systems	50,000	450,000	500,000	550,000	300,000	150,000	150,000	0	0	0	0	2,100,000
Voice Over IP	0	130,000	150,000	150,000	150,000	150,000	150,000	0	0	0	0	880,000
LAN Development	50,000	25,000	25,000	25,000	25,000	25,000	25,000	0	0	0	0	150,000
Other System Development Projects												
DHS Payment System Replacement	0	0	125,000	0	0	0	0	0	0	0	0	125,000
Enterprise Maintenance Mgmt System	45,000	90,000	75,000	60,000	60,000	60,000	60,000	0	0	0	0	405,000
MHMRSAs HIPAA Data Security Compliance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	0	0	0	0	150,000
Permit Processing	140,600	0	250,000	65,000	350,000	350,000	350,000	0	0	0	0	1,365,000
T&ES Infrastructure Mgmt & Maint System	25,000	125,000	25,000	0	0	0	0	0	0	0	0	150,000
Voter System Replacement	0	0	270,000	0	0	0	0	0	0	0	0	270,000
Library Self-Checkout Stations	0	38,000	0	0	0	0	0	0	0	0	0	38,000
Library Debt Collection Software	0	9,600	0	0	0	0	0	0	0	0	0	9,600
Municipal Fiber Network	0	160,000	0	0	0	0	0	0	0	0	0	160,000
Public Access Development												
Customer Relationship Management System	50,000	25,000	50,000	250,000	250,000	50,000	50,000	0	0	0	0	675,000
Electronic Government	167,340	150,000	175,000	200,000	200,000	200,000	200,000	0	0	0	0	1,125,000
Public Safety Systems												
AJIS Enhancements	291,000	100,000	200,000	200,000	200,000	200,000	200,000	0	0	0	0	1,100,000
Computer Aided Dispatch System Replacement	0	3,600,000	10,800,000	3,600,000	0	0	0	0	0	0	0	18,000,000
EMS Records Management System	40,000	0	0	250,000	0	0	0	0	0	0	0	250,000
Fire Records Management Project	226,641	0	0	0	0	0	0	0	0	0	0	0
Police CAD/RMS Project	47,954	0	0	0	0	0	0	0	0	0	0	0
Public Safety Radio Replacement	0	0	0	0	50,000	50,000	50,000	0	0	0	0	150,000
Fire Radios	0	30,000	0	0	0	0	0	0	0	0	0	30,000
Out-Year Funding												
IT Out-Year Funding	0	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
Information Technology Total	\$4,430,135	\$7,524,600	\$15,373,000	\$7,570,000	\$3,690,000	\$3,185,000	\$3,235,000	\$3,485,000	\$3,485,000	\$3,485,000	\$3,485,000	\$54,517,600
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
¹ Total Net City Costs	\$4,430,135	\$7,524,600	\$15,373,000	\$7,570,000	\$3,690,000	\$3,185,000	\$3,235,000	\$3,485,000	\$3,485,000	\$3,485,000	\$3,485,000	\$54,517,600

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Inflation or Additional Projects Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Inflation or Additional Projects	\$0	\$0	\$0	\$0	\$82,837	\$42,490	\$41,069	\$889,138	\$3,610,138	\$8,227,138	\$11,091,871	\$23,984,681
Less Total Non-City Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
¹ Total Net City Costs	\$0	\$0	\$0	\$0	\$83,837	\$42,490	\$41,069	\$889,138	\$3,610,138	\$8,227,138	\$11,091,871	\$23,984,681

Total Capital Improvement Program	\$101,258,854	\$74,233,530	\$79,101,414	\$62,184,619	\$332,996,170	\$70,513,749	\$68,427,989	\$66,932,860	\$66,761,664	\$67,348,418	\$68,353,608	\$956,854,021
Less Total Non-City Revenues	\$52,866,035	\$13,275,000	\$2,360,000	\$555,000	\$155,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$21,845,000
¹ Total Net City Costs	\$48,392,819	\$60,958,530	\$76,741,414	\$61,629,619	\$332,842,170	\$70,013,749	\$67,427,989	\$65,932,860	\$65,761,664	\$66,348,418	\$67,353,608	\$935,009,021

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

TABLE 6
Capital Improvement Program - Project Expenditure Summary by Project Category
Proposed FY 2012 - 2021

Category	³ Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Category 1 (On-Going Maintenance & Repairs)	\$16,645,839	\$22,945,086	\$22,890,741	\$23,855,292	\$22,790,733	\$20,733,312	\$24,067,552	\$24,103,860	\$23,182,664	\$22,369,418	\$24,024,608	\$230,963,266
Category 2 (Major One-Time Renovations & Repairs)	\$26,928,174	\$9,437,000	\$8,310,000	\$8,869,000	\$15,350,000	\$11,470,000	\$17,635,000	\$9,150,000	\$6,100,000	\$7,150,000	\$4,150,000	\$97,621,000
Category 3 (New or Completely Renovated Facilities)	\$53,254,706	\$19,930,545	\$5,180,545	\$12,120,000	\$278,410,000	\$2,735,000	\$10,600,000	\$15,546,000	\$16,117,000	\$11,976,000	\$11,255,000	\$383,870,090
¹ No Category Assigned	\$4,430,135	\$21,920,899	\$42,720,128	\$17,340,327	\$16,445,437	\$35,575,437	\$16,125,437	\$18,133,000	\$21,362,000	\$25,853,000	\$28,924,000	\$244,399,665
² Total, All Categories	\$101,258,854	\$74,233,530	\$79,101,414	\$62,184,619	\$332,996,170	\$70,513,749	\$68,427,989	\$66,932,860	\$66,761,664	\$67,348,418	\$68,353,608	\$956,854,021

¹ Includes Proposed Schools, IT Plan, and Other Regional Contributions Budgets

² Includes both restricted and unrestricted City funds.

³ Unallocated Balance as of January 2011.

Category 1 - On-Going Maintenance & Repairs Section/Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
City-Wide Amenities												
Public Art Conservation Program	\$0	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$45,000	\$45,000	\$45,000	\$45,000	\$360,000
Waterways Maintenance & Improvements												
Oronoco Outfall	1,210,000	0	2,200,000	0	0	0	0	0	0	0	0	2,200,000
Stream & Channel Maintenance and Rest.	770,750	0	0	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	4,800,000
Public Buildings												
General Government Facilities												
General Services CFMP	0	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
Energy Management Program	410,000	210,000	210,000	400,000	450,000	600,000	600,000	600,000	600,000	600,000	600,000	4,870,000
Space Management Program	100,000	50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	900,000
Emergency Generators	815,000	250,000	0	780,000	0	0	0	0	0	0	0	1,030,000
Roof Replacement Program	0	1,195,000	0	1,445,000	0	0	0	0	0	0	0	2,640,000
Elevator Replacement/Refurbishment	0	0	500,000	0	500,000	0	0	0	0	0	0	1,000,000
Libraries												
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
Preservation of Historic Facilities												
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

Summary Expenditures Tables

Category 1 - On-Going Maint. & Repairs (Cont.) Section/Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Public Health & Welfare Facilities												
Mental Health Residential Facilities 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
Public Safety Facilities												
Fire Station CFMP	373,000	500,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	4,100,000
Sheriff CFMP	0	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	4,600,000
Vola Lawson Animal Shelter	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	300,000
Public Transportation & Traffic Control												
Public Transportation												
DASH Bus Fleet Replacements	62,000	1,970,000	1,955,000	1,800,000	2,400,000	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	3,200,000	28,325,000
WMATA Capital	1,800,145	7,000,000	7,100,000	7,240,000	7,380,000	7,530,000	7,550,000	7,550,000	7,550,000	7,550,000	7,550,000	74,000,000
ADA Access	20,500	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Bus Shelters	130,000	155,000	155,000	155,000	155,000	0	0	0	0	0	0	620,000
Hybrid Bus / Trolley Battery Packs	0	0	0	0	0	500,000	150,000	250,000	150,000	150,000	150,000	1,350,000
Traffic Signals, Signs, and Meters												
Fixed Transportation Equipment	0	850,000	850,000	850,000	1,450,000	850,000	850,000	850,000	850,000	850,000	2,350,000	10,600,000
Recreation & Parks												
Park Maintenance and Improvements												
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
Ball Court Renovations	150,000	150,000	75,000	225,000	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	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	1,280,000
Playground Renovations	0	300,000	300,000	700,000	850,000	750,000	500,000	550,000	600,000	650,000	650,000	5,850,000
Tree & Shrub Capital Maintenance	0	226,000	251,000	276,000	301,000	326,000	326,000	326,000	326,000	326,000	326,000	3,010,000
Park Renovations CFMP	8,000	313,000	313,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	3,330,000
Recreation Facility Maintenance												
City Marina Maintenance	52,000	52,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	862,000
Public Pools	79,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	520,000
Recreation Center CFMP	0	580,000	425,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,005,000

Summary Expenditures Tables

Category 1 - On-Going Maint. & Repairs (Cont.) Section/Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Sewers												
Sanitary Sewers												
Sanitary Sewer Capacity Studies	699,877	0	0	0	0	0	0	0	0	0	0	0
Mitigation of Combined Sewer Overflows	1,327,690	304,000	319,000	335,000	335,000	350,000	350,000	350,000	350,000	350,000	350,000	3,393,000
Reconstructions & Exts. of Sanitary Sewers	2,430,050	863,868	900,000	980,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,743,868
Sewer Separation Projects	1,625,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	6,000,000
Storm Sewers												
Miscellaneous Storm Sewer Repairs	2,197,715	1,359,218	1,565,741	1,653,435	754,733	312,312	1,226,552	1,097,860	226,664	363,418	508,608	9,068,541
Storm/Combined Sewer Assessment and Renov.	600,000	450,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	8,550,000
Street, Bridge & Pedestrian Improvements												
Bridge Repairs & Maintenance												
Bridge Repairs	0	600,000	600,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	3,600,000
Non-Motorized Transportation & Shared-Use Paths												
Non-Motorized Transportation (Mobility)	896,088	150,000	165,000	220,857	270,000	270,000	270,000	270,000	270,000	270,000	270,000	2,425,857
Shared-Use Paths	35,000	1,868,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	2,930,000
Street Improvements												
Street/Alley Reconstructions & Extensions	735,024	400,000	300,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	400,000	3,700,000
¹Total Category 1 CIP Projects	\$16,645,839	\$22,945,086	\$22,890,741	\$23,855,292	\$22,790,733	\$20,733,312	\$24,067,552	\$24,103,860	\$23,182,664	\$22,369,418	\$24,024,608	\$230,963,266

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Category 2 - Major One-Time Renovations & Repairs to Existing Facilities Section/Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
Waterways Maintenance & Improvements												
Environmental Restoration	\$388,750	\$122,000	\$0	\$134,000	\$0	\$150,000	\$0	\$150,000	\$0	\$150,000	\$150,000	\$856,000
Four Mile Run Channel Maintenance	600,000	0	1,010,000	0	0	0	600,000	0	0	0	0	1,610,000
City Marina Waterfront Dredging	0	0	0	550,000	2,550,000	0	0	0	100,000	3,000,000	0	6,200,000
Public Buildings												
General Government Facilities												
Fleet Facility - Lift Replacement	0	745,000	0	585,000	0	0	0	0	0	0	0	1,330,000
City Hall HVAC & Infrastructure Repl.	0	0	0	3,200,000	8,000,000	6,800,000	0	0	0	0	0	18,000,000
Market Square Renovations	0	0	0	0	0	200,000	400,000	0	0	0	0	600,000
Public Safety Facilities												
Burn Building	0	0	0	200,000	0	0	0	0	0	0	0	200,000
Police K-9 Facility Renovation	0	0	0	0	0	270,000	0	0	0	0	0	270,000
Pistol Range	0	0	0	0	0	0	1,435,000	0	0	0	0	1,435,000
Public Transportation & Traffic Control												
Public Transportation												
Mass Transit (SAFETEA-LU & Urban Funds)	6,061,817	2,550,000	0	0	0	0	0	0	0	0	0	2,550,000
Recreation & Parks												
Park Maintenance and Improvements												
Athletic Field Restrooms	0	0	0	0	200,000	250,000	0	0	0	0	0	450,000
Pavement Repairs at Parks	0	0	0	0	0	0	2,000,000	1,000,000	0	0	0	3,000,000
Windmill Hill Park Bulkhead	784,953	0	0	0	0	300,000	3,700,000	0	0	0	0	4,000,000
Renovated or New Recreation Facilities												
Chinquapin Aquatics Center	0	160,000	1,440,000	0	0	0	1,000,000	2,000,000	2,000,000	0	0	6,600,000
City Marina Seawalls	0	0	0	0	0	200,000	1,500,000	0	0	0	0	1,700,000
City Marina Utility Upgrades	0	0	0	0	0	250,000	1,000,000	0	0	0	0	1,250,000
Sewers												
Sanitary Sewers												
Commonwealth Service Chamber	370,000	0	0	0	0	0	0	0	0	0	0	0
Holmes Run Trunk Sewer	5,787,000	0	0	0	0	0	0	0	0	0	0	0
Four Mile Run Sanitary Sewer Repair	0	300,000	1,500,000	0	0	0	0	0	0	0	0	1,800,000
Holmes Run Sewershed Infiltration & Inflow	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0	0	0	0	0	0	17,120,000

Summary Expenditures Tables

Category 2 - Major One-Time Renovations & Repairs to Existing Facilities (Continued)	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Storm Sewers												
NPDES / MS4 Permit	175,000	0	0	0	0	0	0	0	0	0	0	0
Taylor's Run at Janney's Lane	551,250	0	0	0	0	0	0	0	0	0	0	0
Storm Sewer Capacity Analysis	1,088,500	600,000	0	0	0	0	0	0	0	0	0	600,000
Key Drive Flood Mitigation	0	0	0	0	1,000,000	800,000	0	0	0	0	0	1,800,000
Braddock Rd. & West St. Storm Sewer	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000
Street, Bridge & Pedestrian Improvements												
Street Improvements												
Edsall Road	3,210,904	0	0	0	0	0	0	0	0	0	0	0
Madison & Montgomery Reconstruction	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	0	6,750,000
Street Reconstructions TBD	0	0	0	0	0	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
¹Total Category 2 CIP Projects	\$26,928,174	\$9,437,000	\$8,310,000	\$8,869,000	\$15,350,000	\$11,470,000	\$17,635,000	\$9,150,000	\$6,100,000	\$7,150,000	\$4,150,000	\$97,621,000

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

Category 3 - New or Completely Renovated Facilities Section/Subsection/Project	² <i>Unallocated Balance</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Community Development												
City-Wide Amenities												
Lighting Fixture & Poles Replacement	\$35,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$750,000
Public Art Acquisition	0	0	0	50,000	100,000	300,000	300,000	300,000	500,000	500,000	500,000	2,550,000
Transportation Sign. & Wayfinding System	0	0	295,000	225,000	200,000	0	515,000	361,000	432,000	241,000	0	2,269,000
Crime Prevention Projects (Street Lighting)	0	0	0	0	0	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Neighborhood Planning												
Redevelopment of Arlandria	200,000	0	0	0	0	0	0	0	0	0	0	0
Braddock Road Area Plan Implementation	100,000	0	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	405,000
Waterfront Plan Implementation	0	0	250,000	500,000	0	0	0	0	0	0	0	750,000
King St. Plan Implementation	0	0	0	150,000	0	0	250,000	250,000	250,000	0	0	900,000
Landmark/Van Dorn Area Plan Impl.	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Waterways Maintenance & Improvements												
Four Mile Run Park & Stream Restoration	965,497	455,545	455,545	0	0	0	0	0	0	0	0	911,090
Woodrow Wilson Bridge Project												
Woodrow Wilson Bridge Project	16,467,314	0	0	0	0	0	0	0	0	0	0	0
Public Buildings												
General Government Facilities												
City Hall Security Enhancements	0	75,000	175,000	0	0	0	0	0	0	0	0	250,000
Public Safety Facilities												
New Police Facility	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Fire Station 210 (Eisenhower Valley)	0	9,210,000	2,000,000	0	0	0	0	0	0	0	0	11,210,000
Emergency Operations Center (EOC)	75,000	0	0	1,750,000	0	0	0	0	0	0	0	1,750,000
Relocate Sheriff's Administration Office	0	0	0	560,000	600,000	0	0	0	0	0	0	1,160,000
Fire Station 203 (Cameron Mills)	0	0	0	600,000	5,600,000	0	0	0	0	0	0	6,200,000
Fire Station 207 (Duke Street)	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	0	9,700,000
Emergency Govt. Relocation Center	0	0	0	0	0	0	1,200,000	0	0	0	0	1,200,000
Fire Station 206 (Seminary Rd)	0	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	9,700,000
Fire Station 205 (Cameron Street)	0	0	0	0	0	0	0	0	700,000	3,000,000	6,000,000	9,700,000

Summary Expenditures Tables

Category 3 - New or Completely Renovated Facilities (Continued)	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Public Transportation & Traffic Control												
Public Transportation												
Crystal City/Potomac Yard BRT	14,070,000	0	0	0	0	0	0	0	0	0	0	0
King Street Metro Parking Lot & Turning Lane	1,800,000	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Potomac Yard Metrorail Station	0	1,200,000	1,000,000	1,700,000	271,100,000	0	0	0	0	0	0	275,000,000
Traffic Signals, Signs, and Meters												
Retrofit Traffic Lights with LED Technology	0	125,000	125,000	0	0	0	0	0	0	0	0	250,000
Recreation & Parks												
Park Maintenance and Improvements												
Restaurant Depot Contribution	0	500,000	0	0	0	0	0	0	0	0	0	500,000
Athletic Field Improvements	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
Renovated or New Recreation Facilities												
Patrick Henry Recreation Center	0	0	610,000	5,490,000	0	0	0	0	0	0	0	6,100,000
Miracle Field	0	0	0	285,000	0	0	0	0	0	0	0	285,000
City Median Conversions/Renovations	0	0	0	0	0	0	400,000	400,000	0	0	0	800,000
Spray Parks	0	0	0	0	0	0	0	0	2,000,000	1,000,000	0	3,000,000
Open Space Acquisition and Development												
Open Space Acquisition and Develop.	5,755,633	0	0	500,000	500,000	1,000,000	1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	16,000,000
Sewers												
Sanitary Sewers												
Reclaimed Water System via WTE Plant	100,000	0	0	0	0	0	0	0	0	0	0	0
Sanitary Sewer Master Plan	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Street, Bridge & Pedestrian Improvements												
Non-Motorized Transportation & Shared-Use Paths												
Non-Motorized Transportation (Safety)	620,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	500,000	3,400,000
Street Improvements												
BRAC 133 Contingency	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Eisenhower Avenue Widening	6,630,000	0	0	0	0	0	0	0	0	0	0	0
King & Beauregard Intersection	5,838,262	2,100,000	0	0	0	0	0	0	0	0	0	2,100,000
King/Quaker Lane/Braddock Rd. Inter.	598,000	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous Undergrounding	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	860,000
¹Total Category 3 CIP Projects	\$53,254,706	\$19,930,545	\$5,180,545	\$12,120,000	\$278,410,000	\$2,735,000	\$10,600,000	\$15,546,000	\$16,117,000	\$11,976,000	\$11,255,000	\$383,870,090

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

No Category Assigned Section/Subsection/Project	² Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
ACPS												
All Schools Projects (Prior CIP funding assumed)	\$0	\$13,694,616	\$26,613,000	\$9,000,000	\$11,865,000	\$31,500,000	\$12,000,000	\$13,000,000	\$13,500,000	\$13,366,000	\$13,564,267	\$158,102,883
Other Regional Contributions												
Northern Virginia Community College	\$0	\$212,607	\$253,000	\$295,000	\$338,000	\$384,000	\$391,000	\$399,000	\$407,000	\$415,000	\$423,000	\$3,517,607
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
Peumansend Regional Jail	\$0	\$129,214	\$121,266	\$115,465	\$109,738	\$104,085	\$98,506	\$0	\$0	\$0	\$0	\$678,274
Information Technology Plan												
Information Technology Plan Total	\$4,430,135	\$7,524,600	\$15,373,000	\$7,570,000	\$3,690,000	\$3,185,000	\$3,235,000	\$3,485,000	\$3,485,000	\$3,485,000	\$3,485,000	\$54,517,600
Inflation or Additional Projects												
Inflation or Additional Projects	\$0	\$0	\$0	\$0	\$82,837	\$42,490	\$41,069	\$889,138	\$3,610,138	\$8,227,138	\$11,091,871	\$23,984,681
¹Total No Category Assigned CIP Projects	\$4,430,135	\$21,920,899	\$42,720,128	\$17,340,327	\$16,445,437	\$35,575,437	\$16,125,437	\$18,133,000	\$21,362,000	\$25,853,000	\$28,924,000	\$244,399,665
Grand Total, All CIP Project Categories	\$101,258,854	\$74,233,530	\$79,101,414	\$62,184,619	\$332,996,170	\$70,513,749	\$68,427,989	\$66,932,860	\$66,761,664	\$67,348,418	\$68,353,608	\$956,854,021

¹ Includes both restricted and unrestricted City funds.

² Unallocated Balance as of January 2011.

Summary Expenditures Tables

* Funding amounts in FY 2016 – FY 2021 are shown as shaded and italicized to signify that the last six years of the proposed project schedule are early planning level estimates.

TABLE 7
Optional Transportation Add-On Tax on Commerical Properties - Project Expenditure Summary
Proposed FY 2012 - 2021

Transportation Add-On Tax Summary of CIP Subsections	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors	\$1,600,000	\$1,500,000	\$7,250,000	\$7,250,000	<i>\$7,550,000</i>	<i>\$12,650,000</i>	<i>\$10,000,000</i>	<i>\$10,000,000</i>	\$0	\$0	\$57,800,000
Peak Period Bus Service	5,850,000	0	100,000	2,600,000	<i>3,500,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	12,050,000
Transit Station Improvements	9,520,000	13,630,000	1,200,000	0	<i>1,600,000</i>	<i>2,700,000</i>	<i>2,700,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	31,350,000
Non-Motorized Transportation Initiatives	450,000	4,300,000	3,700,000	3,500,000	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>1,500,000</i>	15,950,000
Street Enhancements and Extensions	600,000	5,400,000	0	0	<i>0</i>	<i>100,000</i>	<i>900,000</i>	<i>0</i>	<i>210,000</i>	<i>3,100,000</i>	10,310,000
Total CIP Transportation Tax Expenditures	\$18,020,000	\$24,830,000	\$12,250,000	\$13,350,000	<i>\$13,150,000</i>	<i>\$15,950,000</i>	<i>\$14,100,000</i>	<i>\$10,500,000</i>	<i>\$710,000</i>	<i>\$4,600,000</i>	\$127,460,000

Individual Capital Project Details

Transportation Add-On Tax CIP Projects (Continued) Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors											
1. Transit Corridor "C" Construction	\$1,000,000	\$1,500,000	\$5,000,000	\$5,000,000	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	\$12,500,000
2. Transit Corridor "A" Widening	600,000	0	0	0	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	600,000
3. Transit Corridor "A" Streetcar Conversion	0	0	2,250,000	2,250,000	<i>6,850,000</i>	<i>6,850,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	18,200,000
4. Transit Corridor "B" Construction	0	0	0	0	<i>700,000</i>	<i>1,800,000</i>	<i>10,000,000</i>	<i>10,000,000</i>	<i>0</i>	<i>0</i>	22,500,000
5. Streetcar Maintenance Facility	0	0	0	0	<i>0</i>	<i>4,000,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	4,000,000
Peak Period Bus Service											
6. DASH Fleet Expansion	5,850,000	0	0	2,600,000	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	8,450,000
7. Expanded Trolley/Circulator/Transit Service	0	0	100,000	0	<i>3,500,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	3,600,000
Transit Station Improvements											
8. Eisenhower Avenue Metro Station Platform Ext.	7,320,000	13,630,000	1,200,000	0	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	22,150,000
9. Bradlee Transit Center	1,000,000	0	0	0	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	1,000,000
10. King Street Station Improvements	1,200,000	0	0	0	<i>1,000,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	2,200,000
11. Landmark Transit Station	0	0	0	0	<i>600,000</i>	<i>2,700,000</i>	<i>2,700,000</i>	<i>0</i>	<i>0</i>	<i>0</i>	6,000,000
Non-Motorized Transportation Initiatives											
12. Holmes Run Greenway/Eisenhower East	250,000	3,300,000	0	0	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	3,550,000
13. Transportation Technologies	200,000	500,000	500,000	500,000	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	4,700,000
14. Old Cameron Run Trail	0	500,000	3,000,000	0	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	3,500,000
15. Backlick Run Multi-Use Paths	0	0	200,000	3,000,000	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	3,200,000
16. Van Dorn Metro Multimodal Bridge	0	0	0	0	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>1,000,000</i>	1,000,000

Summary Expenditures Tables

Individual Capital Project Details, continued

Transportation Add-On Tax CIP Projects (Continued)											Total
Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Street Enhancements and Extensions											
17. King/Quaker/Braddock Intersection	600,000	5,400,000	TBD	0	0	0	0	0	0	0	6,000,000
18. Mt. Vernon Ave/Russell Road Intersection	0	0	0	0	0	100,000	900,000	0	0	0	1,000,000
19. Duke Street Complete Streets	0	0	0	0	0	0	0	0	210,000	2,100,000	2,310,000
20. High Street Construction	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
Total CIP Transportation Tax Expenditures	\$18,020,000	\$24,830,000	\$12,250,000	\$13,350,000	\$13,150,000	\$15,950,000	\$14,100,000	\$10,500,000	\$710,000	\$4,600,000	\$127,460,000

Transportation Add-On Tax Operating Expenditures

Transportation Add-On Tax Operating Expenditures	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Transit Corridor "C" Operations	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000
Transit Corridor "A" Operations (Streetcar)	0	0	0	0	0		2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
Transit Corridor "B" Operations	0	0	0	0	0	0	0	0	1,600,000	1,600,000	3,200,000
DASH Bus Expanded Service	0	1,332,000	1,332,000	1,332,000	1,768,000	1,933,000	1,933,000	1,933,000	1,933,000	1,933,000	15,429,000
Expanded Trolley/Circulator Service	0	0	0	0	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
<i>Transitway Implementation Staff</i>	\$150,461	\$147,900	\$150,858	\$153,875	\$156,953	\$160,092	\$163,294	\$166,559	TBD	TBD	\$1,249,992
Transportation Tax Debt Service	\$0	\$0	\$985,959	\$1,283,175	\$1,469,921	\$1,793,371	\$2,324,051	\$2,849,677	\$3,100,106	\$3,086,050	\$16,892,310
Total Operating Transportation Tax Expenditures	\$150,461	\$1,479,900	\$2,468,817	\$2,769,050	\$4,994,874	\$6,486,462	\$9,520,345	\$10,049,237	\$11,733,106	\$11,719,050	\$61,371,302

Grand Total Transportation Add-On Tax Expenditures (operating and capital)

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Grand Total, Transportation Tax Expenditures	\$18,170,461	\$26,309,900	\$14,718,817	\$16,119,050	\$18,144,874	\$22,436,462	\$23,620,345	\$20,549,237	\$12,443,106	\$16,319,050	\$188,831,302

Summary Expenditures Tables

SUMMARY FUNDING TABLES

Summary Funding Tables

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Summary Funding Tables

Total Sources and Uses of Capital Improvement Program Funds Unrestricted, Restricted, and Non-City Sources Proposed FY 2012 - 2021

ALL SOURCES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
General Fund Planned Appropriations	\$ 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	\$ 16,000,000	\$ 117,000,000
General Fund Balance	\$ 3,445,007	\$ 12,405,236	\$ 929,747	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779,990
General Obligation Bonds (General CIP)	\$ 40,340,000	\$ 44,590,000	\$ 38,380,000	\$ 39,350,000	\$ 51,100,000	\$ 47,400,000	\$ 45,500,000	\$ 44,200,000	\$ 43,150,000	\$ 44,000,000	\$ 438,010,000
Bond Interest Earnings	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 8,500,000
Prior Year Reprogrammed Funds	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Sale of Property Revenue	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
Other Base City Sources	\$ 1,001,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ 216,437	\$ -	\$ -	\$ -	\$ -	\$ 2,083,622
Subtotal Unrestricted City Sources	\$ 49,336,444	\$ 64,611,673	\$ 50,276,184	\$ 52,566,437	\$ 64,316,437	\$ 61,616,437	\$ 60,000,000	\$ 59,700,000	\$ 60,150,000	\$ 61,000,000	\$ 583,573,612
General Obligation Bonds (Sanitary Sewers)	\$ 3,480,000	\$ 4,850,000	\$ 3,530,000	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,610,000
Sanitary Sewer Fees	\$ 3,547,868	\$ 2,829,000	\$ 2,585,000	\$ 1,785,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,960,000	\$ 22,456,868
General Obligation Bonds (Stormwater Mgmt)	\$ 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 Management Dedicated Tax	\$ 1,409,218	\$ 1,465,741	\$ 1,553,435	\$ 1,654,733	\$ 1,762,312	\$ 1,876,552	\$ 1,997,860	\$ 2,126,664	\$ 2,263,418	\$ 2,408,608	\$ 18,518,541
General Obligation Bonds (PY Metrorail Station)	\$ -	\$ -	\$ -	\$ 265,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,300,000
Dev. Contributions & Dedicated Taxes (PY)	\$ 1,200,000	\$ 1,000,000	\$ 1,700,000	\$ 5,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700,000
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
Subtotal Restricted City Sources	\$ 11,622,086	\$ 12,129,741	\$ 11,353,435	\$ 280,274,733	\$ 5,697,312	\$ 5,811,552	\$ 5,932,860	\$ 6,061,664	\$ 6,198,418	\$ 6,353,608	\$ 351,435,409
State Urban Funds	\$ 9,070,000	\$ 1,955,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,425,000
VDOT Revenue Sharing Funds	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,500,000
Federal Earmarks & Grants	\$ 3,705,000	\$ 405,000	\$ 155,000	\$ 155,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,420,000
Other Non-City Sources	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Subtotal Non-City Sources	\$ 13,275,000	\$ 2,360,000	\$ 555,000	\$ 155,000	\$ 500,000	\$ 1,000,000	\$ 21,845,000				
TOTAL ALL SOURCES	\$ 74,233,530	\$ 79,101,414	\$ 62,184,619	\$ 332,996,170	\$ 70,513,749	\$ 68,427,989	\$ 66,932,860	\$ 66,761,664	\$ 67,348,418	\$ 68,353,608	\$ 956,854,021
ALL USES	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Schools	\$ 13,694,616	\$ 26,613,000	\$ 9,000,000	\$ 11,865,000	\$ 31,500,000	\$ 12,000,000	\$ 13,000,000	\$ 13,500,000	\$ 13,366,000	\$ 13,564,267	\$ 158,102,883
Community Development	\$ 682,545	\$ 4,360,545	\$ 2,359,000	\$ 3,600,000	\$ 1,225,000	\$ 2,440,000	\$ 1,851,000	\$ 2,072,000	\$ 4,681,000	\$ 1,450,000	\$ 24,721,090
Recreation & Parks	\$ 2,550,000	\$ 3,773,000	\$ 8,673,000	\$ 3,198,000	\$ 4,423,000	\$ 15,273,000	\$ 10,123,000	\$ 11,773,000	\$ 9,823,000	\$ 6,323,000	\$ 75,932,000
Public Buildings	\$ 16,475,000	\$ 5,575,000	\$ 12,260,000	\$ 17,890,000	\$ 11,310,000	\$ 10,075,000	\$ 12,340,000	\$ 10,040,000	\$ 6,340,000	\$ 9,350,000	\$ 111,655,000
Public Trans. & Traffic Control	\$ 15,860,000	\$ 11,195,000	\$ 11,755,000	\$ 282,495,000	\$ 10,090,000	\$ 12,760,000	\$ 12,860,000	\$ 12,760,000	\$ 11,760,000	\$ 13,260,000	\$ 394,795,000
Street, Bridge, & Pedestrian Improvements	\$ 7,308,000	\$ 1,333,000	\$ 1,128,857	\$ 1,178,000	\$ 3,178,000	\$ 6,928,000	\$ 6,678,000	\$ 3,678,000	\$ 3,678,000	\$ 3,678,000	\$ 38,765,857
Stormwater Management	\$ 2,409,218	\$ 2,465,741	\$ 2,553,435	\$ 2,654,733	\$ 2,762,312	\$ 2,876,552	\$ 2,997,860	\$ 3,126,664	\$ 3,263,418	\$ 3,408,608	\$ 28,518,541
Sanitary Sewers	\$ 7,027,868	\$ 7,679,000	\$ 6,115,000	\$ 5,535,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,950,000	\$ 1,960,000	\$ 38,066,868
Other Regional Contributions	\$ 701,683	\$ 734,128	\$ 770,327	\$ 807,600	\$ 847,947	\$ 849,368	\$ 758,862	\$ 766,862	\$ 774,862	\$ 782,862	\$ 7,794,501
Information Technology Plan	\$ 7,524,600	\$ 15,373,000	\$ 7,570,000	\$ 3,690,000	\$ 3,185,000	\$ 3,235,000	\$ 3,485,000	\$ 3,485,000	\$ 3,485,000	\$ 3,485,000	\$ 54,517,600
Allowance for Inflation or Additional Projects	\$ -	\$ -	\$ -	\$ 82,837	\$ 42,490	\$ 41,069	\$ 889,138	\$ 3,610,138	\$ 8,227,138	\$ 11,091,871	\$ 23,984,681
TOTAL ALL USES	\$ 74,233,530	\$ 79,101,414	\$ 62,184,619	\$ 332,996,170	\$ 70,513,749	\$ 68,427,989	\$ 66,932,860	\$ 66,761,664	\$ 67,348,418	\$ 68,353,608	\$ 956,854,021
% FROM BONDS	60.4%	63.8%	69.0%	92.9%	73.9%	70.7%	69.5%	67.7%	65.6%	65.8%	76.2%
% FROM CITY AND OTHER CASH SOURCES	39.6%	36.2%	31.0%	7.1%	26.1%	29.3%	30.5%	32.3%	34.4%	34.2%	23.8%

Summary Funding Tables

CAPITAL IMPROVEMENT PROGRAM SOURCES AND USES OF FUNDS

For the Ten Fiscal Years Ending June 30, 2021

		Projected	Total
		Debt Service	General Fund
CITY FUNDED SOURCES:			
Planned Future General Fund Appropriations to Capital Projects Fund, FY 2012 - 2021			
FY 2012	\$4,000,000	\$43,329,938	\$47,329,938
FY 2013	\$6,000,000	\$50,189,760	\$56,189,760
FY 2014	\$10,000,000	\$55,276,989	\$65,276,989
FY 2015	\$12,000,000	\$59,047,627	\$71,047,627
FY 2016	\$12,000,000	\$62,312,232	\$74,312,232
FY 2017	\$13,000,000	\$77,369,991	\$90,369,991
FY 2018	\$13,500,000	\$79,847,165	\$93,347,165
FY 2019	\$14,500,000	\$82,088,427	\$96,588,427
FY 2020	\$16,000,000	\$84,878,594	\$100,878,594
FY 2021	\$16,000,000	\$85,465,919	\$101,465,919
Total Planned Future Appropriations	\$117,000,000	\$679,806,642	\$796,806,642
Planned General Obligation Bond Issues:			
FY 2012	\$44,820,000		
FY 2013	\$50,440,000		
FY 2014	\$42,910,000		
FY 2015	\$309,400,000		
FY 2016	\$52,100,000		
FY 2017	\$48,400,000		
FY 2018	\$46,500,000		
FY 2019	\$45,200,000		
FY 2020	\$44,150,000		
FY 2021	\$45,000,000		
Total General Obligation Bond Issues	\$728,920,000		
Planned Other City Sources			
Bond Interest Earnings (Current Year)	\$8,500,000		
General Fund Balances (Prior Years)	\$16,779,990		
Sale of Property Revenue	\$900,000		
Sanitary Sewer Fees	\$22,456,868		
Stormwater Management Dedicated Tax	\$18,518,541		
Potomac Yard Metro Special Revenues	\$9,700,000		
Comcast Revenues	\$9,850,000		
Reallocated Prior Year Balances	\$300,000		
Other CIP Cash Revenue	\$2,083,622		
Total Planned Other City Sources	\$89,089,021		
TOTAL CITY SOURCES (FY 2012 - FY 2021)	\$935,009,021		

Summary Funding Tables

CAPITAL IMPROVEMENT PROGRAM SOURCES AND USES OF FUNDS For the Ten Fiscal Years Ending June 30, 2021

Current City Sources (FY 2011 and prior)

Capital Projects Fund Balances at 6/30/10	\$26,006,609	
General Fund Appropriation FY 2011	\$4,295,000	
General Fund Balances Designated for Subsequent Years' Capital Expenditures	\$0	
General Obligation Bonds (planned FY 2011 issuance)	\$84,015,000	
Bond Interest Earnings	\$1,067,397	
Sanitary Sewer Fees	\$4,308,877	
Stormwater Management Dedicated Tax	\$2,065,715	
Comcast Revenues	\$985,000	
Reallocated Prior Year Balances	\$3,723,500	
Other City Cash	\$216,437	
Total City-Funded Current Sources	\$126,683,535	

GRAND TOTAL CITY-FUNDED SOURCES	\$1,061,692,556
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CITY FUNDED USES:

Approved Capital Budgets through FY 2011:

Prior Year Approved Projects	\$26,006,609	
FY 2011 Approved Capital Budget	\$100,676,926	
Total Approved Capital Budgets	\$126,683,535	

Proposed FY 2012 - 2021 City Funded CIP

FY 2012 Proposed Capital Budget	\$60,958,530	
FY 2013 Proposed Capital Budget	\$76,741,414	
FY 2014 Proposed Capital Budget	\$61,629,619	
FY 2015 Proposed Capital Budget	\$332,841,170	
FY 2016 Proposed Capital Budget	\$70,013,749	
FY 2017 Proposed Capital Budget	\$67,427,989	
FY 2018 Proposed Capital Budget	\$65,932,860	
FY 2019 Proposed Capital Budget	\$65,761,664	
FY 2020 Proposed Capital Budget	\$66,348,418	
FY 2021 Proposed Capital Budget	\$67,353,608	
Total Proposed FY 2012 - 2021 CIP	\$935,009,021	

TOTAL CITY FUNDED USES	\$1,061,692,556
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Summary Funding Tables

Table 5					
Debt Service Indicators					
	Total Debt Service	Outstanding Debt ^{/1}	General Government Expenditures ^{/2}	Assessed Value of Real Property (Thousands of Dollars) ^{/3}	Personal Income (Thousands of Dollars) ^{/4}
FY 2002	16,015,996	153,925,000	452,671,072	16,132,989	7,124,938
FY 2003	17,739,094	143,615,000	488,044,085	19,225,926	7,380,953
FY 2004	18,938,838	197,520,000	516,275,303	22,757,185	8,012,726
FY 2005	22,938,317	241,890,000	545,688,442	27,359,650	8,618,889
FY 2006	27,101,086	296,540,000	623,774,871	32,906,719	9,454,566
FY 2007	31,232,166	278,525,000	689,280,260	34,243,031	10,035,724
FY 2008	30,775,390	260,350,000	688,844,141	35,522,197	10,441,443
FY 2009	32,412,775	383,950,000	720,924,777	34,379,163	10,441,443
FY 2010	34,844,533	364,485,000	705,338,251	31,819,266	10,650,272
FY 2011	38,735,420	415,720,000	752,176,554	32,225,467	11,076,283
FY 2012	43,329,938	459,945,000	749,694,444	33,101,669	11,750,828
FY 2013	50,189,760	484,982,500	782,602,673	34,234,927	12,466,454
FY 2014	55,276,989	498,664,000	798,322,184	35,824,611	13,225,661
FY 2015	59,047,627	780,705,000	1,102,938,437	37,975,793	14,031,104
FY 2016 ^{/5}	62,312,232	792,786,000	876,012,437	40,372,775	14,885,598
FY 2017	77,369,991	798,597,000	933,521,231	42,956,522	15,792,131
FY 2018	79,847,165	800,143,000	957,878,794	45,647,411	16,753,871
FY 2019	82,088,427	798,099,000	983,586,794	48,496,507	17,774,182
FY 2020	84,878,594	792,780,000	1,014,278,794	51,513,129	18,856,630
FY 2021	85,465,919	787,043,500	1,042,919,870	54,707,147	20,004,999

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

^{/2} General Government expenditures after FY 2012 are based on a long range forecast scenario.

^{/3} Presented on a calendar year basis. Future growth assumes a 3.35% growth in FY 2013, 4.5% in FY 2014, 5.5% growth for FY 2015, and 6.0% growth in FY 2016 through FY 2021.

^{/4} Total personal income through FY 2008 is from the U.S. Department of Commerce Bureau of Economic Analysis (BEA). Personal income estimates for FY 2012 and beyond are increased by 6.09%, which is equivalent to the historical annual average for Alexandria plus an increment related to the gradual buildout of Potomac Yards.

^{/5} Reflects debt service for self-funded proposed Potomac Yard Metrorail Station starting in FY 2016

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/ ¹	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 2002	3.54%	0.95%	2.16%
FY 2003	3.63%	0.75%	1.95%
FY 2004	3.67%	0.87%	2.47%
FY 2005	4.20%	0.88%	2.81%
FY 2006	4.34%	0.90%	3.14%
FY 2007	4.53%	0.81%	2.78%
FY 2008	4.47%	0.73%	2.49%
FY 2009	4.50%	1.12%	3.68%
FY 2010	4.94%	1.15%	3.42%
FY 2011	5.15%	1.29%	3.75%
FY 2012	5.78%	1.39%	3.91%
FY 2013	6.41%	1.42%	3.89%
FY 2014	6.92%	1.39%	3.77%
FY 2015	5.35%	2.06%	5.56%
FY 2016 ^{/2}	7.11%	1.96%	5.33%
FY 2017	8.29%	1.85%	5.04%
FY 2018	8.34%	1.74%	4.74%
FY 2019	8.35%	1.63%	4.44%
FY 2020	8.37%	1.52%	4.15%
FY 2021	8.19%	1.42%	3.87%

^{/1} Includes general obligation bonds and term notes. In past years, total assessed value included real and personal property. Beginning in the FY 2000 CIP, this indicator has been revised per the debt policies adopted on December 9, 1997, to include only real property.

^{/2} Reflects debt service for self-funded proposed Potomac Yard Metrorail Station starting in FY 2016

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%
FY 2010	11.09%	5.34%

Source: Alexandria FY 2010 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
2012	\$23,725,000	\$18,261,668	\$41,986,668
2013	\$26,285,000	\$17,173,550	\$43,458,550
2014	\$28,095,000	\$16,027,444	\$44,122,444
2015	\$28,830,000	\$14,948,044	\$43,778,044
2016	\$28,785,000	\$13,775,862	\$42,560,862
2017	\$28,750,000	\$12,508,637	\$41,258,637
2018	\$28,695,000	\$11,276,725	\$39,971,725
2019	\$28,660,000	\$10,042,801	\$38,702,801
2020	\$26,625,000	\$8,811,482	\$35,436,482
2021	\$23,685,000	\$7,650,131	\$31,335,131
2022	\$20,855,000	\$6,586,881	\$27,441,881
2023	\$20,855,000	\$5,642,456	\$26,497,456
2024	\$17,555,000	\$4,683,569	\$22,238,569
2025	\$17,555,000	\$3,868,794	\$21,423,794
2026	\$15,515,000	\$3,081,506	\$18,596,506
2027	\$12,550,000	\$2,304,300	\$14,854,300
2028	\$12,550,000	\$1,672,475	\$14,222,475
2029	\$12,550,000	\$1,034,013	\$13,584,013
2030	\$9,200,000	\$466,800	\$9,666,800
2031	\$4,400,000	\$110,000	\$4,510,000
Total	\$415,720,000	\$159,927,138	\$575,647,138

Summary Funding Tables

**Table 8. City of Alexandria, VA
GENERAL OBLIGATION BOND ISSUE OF \$17.0 MILLION - A (JULY, 2010) *
Debt Outstanding at June 30, 2011**

Fiscal Year	Principal	Interest	Total
2012	\$1,000,000	\$3,236,900	\$4,236,900
2013	\$2,000,000	\$3,161,900	\$5,161,900
2014	\$2,900,000	\$3,053,900	\$5,953,900
2015	\$3,700,000	\$2,921,900	\$6,621,900
2016	\$3,700,000	\$2,755,400	\$6,455,400
2017	\$3,700,000	\$2,588,900	\$6,288,900
Total	\$17,000,000	\$17,718,900	\$34,718,900

* Tax-exempt portion of bond issuance

Summary Funding Tables

**Table 7. City of Alexandria, VA
BUILD AMERICA BOND ISSUE OF \$55.3 MILLION - B (JULY, 2010) *
Debt Outstanding at June 30, 2011**

Fiscal Year	Principal	Interest	Total
2012	\$0	\$0	\$0
2013	\$0	\$0	\$0
2014	\$0	\$0	\$0
2015	\$0	\$0	\$0
2016	\$0	\$0	\$0
2017	\$0	\$0	\$0
2018	\$3,700,000	\$2,448,300	\$6,148,300
2019	\$3,700,000	\$2,308,625	\$6,008,625
2020	\$3,700,000	\$2,158,775	\$5,858,775
2021	\$3,700,000	\$2,007,075	\$5,707,075
2022	\$3,700,000	\$1,853,525	\$5,553,525
2023	\$3,700,000	\$1,693,500	\$5,393,500
2024	\$3,700,000	\$1,528,850	\$5,228,850
2025	\$3,700,000	\$1,360,500	\$5,060,500
2026	\$3,700,000	\$1,186,600	\$4,886,600
2027	\$4,400,000	\$988,900	\$5,388,900
2028	\$4,400,000	\$770,000	\$5,170,000
2029	\$4,400,000	\$550,000	\$4,950,000
2030	\$4,400,000	\$330,000	\$4,730,000
2031	\$4,400,000	\$110,000	\$4,510,000
Total	\$55,300,000	\$19,294,650	\$74,594,650

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

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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$34,137,975	\$78,637,975

* 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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$34,100,000	\$5,629,313	\$39,729,313

* 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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$55,200,000	\$21,328,339	\$76,528,339

* Tax-exempt portion of bond issuance

Summary Funding Tables

**Table 10. City of Alexandria, VA
GENERAL OBLIGATION BOND ISSUE OF \$5.0 MILLION - B (JULY, 2008) *
Debt Outstanding at June 30, 2011**

Fiscal Year	Principal	Interest	Total
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
Total	\$4,500,000	\$2,192,126	\$6,692,126

* 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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$6,872,800	\$29,687,800

* 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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$43,740,000	\$15,815,223	\$59,555,223

* Tax exempt portion of bond issuance

Summary Funding Tables

Table 13. City of Alexandria, VA
GENERAL OBLIGATION BOND ISSUE OF \$15.0 MILLION - B (JUNE, 2006) *
Debt Outstanding at June 30, 2011

Fiscal Year	Principal	Interest	Total
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	\$11,250,000	\$5,247,375	\$16,497,375

* 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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$38,360,000	\$11,182,625	\$49,542,625

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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$27,565,000	\$5,936,507	\$33,501,507

* 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, 2011**

Fiscal Year	Principal	Interest	Total
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	\$39,600,000	\$10,638,375	\$50,238,375

Summary Funding Tables

**Table 17. City of Alexandria, VA
GENERAL OBLIGATION BOND ISSUE OF \$54.5 MILLION - (JULY, 2001)
Debt Outstanding at June 30, 2011**

Fiscal Year	Principal	Interest	Total
2012	\$2,895,000	\$257,655	\$3,152,655
2013	\$2,895,000	\$130,275	\$3,025,275
Total	\$5,790,000	\$387,930	\$6,177,930

Summary Funding Tables

**Table 18. City of Alexandria, VA
GENERAL OBLIGATION BOND ISSUE OF \$34.0 MILLION - (JANUARY, 1999)
Debt Outstanding at June 30, 2011**

Fiscal Year	Principal	Interest	Total
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	\$16,000,000	\$3,545,000	\$19,545,000

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. On each sheet, 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 2012 – FY 2021 CIP is provided.

Project Category – Describes the type of project. There are three project categories: Category 1 – an on-going or annual maintenance, repair and replacement project; Category 2 – a one-time repair or renovation project on an existing City facility; Category 3 – a new construction or complete renovation (essentially creating a new facility) project.

Strategic Plan Goal – Goal with which the project most closely aligns.

Project Summary – Details about the scope of work, estimated funding, and project schedule (where applicable).

Changes from Prior Year – Identifies project changes in relation to the Approved FY 2011 – 2020 CIP.

Project History – Provides a history of the project (where applicable).

Operating Impact – Details the impacts on the FY 2012 Operating Budget (and beyond).

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ALEXANDRIA CITY PUBLIC SCHOOLS (ACPS)

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Alexandria City Public Schools

Superintendent's Proposed FY 2012 – 2021 Capital Improvement Program

On December 9, 2010, the Alexandria School Board received the Superintendent's Proposed FY 2012 – 2021 Capital Improvement Program (CIP) from Alexandria City Public Schools (ACPS) staff. The Superintendent's Proposed CIP included two plan options: a Needs-Based Request totalling \$384.3 million over ten years; and a Resource Constrained Request of \$372.6 million. The primary variation between the two options was a slightly less aggressive facilities maintenance program and a smaller investment in EcoCity initiatives. Central to both plans are addressing system-wide capacity issues resulting from current and projected enrollment growth. Both the Needs-Based and Resource Constrained Requests include \$199.3 million over ten years for ACPS capacity related projects. Significant investments in facilities maintenance are proposed at \$75.1 million in the Resourced Constrained Request, and a new addition to the both plans includes over \$33.9 million in "Shared Program Priorities" – expansion of pre-school classrooms city-wide, providing space for students currently housed in alternative programs, and providing space for community health clinics. The ACPS School Board will complete its review of the Superintendent's plan and adopt their CIP in the coming weeks.

City Manager's Proposed FY 2012 – 2021 Capital Improvement Program

The City Manager's Proposed FY 2012 – FY 2021 CIP recommends funding for the ACPS capital program at the same level as the Approved FY 2011 - 2020 CIP, totaling \$158.1 million over ten years. This is generally consistent with the budget guidance provided by Alexandria City Council in December 2010, which directed the City Manager to keep CIP funding (specifically in Cash Capital Contributions and General Obligation Bonds) at the same levels as planned in the Approved FY 2011 – 2020 CIP. A comparison of the Superintendent's Resource Constrained Request and City Manager's Proposed FY 2012 – 2021 CIPs is provided below. Given City Council guidelines, the extremely large percentage increase called for by the Superintendent's plan, the significant number of changes compared to last year's Approved CIP, and the lack of final action by the School Board, the City Manager's Proposed CIP assumes the same amount and distribution of funding through the ten year plan as it did in FY 2011 (FY 2021 was equal to FY 2011 School funding to keep the ten year total at \$158.1 million).

Project Category	FY 2012 - 2021 City Manager's Proposed CIP	*FY 2012 - 2021 Superintendent's CIP	\$ Increase/(Decrease)	% Increase/(Decrease)
Schools Capacity	\$ 51,596,000	\$ 199,318,485	\$ 147,722,485	286.3%
Facilities Maintenance	\$ 65,206,000	\$ 75,147,198	\$ 9,941,198	15.2%
Shared Program Priorities	\$ -	\$ 33,906,161	\$ 33,906,161	N/A
All Other Categories	\$ 41,300,883	\$ 64,235,805	\$ 22,934,922	55.5%
Totals	\$ 158,102,883	\$ 372,607,649	\$ 214,504,766	135.7%

* Proposed funding represents Superintendent's Resource Constrained Request

Superintendent's Proposed FY 2012-2021 Schools Capacity Projects

The biggest driver in the Superintendent's Proposed FY 2012 – 2021 Resource Constrained CIP is a \$147.7 million, or 286.3% increase over the Approved FY 2011 – 2020 CIP to address Schools Capacity projects related to current and projected enrollment growth.

The Superintendent's Proposed FY 2012 – 2021 Resource Constrained CIP requests \$199.3 million for Schools Capacity Projects. Five major school replacement or addition projects are proposed: replacing the existing Jefferson-Houston K-8 school; constructing a second school building on the Patrick Henry site; providing a 56-room addition at T.C Williams Minnie Howard campus site; constructing a new K-8 building replace to replace Cora Kelly; and a new K-8 building on a to-be-determined site. This compares to the two new school replacement projects in last year's Approved CIP. Also, the estimated costs per facility were increased. The two new assumptions in the Superintendent's Proposed CIP related to increased new school costs are: a cost of \$260 per square foot for each new school (last year, the estimate was \$200 per square foot) due to adding probable storm water management costs and a review of comparable projects in Northern Virginia school divisions; and the anticipated square footage for each new school being increased from 100,000 to 120,000. Project timing and funding requests for the proposed Schools Capacity projects in the Superintendent's request are noted on the next page.

Alexandria City Public Schools

School/Site	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	*Grand Total
John Adams	\$80,000	-	\$302,099	\$120,615	-	-	-	-	-	\$502,714
Charles Barrett	1,983,800	-	-	-	-	-	-	-	-	1,983,800
Patrick Henry	3,967,600	3,198,001	11,666,144	20,456,624	-	-	-	-	-	39,288,369
Jefferson-Houston	3,120,000	13,431,602	22,802,773	-	-	-	-	-	-	39,354,375
Cora Kelly	-	-	-	-	3,443,900	14,825,984	25,170,011	-	-	43,439,896
James K. Polk	1,983,800	-	-	-	-	-	-	-	-	1,983,800
George Washington	-	717,502	-	-	-	-	-	-	-	717,502
TC Williams: Minnie Howard Campus	-	-	1,951,013	8,399,107	15,643,091	-	-	-	-	25,993,211
TBD K-8 School	60,000	-	-	-	-	-	3,618,250	15,576,553	26,800,016	46,054,819
Totals	\$11,195,200	\$17,347,105	\$36,722,029	\$28,976,345	\$19,086,992	\$14,825,984	\$28,788,261	\$15,576,553	\$26,800,016	\$ 199,318,485

*Funding was not requested in FY 2021 for Capacity Projects.

**Proposed funding represents Superintendent's Resource Constrained Request.

Superintendent's Proposed FY 2012 – 2021 Other Schools Projects

The Superintendent's Proposed Resource Constrained CIP includes a \$66.8 million, or 62.7% increase over the Approved FY 2011 – 2020 CIP in all other capital project categories. The table below details the changes in each project category between the City Manager's Proposed CIP and the Superintendent's Proposed Resource Constrained CIP. (Again, the City Manager's Proposed CIP keeps funding level by assuming the same amount and distribution of funding for all project categories in FY 2021 as it did in FY 2011.)

Project Category	FY 2012 - 2021 City Manager's Proposed CIP	*FY 2012 - 2021 Superintendent's CIP	\$ Increase/(Decrease)	% Increase/(Decrease)
ADA	\$ 6,131,000	\$ 2,170,816	\$ (3,960,184)	-64.6%
Asset Loss Prevention	\$ 2,822,000	\$ 11,283,624	\$ 8,461,624	299.8%
Asset Replacement	\$ 5,164,000	\$ 15,216,960	\$ 10,052,960	194.7%
City Mandates	\$ 2,181,000	\$ -	\$ (2,181,000)	-100.0%
Ecocity	\$ 10,060,883	\$ 18,218,232	\$ 8,157,349	81.1%
Equip & Systems Replacements	\$ 5,466,000	\$ 8,340,190	\$ 2,874,190	52.6%
Facility Maintenance	\$ 65,206,000	\$ 75,147,198	\$ 9,941,198	15.2%
Instructional Environment	\$ 9,476,000	\$ 9,005,983	\$ (470,017)	-5.0%
Shared Program Priorities	\$ -	\$ 33,906,161	\$ 33,906,161	N/A
Totals	\$ 106,506,883	\$ 173,289,164	\$ 66,782,281	62.7%

* Proposed funding represents Superintendent's Resource Constrained Request

**City Mandates funding is captured in Shared Program Priorities in the Superintendent's Proposed FY 2012 - 2021 CIP

Superintendent's FY 2012 Capital Project Requests

The Superintendent's Proposed Resource Constrained CIP for FY 2012 includes a \$16.3 million, or 119.3% increase over City Council's Approved FY 2012 CIP. The table below provides details on the changes in each project category for FY 2012.

Project Category	FY 2012 Approved CIP	*FY 2012 Superintendent's CIP	\$ Increase/(Decrease)	% Increase/(Decrease)
ADA	\$ 2,038,000	\$ 1,860,090	\$ (177,910)	-8.7%
Asset Loss Prevention	\$ 305,000	\$ 1,103,722	\$ 798,722	261.9%
Asset Replacement	\$ 359,000	\$ 696,000	\$ 337,000	93.9%
Capacity Projects	\$ 3,500,000	\$ 11,195,200	\$ 7,695,200	219.9%
**City Mandates	\$ 21,000	\$ -	\$ (21,000)	-100.0%
Ecocity	\$ 764,616	\$ 1,876,759	\$ 1,112,143	145.5%
Equip & Systems Replacements	\$ 692,000	\$ 1,276,125	\$ 584,125	84.4%
Facility Maintenance	\$ 5,400,000	\$ 10,016,495	\$ 4,616,495	85.5%
Instructional Environment	\$ 615,000	\$ 1,235,000	\$ 620,000	100.8%
Shared Program Priorities	\$ -	\$ 778,125	\$ 778,125	N/A
Totals	\$ 13,694,616	\$ 30,037,516	\$ 16,342,900	119.3%

* Proposed funding represents Superintendent's Resource Constrained Request

**City Mandates funding is captured in Shared Program Priorities in the Superintendent's Proposed FY 2012 CIP

Alexandria City Public Schools

Schools Share of Unrestricted Funds

Funding of capital projects for ACPS is allocated from unrestricted funding sources in the CIP. These major funding sources include Cash Capital, General Obligation Bonds (excluding Sewer Bonds), and use of General Fund Balance. The next table details funding received by ACPS in the Approved FY 2011 – 2020 CIP as a percentage of all unrestricted funding, and the same data for the City Manager’s Proposed FY 2012 – 2021 CIP. As a percentage of all unrestricted funds, ACPS would receive a very similar percentage in the City Manager’s Proposed FY 2012 – 2021 CIP as compared to the Approved FY 2011 – 2020 CIP. This result is primarily a function of City Council guidance to hold overall funding at similar levels and the recommendation of the City Manager to meet that guidance by equally constraining both City and ACPS projects.

Capital Improvement Plan	ACPS Share of Unrestricted City Funds	Total Planned Unrestricted City Funds	% of Unrestricted City Funds for ACPS
Approved FY 2011 - 2020 CIP	\$ 158,102,883	\$ 600,642,477	26.3%
City Manager's Proposed FY 2012 -2021 CIP	\$ 158,102,883	\$ 583,573,612	27.1%

Superintendent’s Proposed FY 2012 – 2021 Resource Constrained Capital Improvement Program

The enormity of requests included in the Superintendent’s Proposed FY 2012 – 2021 Resource Constrained CIP requires additional analysis by City staff. Project prioritization, available funding sources, impact to operating budgets, and debt service ratios will all need to be considered as City Council finalized the ACPS CIP. City staff will work with ACPS staff to continue its review of the ACPS request for City Council once the ACPS CIP is approved by their School Board. To view the ACPS Proposed FY 2012 – 2021 Capital Improvement Program in its entirety, please visit <http://www.acps.k12.va.us/budgets>.

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COMMUNITY DEVELOPMENT

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Community Development

Community Development Subsection/Project	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21	
City-Wide Amenities													
Lighting Fixture & Poles Replacement	\$35,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$750,000
Public Art Conservation Program	0	30,000	30,000	30,000	30,000	30,000	30,000	45,000	45,000	45,000	45,000	360,000	
Public Art Acquisition	0	0	0	50,000	100,000	300,000	300,000	300,000	500,000	500,000	500,000	2,550,000	
Transportation Sign. & Wayfinding System	0	0	295,000	225,000	200,000	0	515,000	361,000	432,000	241,000	0	2,269,000	
Crime Prevention Projects (Street Lighting)	0	0	0	0	0	25,000	25,000	25,000	25,000	25,000	25,000	150,000	
Neighborhood Planning													
Redevelopment of Arlandria	200,000	0	0	0	0	0	0	0	0	0	0	0	
Braddock Road Area Plan Implementation	100,000	0	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000	405,000	
Waterfront Plan Implementation	0	0	250,000	500,000	TBD	750,000							
King St. Plan Implementation	0	0	0	150,000	0	0	250,000	250,000	250,000	0	0	900,000	
Landmark/Van Dom Area Plan Impl.	0	0	0	TBD	10,000	10,000							
Waterways Maintenance & Improvements													
Four Mile Run Park & Stream Restoration	965,497	455,545	455,545	0	0	0	0	0	0	0	0	911,090	
Environmental Restoration	388,750	122,000	0	134,000	0	150,000	0	150,000	0	150,000	150,000	856,000	
Oronoco Outfall	1,210,000	0	2,200,000	0	0	0	0	0	0	0	0	2,200,000	
Four Mile Run Channel Maintenance	600,000	0	1,010,000	0	0	0	600,000	0	0	0	0	1,610,000	
City Marina Waterfront Dredging	0	0	0	550,000	2,550,000	0	0	0	100,000	3,000,000	0	6,200,000	
Stream & Channel Maintenance and Rest.	770,750	0	0	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	4,800,000	
Woodrow Wilson Bridge Project													
Woodrow Wilson Bridge Project	16,467,314	0	0	0	0	0	0	0	0	0	0	0	
Community Development Total	\$20,737,311	\$682,545	\$4,360,545	\$2,359,000	\$3,600,000	\$1,225,000	\$2,440,000	\$1,851,000	\$2,072,000	\$4,681,000	\$1,450,000	\$24,721,090	
Less Total Revenues	\$17,132,314	\$250,000	\$250,000	\$0	\$500,000								
Total Net City Costs	\$3,604,997	\$432,545	\$4,110,545	\$2,359,000	\$3,600,000	\$1,225,000	\$2,440,000	\$1,851,000	\$2,072,000	\$4,681,000	\$1,450,000	\$24,221,090	

Community Development

Lighting Fixture & Poles Replacement

Subsection: City-Wide Amenities

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: Varies

Priority: Essential

Strategic Plan Goal: 1

Project Summary: This project provides funding for the regular replacement of Gadsby light fixtures and poles. The City is required to keep an inventory in stock for replacement of fixtures. \$750,000 is planned over ten years (\$75,000 annually) for this project. Annual funding will purchase 12-13 new poles (\$10,000); refurbish approximately 20 fixtures (\$15,000); and replace approximately 30 fixtures (\$50,000).

Changes from Prior Year: This is a new project. \$35,000 in unallocated funding in the Crime Prevention Projects is shifted to this project.

Operating Impact: There is no impact on the operating budget.

Lighting Fixture & Poles Repl.	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	35,000	75,000	75,000	75,000	75,000	75,000
Less Revenues	0	0	0	0	0	0
Net City Share	35,000	75,000	75,000	75,000	75,000	75,000

Lighting Fixture & Poles Repl.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	75,000	75,000	75,000	75,000	75,000	750,000
Less Revenues	0	0	0	0	0	0
Net City Share	75,000	75,000	75,000	75,000	75,000	750,000

Community Development

Public Art Conservation Program

Subsection: City-Wide Amenities

Managing Department: Recreation & Parks

Project Category: 1

Estimated Useful Life of Improvement: Perpetual

Priority: Essential

Strategic Plan Goal: 7

Project Summary: This project provides an annual funding stream for the maintenance of art in public areas. The public art conservation program will provide the vehicle to insure the long term preservation and viability of the City's art investments. 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. A total of \$360,000 is planned over ten years for this project.

Changes from Prior Year: Based on increased funding for the Public Art Acquisition capital project, annual funding in FY 2018 – 2020 has been increased from \$30,000 to \$45,000. \$45,000 has been added to FY 2021 to address future program needs. This project was previously included in the Recreation & Parks section of the CIP.

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 identifies 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 community based project that will take consultants 18 to 24 months to complete and is not funded in either the CIP or the operating budget. FY 2012 funding will be applied to completing the conservation plan, initiated in FY 2011, for publicly-owned public art within the City.

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

Public Art Conservation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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

Public Art Conservation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	30,000	45,000	45,000	45,000	45,000	360,000
Less Revenues	0	0	0	0	0	0
Net City Share	30,000	45,000	45,000	45,000	45,000	360,000

Community Development

Public Art Acquisition Program

Subsection: City-Wide Amenities

Managing Department: Recreation & Parks

Project Category: 3

Estimated Useful Life of Improvement: Varies

Priority: Desirable

Strategic Plan Goal: 7

Project Summary: This project provides an annual funding stream for the purchase of new art in public areas. The Public Art Acquisition Program will provide the vehicle to ensure the growth and long term viability of the City's art investments. A total of \$2.55 million is planned for public art acquisition costs from FY 2014 through FY 2021.

Changes from Prior Year: The Approved FY 2011 – 2020 CIP included \$1.2 million for the Public Art Acquisition Program beginning in FY 2017. The FY 2012 – 2021 accelerates funding beginning FY 2014, and totals \$2.55 million from FY 2014 – 2021. This project was previously included in the Recreation & Parks section of the CIP.

Project History: Based on City Council's 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 will 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 community based project that will take consultants 18 to 24 months to complete.

Operating Impacts: As the City acquires additional art, annual maintenance (Public Art Conservation Program) costs will increase. Beginning in FY 2018, the Public Art Conservation Program funding will increase from \$30,000 to \$45,000 to account for additional art. This additional funding is captured in the CIP, not the annual operating budget.

Public Art Acquisition	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	50,000	100,000	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	50,000	100,000	300,000

Public Art Acquisition	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	300,000	300,000	500,000	500,000	500,000	2,550,000
Less Revenues	0	0	0	0	0	0
Net City Share	300,000	300,000	500,000	500,000	500,000	2,550,000

Community Development

Transportation Signage and Wayfinding System

Subsection: City-Wide Amenities

Managing Department: Planning & Zoning/T & ES

Project Category: 3

Estimated Useful Life of Improvement: N/A

Priority: Desirable

Strategic Plan Goal: 1

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. 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. Implementation is estimated to cost \$2.369 million. \$100,000 was approved in the FY 2011 – 2020 CIP, and the remainder of costs (\$2.269 million) are funded in the FY 2012 – 2021 CIP.

The design phase of this project was completed in FY 2010. Work sessions with the City Council, Planning Commission, and two Boards of Architectural Review were held in January 2009. The implementation of Phase I began in FY 2011, and the remaining phases will occur over time as funding becomes available. Implementation involves the fabrication and installation of the wayfinding signs and will be coordinated with the implementation of the Braddock, King Street, Mt. Vernon Avenue, Arlandria, Waterfront, and Landmark/Van Dorn plans. In order to distribute the cost of the wayfinding program over multiple years, a phased approach is recommended for implementation. The City will issue an RFP to competitively bid each phase. There are seven phases proposed:

- Phase 1 - Parking signs in Old Town (\$100,000, FY 2010)
- Phase 2 - Old Town visitor kiosks, pedestrian pointers, (\$295,000, FY 2013)
- Phase 3 - Highway signs, Washington Street Gateway, vehicular signs for primary routes, Metro station visitor kiosks, freestanding interpretive panels (\$425,000, FY 2014 -2015)
- Phase 4 - Remaining City gateways, Parking signs (non- Old Town), vehicular signs for secondary routes, shared use trail signs, destination identification signs (\$515,000, FY 2017)
- Phase 5 - Destination Identification signs (City attractions/parks/civic-double post), vehicular signs for secondary routes (\$361,000, FY 2018)
- Phase 6 - Destination Identification signs (City parks/civic-single post), Pedestrian mini kiosks and pointers (Waterfront and non-Old Town), Interpretive ground plane medallions (\$432,000, FY 2019)
- Phase 7 - Interpretive panels and 2 sided kiosks (Waterfront), District Markers (\$241,000, FY 2020)

Changes from Prior Year: This project was included in the Approved FY 2011 -2020 CIP with only \$100,000 funded in FY 2011. Based on the implementation scheduled noted above, \$2.269 million has been added to the FY 2012 – 2021 CIP.

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.

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

Community Development

Transportation Signage and Wayfinding System, Continued

Transportation Signage and Wayfinding System	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	295,000	225,000	200,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	295,000	225,000	200,000	0

Transportation Signage and Wayfinding System	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	515,000	361,000	432,000	241,000	0	2,269,000
Less Revenues	0	0	0	0	0	0
Net City Share	515,000	361,000	432,000	241,000	0	2,269,000

Community Development

Crime Prevention Projects

Subsection: City-Wide Amenities
Managing Department: T & ES
Project Category: 3

Estimated Useful Life of Improvement: 20 years
Priority: Desirable
Strategic Plan Goal: 1

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 new Gadsby light fixtures and poles. Additional street cans may 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. A total of \$150,000 (\$25,000/annually) in FY 2016 – 2021 is planned for this project.

Changes from Prior Year: During the budget development process, T & ES prioritized the replacement of existing light fixtures and poles ahead of an expansion of the amenities listed in the project summary. Based on funding limitations and project prioritization, funding for this project will be delayed until FY 2016, and reduced from \$30,000 to \$25,000 annually. Between this project and the Lighting Fixtures and Poles Replacement project, \$100,000 will be available annually beginning FY 2016 for replacement lighting and additional amenities related to crime reduction.

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. The current unallocated balance of \$35,000 will be used for projects to react to trends in crime.

Operating Impact: When annual funding resumes in FY 2016, additional street lights will have additional utility costs that will need to be captured in the operating budget.

Crime Prevention Projects	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	25,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	25,000

Crime Prevention Projects	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	25,000	25,000	25,000	25,000	25,000	150,000
Less Revenues	0	0	0	0	0	0
Net City Share	25,000	25,000	25,000	25,000	25,000	150,000

Community Development

Redevelopment of Arlandria

Subsection: Neighborhood Planning
Managing Department: Planning & Zoning/T & ES
Project Category: 2

Estimated Useful Life of Improvement: 40+ years
Priority: Highly Desirable
Strategic Plan Goal: 1

Project Summary: This project provides for redevelopment work in key commercial areas of Arlandria as a part of the overall revitalization of this neighborhood. \$200,000 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: No changes from prior year.

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 Avenue and Glebe Road and traffic calming at Mt. Vernon Avenue and W. Reed Road 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	200,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	200,000	0	0	0	0	0
Redevelop. of Arlandria	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Braddock Area Plan Implementation

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

Estimated Useful Life of Improvement: N/A
Priority: Desirable
Strategic Plan Goal: 1

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. A total of \$405,000 over ten years (\$45,000/annually) is planned for this project. This funding represents the City's portion of costs, as developer contributions will also fund these projects in the Braddock Area Plan. 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.

Three catalyst projects (Payne Street, Madison Street, and Jaguar) are either underway or have indicated that they will move forward soon. City funding will be supplemented by developer contributions. In addition, City funding from the Open Space Fund will also be used to match developer contributions for a future park in this area. The City has pre-funded its open space commitment by purchasing the 600 N. Henry Street site for a future park.

Changes from Prior Year: The Approved FY 2011 -2020 CIP did not include any funding beyond FY 2011. \$45,000 annually is added to the project to provide a match for anticipated developer contributions.

Project History: A current unallocated balance of \$100,000 from prior fiscal years will be used for park design funds and a complete plan for the Braddock neighborhood streetscape.

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 Implementation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	100,000	0	45,000	45,000	45,000	45,000
Less Revenues	0	0	0	0	0	0
Net City Share	100,000	0	45,000	45,000	45,000	45,000

Braddock Area Plan Implementation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	45,000	45,000	45,000	45,000	45,000	405,000
Less Revenues	0	0	0	0	0	0
Net City Share	45,000	45,000	45,000	45,000	45,000	405,000

Community Development

Waterfront Plan Implementation

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

Estimated Useful Life of Improvement: N/A
Priority: Desirable
Strategic Plan Goal: 1

Project Summary: This project provides for 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 (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: A total of \$750,000 (FY 2012 \$250,000; FY 2013, \$500,000) is added to the FY 2012 – 2021 to begin the engineering phase of the Waterfront Plan implementation.

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 was approved by Council.

The draft Waterfront Plan in process contemplates implementation in phases. The first phase will involve preliminary engineering to 15% design for the proposed infrastructure improvements in the Waterfront Plan. This work will involve preliminary geotechnical and underwater investigation, preliminary grading of streets, pathways and park areas. It will include a preliminary layout of flood mitigation elements, storm sewer improvements and bulkhead replacements. This will also include a construction phasing plan to establish how the improvements will be accomplished while allowing continued use of the waterfront facilities. This preliminary engineering plan will allow for the prioritization of improvements such as the bulkhead replacements. This phase will involve significant outreach to the community as the infrastructure elements move from planning to engineering. Significant coordination with permitting agencies will also be required. CIP funding in the amounts of \$300,000 for FY 2012 and \$500,000 for FY 2013 will be needed for the specialized geotechnical and underwater investigation and marine engineering associated with this project. Implementation funding for the Waterfront Plan will start no earlier than 2015. However, opportunistic events may trigger an earlier implementation of some elements of the Waterfront Plan.

Operating Impact: Preparation and implementation of this engineering plan will require one full-time Civil Engineer IV in T&ES and one full-time Principal Planner in P&Z, such as a landscape architect with public realm construction experience which will be considered for the FY 2013 budget. Elements such as improved sidewalks and new plantings will likely increase the level of maintenance required by the City.

Waterfront Plan Implementation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Total Expenditures	0	0	250,000	500,000	TBD	TBD
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	250,000	500,000	TBD	TBD

Waterfront Plan Implementation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Plan Implement	TBD	TBD	TBD	TBD	TBD	750,000
Less Revenues	0	0	0	0	0	0
Net City Share	TBD	TBD	TBD	TBD	TBD	750,000

Community Development

King Street Plan Implementation

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

Estimated Useful Life of Improvement: N/A
Priority: Desirable
Strategic Plan Goal: 1

Project Summary: This project will assist in the implementation of the King Street Retail Strategy. Improvements could include new street furniture, lighting replacement, improved sidewalks, new plantings, opportunities to coordinate with the wayfinding program, and other improvements for King Street. A streetscape plan will be prepared in FY2014 and coordinated with T & ES, Planning & Zoning and RPCA with implementation scheduled for FY2017 - 2019.

Changes from Prior Year: The project includes \$150,000 for the preparation of the streetscape plan in FY2014 and funding for streetscape improvements will be \$250,000 annually for FY 2017 through FY 2019.

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 Implementation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	150,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	150,000	0	0

King Street Plan Implementation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	250,000	250,000	250,000	0	0	900,000
Less Revenues	0	0	0	0	0	0
Net City Share	250,000	250,000	250,000	0	0	900,000

Community Development

Landmark/Van Dorn Area Plan Implementation

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

Estimated Useful Life of Improvement: N/A
Priority: Desirable
Strategic Plan Goal: 1

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 primarily by developers with possible City participation if economically justified. 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: \$10,000 serves as a placeholder in FY 2021 to reflect inclusion in the CIP.

Project History: Howard Hughes, Inc. (HHI) who now manages the mall and owns the entire center portion of the mall along with Sears and Macy's will likely be planning a major redevelopment of this key 55 acre site. HHI was created from the prior mall owner General Growth Properties (GGP) as part of their Chapter 11 bankruptcy process. Previously discussed plans developed by GGP called for a mixed-use town center with major anchor stores, rejuvenated retail, movie theatres, residential units, as well as significant 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 had 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 this redeveloped project, could potentially 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 use of a TIF, would result in net new tax revenues being generated for the City's General Fund. The operating impact will depend on the level of private streets, streetscape and parks versus the public ownership of the site's infrastructure.

Landmark/Van Dorn Area Plan	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	TBD	TBD	TBD
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	TBD	TBD	TBD

Landmark/Van Dorn Area Plan	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	TBD	TBD	TBD	TBD	10,000	10,000
Less Revenues	0	0	0	0		0
Net City Share	TBD	TBD	TBD	TBD	10,000	10,000

Community Development

Four Mile Run Park & Stream Restoration

Subsection: Waterways Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 3

Estimated Useful Life of Improvement: N/A
Priority: Desirable
Strategic Plan Goal: 2

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 are included to meet the 2009 and 2010 STAG requirements. 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. The project schedule for the Four Mile Run Tidal Demonstration project is as follows:

- Design work begins in March 2009 and expected to continue through March 2011.
- Submittal of design to EPA and VA DEQ for review, March 2011
- Advertise for construction bids, January 2012
- Award Construction Contracts, May 2012
- Start Construction, June 2012
- Complete Construction, April 2013
- Submit Final Payment, June 2013

Project History: To date, largely through Congressman Moran's efforts, Alexandria and Arlington have been allocated a total of \$5.0 million (combination of local and grant funds) for the Tidal Stream Restoration. This funding is sufficient to construct the majority of the project (referred to as the demonstration project). A total of \$2.0 million in additional funds (split between the jurisdictions) would be necessary to complete the remainder of construction project. A funding source for this remaining cost has not yet been identified.

Furthermore, 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 may 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. However, federal budget constraints may reduce or eliminate this source of funding. At this time, no additional local funding has been identified for matching funds.

Changes from Prior Year: There is no change in this project from last year's CIP.

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 Restoration	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	965,497	455,545	455,545	0	0	0
Less Revenues	665,000	250,000	250,000	0	0	0
Net City Share	300,497	205,545	205,545	0	0	0

4 Mile Run Park & Stream Restoration	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Environmental Restoration

Subsection: Waterways Maintenance & Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 2

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. A total of \$856,000 over ten years is planned for this project.

These projects are being implemented based on their benefits to water quality. The City's Environmental Management Ordinance (C-Bay Ordinance) requires stormwater treatment from all development/redevelopment within the City. In circumstances where stormwater treatment is a requirement, but is not feasible because of site constraints, fees are collected. 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.

Recent projects where these funds have been employed include buffer enhancements adjacent to the Holmes Run Trail. A total of \$400,000 is budgeted for planned stream restoration as part of Chambliss Stream Crossing project, which will be funded primarily be the project's unallocated balance. The project is currently design and scheduled to go to construction in FY2012.

Changes from Prior Year: \$150,000 has been added to FY 2021 to address future environmental restoration projects.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	388,750	122,000	0	134,000	0	150,000
Less Revenues	0	0	0	0	0	0
Net City Share	388,750	0	0	134,000	0	150,000

Environmental Restoration	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	150,000	0	150,000	150,000	856,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	150,000	0	150,000	150,000	856,000

Community Development

Oronoco Outfall

Subsection: Waterways Maintenance & Improvements

Estimated Useful Life of Improvement: 25 years

Managing Department: T & ES

Priority: Essential

Project Category: 2

Strategic Plan Goal: 2

Project Summary: This project mitigates 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 19th and 20th 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 is studying the extent of contamination developing and implementing a remediation program to clean up the site. Washington Gas is working cooperatively with the City on this matter. An unallocated balance of \$1.21 million will be combined with an additional \$2.2 million in FY 2013 for a total of \$3.41 million for this phase of the project.

The Corrective Action Plan undertaken by the City to address long present ground contamination from the former City (and then Washington Gas) owned Alexandria Gas works must meet the requirements set forth in the Virginia Department of Environmental Quality's Voluntary Remediation Program. The project aims to eliminate discharge of impacted material to the Potomac River from the storm outfall at the end of Oronoco Street. The current unallocated balance of \$1.21 million is sufficient to cover construction costs of the biosparge remedial system which is currently in the design phase. \$2.2 million is planned to cover anticipated costs associated with the planning and subsequent dredging of the impacted sediment from the outfall. Once discharge is eliminated then the impacted sediment in the Potomac River at the end of the Oronoco Street will need to be dredged and removed. The current schedule is driven by an October 1, 2010 letter received from the Virginia Department of Environmental Quality which expects the remedial system to be constructed and operating by December 31, 2011 and for the impacted sediment at the outfall to be removed by February 15, 2013.

Changes from Prior Year: Funding was not included in the Approved FY 2011 – 2020 CIP for this project. Based on current cost estimates and a schedule for completion, \$2.2 million is included in FY 2013 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.

Work involving relining the storm sewer was completed in FY 2007. As a result of the success of the relining, the City completed a laboratory bioremediation study in FY 2008 and a field biosparging pilot study in FY 2009 to determine if in-situ remediation could be utilized to prevent migration outside the storm pipe. Due to the positive results from these studies, the City is currently in the design phase of a biosparging remedial system. In addition to the activities above, at the end of FY 2009 the existing sump area was rehabilitated in conjunction with a hydraulic assessment. The environmental consultant continues to recover free product collected in the sump and in the wells adjacent to the Oronoco Street storm sewer pipe. 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.

Operating Impact: Once the biosparging system is functioning, funds to operate and maintain the system will be needed starting FY 2012. O&M costs are estimated at \$125,000 per year, and are included in the FY 2012 Proposed Operating Budget.

Oronoco Outfall	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	1,210,000	0	2,200,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,210,000	0	2,200,000	0	0	0

Oronoco Outfall	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	2,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	2,200,000

Community Development

Four Mile Run Channel Maintenance

Subsection: Waterways Maintenance & Improvements
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: N/A
Priority: Highly Desirable
Strategic Plan Goal: 2

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. 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. Total City funding for this project is \$1.601 million, with \$600,000 in unallocated balance from prior years and \$1.01 million planned in FY 2013. Arlington County's share of the project is estimated at \$1.4 million, and is detailed below.

The latest inspection by USACE (2009) identified a number of deficiencies, and gave the overall levee system an unacceptable rating. The City has hired a consultant to perform a detailed inspection of the flood control system, and to develop recommendations for corrections. Staff is working with the Corps to determine exactly what improvements the city can do to bring the rating up to acceptable.

City funding for the project will be combined with funds (not shown in the budget) from Arlington County for the sediment removal portion of the project totaling \$2.8 million (\$1.4 million City of Alexandria / \$1.4 million Arlington County). Additional projects funded with City dollars (not shared with Arlington County) that are required to obtain levee certification include clearing non-woody brush (\$10,000); clearing woody brush and trees (\$50,000); and levee repairs including rip rap, geotextile, concrete outlet repairs, and floodwall joint repair (\$150,000).

Changes from Prior Year: \$410,000 is added to the \$600,000 in the Approved FY 2011 – 2020 CIP for FY 2013. Including unallocated balances, \$1.61 million in City funding is budgeted for this project. Funding of \$600,000 in FY 2017 remains unchanged.

Project History: The valley of Four Mile Run is a historically high flood risk area, and experienced considerable damage during Hurricane Agnes in 1972. The U.S. Army Corps of Engineers (USACE), in cooperation with the City, and Arlington County completed a flood control project in the early 1980's. This project consists of a trapezoidal, gabion lined channel, along with limited stretches of levees and floodwalls. Local governments have the responsibility for maintaining these systems, and are subject to annual inspection by USACE. 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.

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

4 Mile Run Channel Maint.	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	600,000	0	1,010,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	0	1,010,000	0	0	0

4 Mile Run Channel Maint.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	600,000	0	0	0	0	1,610,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	0	0	0	0	1,610,000

Community Development

City Marina Waterfront Dredging

Subsection: Waterways Maintenance & Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 5 years

Priority: Highly Desirable

Strategic Plan Goal: 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 five to 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: Based on available funding, \$450,000 was shifted from FY 2015 to FY 2014 for the first dredging project. Total projects costs of \$6.2 million remain unchanged.

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 million 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	550,000	2,550,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	550,000	2,550,000	0

City Marina Dredging	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	100,000	3,000,000	0	6,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	100,000	3,000,000	0	6,200,000

Community Development

Stream / Channel Maintenance and Restoration

Subsection: Waterways Maintenance & Improvements

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: Varies

Priority: Essential

Strategic Plan Goal: 2

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: \$600,000 has been added to FY 2021 to address future maintenance and restoration needs.

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. Work to be completed in FY 2011 include removing large sandbars obstructing flow from the Cameron Run Stream Channel in two locations: immediately upstream from Cameron Run Beltway crossing, and near Bluestone Road; and in Holmes Run near Pendleton Street. Weedy vegetation will be removed along the banks of Cameron Run and Holmes Run.

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

Stream / Channel Maintenance	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	770,500	0	0	600,000	600,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	770,500	0	0	600,000	600,000	600,000

Stream / Channel Maintenance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	600,000	600,000	600,000	600,000	600,000	4,800,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	600,000	600,000	600,000	600,000	4,800,000

Community Development

Woodrow Wilson Bridge Project

Subsection: Woodrow Wilson Bridge Project

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 40 years

Priority: Desirable

Strategic Plan Goal: 3

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. \$16,467,314 remains unallocated for the remaining elements of these projects.

Changes from Prior Year: No changes from prior year.

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 will include one softball field, two multi-purpose playing fields, public restrooms, and a paved parking lot to accommodate site uses. Construction of the recreational field will begin in the spring of 2011 and will be completed in 2012.

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. The purchase of this equipment will occur with the construction of the fields.

Freedmen's Cemetery Enhancements (\$9,625,000): The two improved commercial properties on the site of the Freedmen's Cemetery were acquired and will be 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 wall commemorating the names of those buried here. A national design competition was held in 2008 and a winning concept was selected. The design will be completed in the spring of 2011. Construction is anticipated to begin mid-2011 and be completed in 2012.

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.

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

Woodrow Wilson Bridge Project, Continued

Wilson Bridge Project	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	16,467,314	0	0	0	0	0
Less Revenues	16,467,314	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Wilson Bridge Project	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

RECREATION & PARKS

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Recreation & Parks

Recreation & Parks Subsection/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Park Maintenance and Improvements												
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
Ball Court Renovations	150,000	150,000	75,000	225,000	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	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	128,000	1,280,000
Playground Renovations	0	300,000	300,000	700,000	850,000	750,000	500,000	550,000	600,000	650,000	650,000	5,850,000
Tree & Shrub Capital Maintenance	0	226,000	251,000	276,000	301,000	326,000	326,000	326,000	326,000	326,000	326,000	3,010,000
Park Renovations CFMP	8,000	313,000	313,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	338,000	3,330,000
Projects from the Restaurant Depot Contribution	0	500,000	0	0	0	0	0	0	0	0	0	500,000
Athletic Field Restrooms	0	0	0	0	200,000	250,000	0	0	0	0	0	450,000
Athletic Field Improvements	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
Pavement Repairs at Parks	0	0	0	0	0	0	2,000,000	1,000,000	0	0	0	3,000,000
Windmill Hill Park Bulkhead	784,953	0	0	0	0	300,000	3,700,000	0	0	0	0	4,000,000
Recreation Facility Maintenance												
City Marina Maintenance	52,000	52,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	862,000
Public Pools	79,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	52,000	520,000
Recreation Center CFMP	0	580,000	425,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,005,000
Renovated or New Recreation Facilities												
Chinquapin Aquatics Center	0	160,000	1,440,000	0	0	0	1,000,000	2,000,000	2,000,000	0	0	6,600,000
Patrick Henry Recreation Center	0	0	610,000	5,490,000	0	0	0	0	0	0	0	6,100,000
Miracle Field	0	0	0	285,000	0	0	0	0	0	0	0	285,000
City Marina Seawalls	0	0	0	0	0	200,000	1,500,000	0	0	0	0	1,700,000
City Marina Utility Upgrades	0	0	0	0	0	250,000	1,000,000	0	0	0	0	1,250,000
City Median Conversions/Renovations	0	0	0	0	0	0	400,000	400,000	0	0	0	800,000
Spray Parks	0	0	0	0	0	0	0	0	2,000,000	1,000,000	0	3,000,000
Open Space Acquisition and Development												
Open Space Acquisition and Develop.	5,755,633	0	0	500,000	500,000	1,000,000	1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	16,000,000
Recreation & Parks Total	\$6,883,586	\$2,550,000	\$3,773,000	\$8,673,000	\$3,198,000	\$4,423,000	\$15,273,000	\$10,123,000	\$11,773,000	\$9,823,000	\$6,323,000	\$75,932,000
Less Total Revenues	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Total Net City Costs	\$6,883,586	\$2,050,000	\$3,773,000	\$8,673,000	\$3,198,000	\$4,423,000	\$15,273,000	\$10,123,000	\$11,773,000	\$9,823,000	\$6,323,000	\$75,432,000

Recreation & Parks

ADA Requirements

Subsection: Park Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 1

Estimated Useful Life of Improvement: 25 years
Priority: Essential
Strategic Plan Goal: 4

Project Summary: This project provides funding to meet Federal ADA Requirements such as providing ADA to park facilities and amenities. According to regulations, new playgrounds and any renovations to existing recreational play areas must comply with ADA accessibility requirements. In addition, park amenities such as restrooms, picnic tables, access and fountains must be replaced to meet current ADA requirements. A total of \$290,000 over ten years (\$29,000/annually) is programmed to help meet these requirements at new and renovated play areas.

Changes from Prior Year: \$29,000 has been added to FY 2021 to address future ADA needs.

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 provided ADA playground access at Landover Park. FY 2012 - 2013 ADA Funding will be used to provide ADA compliant tables, slabs and access at city park facilities. Total cost per table, slab and access is approximately \$4,000 (variance is dependent on the linear feet of the access work required).

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

ADA Requirements	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 & Parks

Ball Court Renovations

Subsection: Park Maintenance and Improvements

Managing Department: Recreation & Parks

Project Category: 1

Estimated Useful Life of Improvement: 15 years

Priority: Essential

Strategic Plan Goal: 4

Project Summary: The City is responsible for the upkeep of 36 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. A total of \$1.5 million over ten years is planned in the FY 2012 – FY 2021 CIP. This prioritized schedule has been prepared by staff and is based on current condition, utilization, commonality, and budgeted resources.

	Name	Number of Courts	Court Type	Surface Condition	Completed Renovation	Renovation Schedule
1	Hooffs Run Greenway	1	Basketball	Poor		FY 2010
2	Polk	2	Basketball	Poor		FY 2013*
3	John Adams School	1	Basketball	Poor		FY 2014*
4	Powhatan	1	Basketball	Poor		FY 2010**
5	Buchanon Street Park	1	Basketball	Poor		FY 2010**
6	Carlyle	2	Tennis	Excellent	FY 2010	
7	Windmill Hill	1	Basketball	Poor		FY 2012
8	Jefferson Houston	1	Basketball	Poor		FY 2014*
9	Mini Howard	1	Basketball	Poor		FY 2012*
10	Hammond	3	Tennis	Poor		FY 2014*
11	Fort Ward	2	Tennis	Poor		FY 2014
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		
16	Simpson Stadium	1	Basketball	Good		FY 2011
17	Chinquapin	4	Tennis	Good		
18	Simpson	2	Tennis	Good		FY 2011
19	Montgomery	4	Tennis	Excellent		
20	Nannie J. Lee	2	Tennis	Excellent	Spring 2008, Lights FY 2011	
21	Powhatan	1	Tennis	Excellent	Fall 2007	
22	George Mason	2	Tennis	Excellent	Fall 2007	
23	George Washington	2	Tennis	Excellent		
24	Hoofs Run	1	Tennis	Excellent	Fall 2007	
25	Chambliss	2	Tennis	Excellent	Fall 2007	
26	Minnie Howard	2	Tennis	Excellent	Spring 2008	
27	Patrick Henry	2	Tennis	Excellent	Fall 2008	
28	Ramsay	2	Tennis	Excellent	Fall 2008	
29	Mt. Vernon	1	Tennis	Excellent	Fall 2007	
30	Ewald	1	Basketball	Excellent	Fall 2008	
31	Nannie J. Lee	1	Basketball	Excellent	Fall 2008, Lights FY2010	
32	Angel	1	Basketball	Excellent	Fall 2008	
33	Chinquapin	1	Basketball	Excellent	Fall 2008	
	Total	52				

* Court renovation work at the sites is tentative scheduled. Work dependent on ACPS site work, access and school building renovation. **Court renovation work delayed due to funding limitations.

Recreation & Parks

Ball Court Renovations, Continued

Changes from Prior Year: \$75,000 was shifted from FY 2013 to FY 2014 due to funding limitations, leaving \$75,000 for renovations in FY 2013 and \$225,000 in FY 2014. \$150,000 has been added to FY 2021 to address future capital replacement needs.

Operating Impact: A fresh coat of paint applied every five years to an asphalt tennis or basketball court will keep oil from evaporating from the surface and stretch its lifespan. Cracks in asphalt courts are inevitable, though, and if left untreated asphalt cracks will only get larger — particularly in the Alexandria winter freeze-thaw environment. A hairline crack will expand to a half-inch within three years, creating a tripping hazard. Outdoor tennis and basketball courts require a regular maintenance program to ensure safe playing conditions all year round. With this project funding court useful life is increased through rotational court overhaul. Qualified and skilled contractors with the required equipment and machinery are used to complete this work. It is recommended that the City courts remain on the existing project schedule to mitigate City and player risk.

Ball Court Renovations	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	150,000	150,000	75,000	225,000	150,000	150,000
Less Revenues	0	0	0	0	0	0
Net City Share	150,000	150,000	75,000	225,000	150,000	150,000

Ball Court Renovations	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 & Parks

Bike Trails

Subsection: Park Maintenance & Improvements

Estimated Useful Life of Improvement: 20 years

Managing Department: Recreation & Parks

Priority: Essential

Project Category: 1

Strategic Plan Goal: 2

Project Summary: This project provides for construction and improvements to the soft surface parks trail/path system in the City. Funding will be used to meet the capital maintenance requirements for the City's existing soft park trail/path system and soft park walkways. The useful life of the trail is dependent on existing conditions (trail surface material, flooding, drainage, use, etc.) FY 2012 funding will be applied to repair soft trail areas with erosion issues and to repair snow removal damage from west side soft trails.

Changes from Prior Year: \$60,000 has been added to FY 2021 to address future capital replacement needs.

Project History: FY2011 and prior years available funding has been programmed to repair the waterfront parks soft surface trails which received significant damage from past winter snow removal operations and flooding; staff is currently working on a scope of work and qualifying new vendors.

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

Bike Trails	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 & Parks

Irrigation Projects

Subsection: Park Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 1

Estimated Useful Life of Improvement: 7-10 years
Priority: Essential
Strategic Plan Goal: 4

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

Changes from Prior Year: \$128,000 has been added to FY 2021 to address future capital replacement needs.

Project History: FY 2009 irrigation projects were completed at Market Square, Pomander Park, Four Mile Run, Lee Center (phase I), Fort Ward (phase I), and Ben Brenman (phase II). Irrigation projects completed in FY 2010 & FY 2011 include Montgomery Park, Waterfront Park, Four Mile Run (field 3), Landover Park, Mason Tot Lot, Hensley (fields 2 & 3), and replacement of sprinkler heads at Chinquapin Park and open space properties. General system upgrades (antenna, sprinkler heads, controller boxes, etc.) have been completed at various sites.

Operating Impact: This project is essential to support existing infrastructure conditions. The elimination of the irrigation program would result in depletion of existing investment, sustainability of turf grass and viability to allow safe conditions for field and park users. The number of man hours per week that would be required to maintain current level of service without irrigation is incalculable (estimated at hundreds of man hours per week). Failure to irrigate athletic fields will have a direct negative impact on play surface and result in uneven turf, divots, bird baths and poor quality and quantity of field turf. For athletic fields this condition will impact play, player safety (more injuries) and result in a reduction of use hours for each field. For park sites irrigation is used to bridge drought periods when even native/indigenous/drought tolerant plants have difficulty thriving.

Irrigation Projects	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	128,000	128,000	128,000	128,000	128,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	128,000	128,000	128,000	128,000	128,000

Irrigation Projects	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	128,000	128,000	128,000	128,000	128,000	1,280,000
Less Revenues	0	0	0	0	0	0
Net City Share	128,000	128,000	128,000	128,000	128,000	1,280,000

Recreation & Parks

Playground Renovations CFMP

Subsection: Park Maintenance & Improvements

Managing Department: Recreation & Parks

Project Category: 1

Estimated Useful Life of Improvement: 7 years

Priority: Essential

Strategic Plan Goal: 4

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). The projected project schedule through 2021 is provided below:

	FY	Park Name	Priority	Approx. Age
	2011	Mount Jefferson Park/Greenway	High	5<>10
	2012	Armistead L. Boothe Park	High	>10
	2013	Hooff's Run Park and Greenway	High	>10
	2014	Ewald Park	High	>10
	2014	Hume Springs Park	Medium	5<>10
	2015	Lynhaven Park	Medium	5<>10
	2015	Beverley Park	Medium	5<>10
	2015	Charles Barrett Recreation	Medium	>10
	2016	Chinquapin Park	Medium	>10
	2016	Sunset Park	Medium	>10
	2016	Simpson Park	Medium	5<>10
	2017	Four Mile Run Park	Medium	>10
	2017	Windmill Hill Park	Medium	>10
	2018	Montgomery Park	Low	5<>10
	2018	Armory Tot Lot	Low	>10
	2019	Brookvalley/Holmes Run	Low	>10
	2019	Holmes Run Park	Low	>10
	2019	Woodbine Park	Low	5<>10
	2020	Chetworth Park	Low	<5
	2020	Holmes Run/S. Jordan St.	Low	<5
	2020	Angel Park	Low	<5
	2021	Beach Park	Low	<5
	2021	Mason Avenue Park	Low	<5
	2021	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

*Open Space account

Recreation & Parks

Playground Renovations CFMP, Continued

Changes from Prior Year: \$200,000 was shifted from FY 2013 to FY 2014 due to funding limitations, leaving \$300,000 for renovations in FY 2013 and \$700,000 in FY 2014. \$650,000 has been added to FY 2021 to address future capital replacement needs.

Project History: Complete projects include: Landover Park (2009); Stevenson Park (2010); Tarleton Park (2010); James Mulligan (2010).

Operating Impact: Loss of funding would result in higher operating costs to patch, maintain and remove from service play equipment and areas. Funding is necessary to continue to meet established industry safety standards.

Playground Renovations	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	300,000	300,000	700,000	850,000	750,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	300,000	300,000	700,000	850,000	750,000

Playground Renovations	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	500,000	550,000	600,000	650,000	650,000	5,850,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	550,000	600,000	650,000	650,000	5,850,000

Recreation & Parks

Tree and Shrub Capital Maintenance

Subsection: Parks & Maintenance Improvements **Estimated Useful Life of Improvement:** 20 years (absent storm damage)
Managing Department: Recreation & Parks **Priority:** Essential
Project Category: 1 **Strategic Plan Goal:** 2

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 1,200 tree wells, which periodically require renovations and enhancements. This program is budgeted for the planting and care of approximately 450 trees per year, including at least 300 replacement trees, based on the average cost per tree and initial care of \$250. As funding increases beginning FY 2013, additional replacements trees will be purchased.

Changes from Prior Year: Beginning FY 2013, \$25,000 is added annually to bring the total funding to \$326,000 in FY 2016. Additional funding will support the Strategic Plan Urban Forestry initiatives. \$326,000 has been added to FY 2021 to address future tree and shrub capital maintenance needs.

Project History: 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. The project also is intended to increase the City's tree canopy along the City's rights-of-way and enhance the City's visual and environmental quality.

Operating Impact: The average annual operating cost for newly planted trees on public site is approximately \$82,000 which includes \$40,000 for watering 500 trees per year and \$42,000 to provide maintenance to 1,200 trees per year. Additional operating costs will be factored in to the operating budget FY 2012 to fund additional tree watering.

Tree & Shrub Capital Maint.	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	226,000	251,000	276,000	301,000	326,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	226,000	251,000	276,000	301,000	326,000

Tree & Shrub Capital Maint.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	326,000	326,000	326,000	326,000	326,000	3,010,000
Less Revenues	0	0	0	0	0	0
Net City Share	326,000	326,000	326,000	326,000	326,000	3,010,000

Recreation & Parks

Park Renovations CFMP

Subsection: Park Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 1

Estimated Useful Life of Improvement: 10 years
Priority: Essential
Strategic Plan Goal: 4

Project Summary: This project 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. More detailed lists of currently planned maintenance activities for the next several years are available from RPCA upon request. FY 2012 planned projects include purchasing park furniture (park benches, trash receptacles, picnic tables, drinking fountains) and Little Simpson Field light replacement.

Beginning in FY 2014, \$25,000 is added to the budget annually to account for repairs and renovations at the City's dog parks. These heavily used park areas provide citizens with space to exercise their dogs while socializing with other dog enthusiasts. The proposed funding would include replacement/renovation of fencing, double gates, irrigation, grass, signs, park benches, trash receptacles, watering station/drinking fountain and trees for shade and sound buffer.

Anticipated FY 2012 Projects
Item / Description
Park Furniture (park benches, trash receptacles, picnic tables)
Little Simpson Field Light replacement
Brenman Press Box
Brenman Dugouts (1 field, 2 dugouts)
Backstop replacement Four Mile Run Field 3
Fencing Four Mile Run Softball
Luckett backstop
Luckett Raise Net (similar to Minni Howard)
Anticipated FY 2013 Projects
Item / Description
Park Furniture (park benches, trash receptacles, picnic tables)
Repair/replacement of park lights
Backstop replacement Hensley
Backstop replacement George Mason
Backstop Stevenson
Backstop Ramsay
Mulligan Park lower end retaining wall, drainage and landscape

Changes from Prior Year: Beginning FY 2014, \$25,000 for dog park repairs and renovations is added annually to bring the total funding to \$338,000. \$338,000 has been added to FY 2021 to address future capital equipment replacement needs. A schedule for the Dog Park maintenance portion of the project is as follows:

	Dog Park Location	Type	Schedule of Work
1	Montgomery Park at the corner of Fairfax and 1st Streets	Fenced	FY 2014, new drinking fountain, replace gates, repair/replace fence, bench
2	Dog Run Park at Carlyle, 450 Andrew's Ln.	Fenced	FY 2014, replace gates, repair fence
3	Simpson Stadium Park at Monroe Park	Fenced	FY 2015, replace fencing and gates

Recreation & Parks

Park Renovations CFMP, Continued

	Dog Park Location	Type	Schedule of Work
4	5000 block of Duke Street east of the Charles E. Beatley, Jr. Library	Fenced	FY 2015, replace fencing and gates
5	Ben Brenman Park by Backlick Creek	Fenced	FY 2016, replace fencing, replace drinking fountain
6	Windmill Hill Park at Gibbon and Union Streets	Unfenced	FY 2016, new drinking fountain, replace signs
7	Founders Park at Oronoco Street and Union Street	Unfenced	FY 2017
8	Chinquapin Park east of loop	Unfenced	FY 2017
9	W&OD Railroad at Raymond Avenue	Unfenced	FY 2017
10	Area east of entrance to Monticello Park	Unfenced	FY 2018
11	Along Chambliss Street south of Tennis courts	Unfenced	FY 2018
12	Area between Ft. Williams and New Ft. Williams Parkway	Unfenced	FY 2018
13	Along Old Mill Run west of Gordon St. (Tarleton Park)	Unfenced	FY 2019
14	Median at E. Timberbranch Parkway and Timberbranch Drive	Unfenced	FY 2019
15	Hooff's Run, east of Commonwealth between Oak and Chapman Streets	Unfenced	FY 2019
16	Edison Street cul-de-sac	Unfenced	FY 2020
17	Southeast corner of Braddock Road and Commonwealth	Unfenced	FY 2020
18	North Fort Ward Park East of Park Road	Unfenced	FY 2020

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. Example of projects completed, contracted, or planned in FY 2010 and FY 2011 include:

Projects completed in FY 2009	
Item / Description	
	Painting and carpet replacement at Chinquapin
	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

Recreation & Parks

Park Renovations CFMP, Continued

HVAC Repairs Chinquapin
CCTV system at City Marina
Soft play room conversion at Chinquapin
Replacement of 40 trash cans and 10 benches
Repair/replacement of fencing at Ben Brenman, Fort Ward and Lockett fields
Projects completed in FY 2010
Item / Description
Nature Center Deck Repairs
Purchase Park Benches and Trash Receptacles
Van Alstein/Scandaga Totem
John Adams Turf Renovation
John Adams Fencing, press box and dugouts
Drinking fountain (Simpson)
Purchase Infrared Pedestrian Counters
Lockett field score board purchase and install
Lockett baseball field lights replaced
Work Completed/To Be Completed in FY 2011
Item / Description
Purchased Replacement Park Furniture (park benches, trash receptacles, picnic tables)
Replacement Four Mile Run Softball Lights
Completed Ben Brenman Soccer Field Conversion A&E
Ben Brenman Baseball Field Fencing Replacement Planned

Operating Impact: Park project are prioritized to address the most imperative safety concerns first. For example, almost all FY2011 projects were delayed to address the field lights at Four Mile Run that were in imminent danger of falling down. Similarly, backstops and amenities are replaced based on current condition and use. More timely replacement of failing and heavily used park infrastructure and amenities will reduce operational costs associated with escalating repair and maintenance (of failing items) and free up park staff to perform other highly desired and needed park functions.

Park Renovations CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	8,000	313,000	313,000	338,000	338,000	338,000
Less Revenues	0	0	0	0	0	0
Net City Share	8,000	313,000	313,000	338,000	338,000	338,000

Park Renovations CFMP	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	338,000	338,000	338,000	338,000	338,000	3,330,000
Less Revenues	0	0	0	0	0	0
Net City Share	338,000	338,000	338,000	338,000	338,000	3,330,000

Recreation & Parks

Park Improvements Funded by the Restaurant Depot Contribution

Subsection: Park Maintenance & Improvements

Estimated Useful Life of Improvement: 7-20 years

Managing Department: Recreation & Parks

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 4

Project Summary: This project provides for the use of funds anticipated under provision of Restaurant Depot DSUP #2009-0003, Condition #4 as amended by Planning Commission and approved by City Council in September 2009. Condition #4 was amended to state: "The applicant shall provide a voluntary contribution of \$500,000 to be allocated towards priority public parks, trails and/or recreation capital projects in, or adjacent to, the Eisenhower Valley. The specific projects to be funded will be determined during the Fiscal Year 2011 to Fiscal Year 2016 Capital Improvement Program decision making process. The contribution shall be provided to the City prior to the issuance of the Certificate of Occupancy." In applying the above conditions the following priority public parks, trails and/or recreation capital projects are recommended:

Project	Description	Estimated Cost
Booth Park Playground Renovation	This is a large playground site that is cited as High Priority for renovation in the 2011 CIP. Without additional resources, work at this site will likely preclude work on other High Priority playground sites.	\$300,000
Brenman Park Pedestrian Trail Imprv.	Modest renovation of damaged areas and portions not in ADA dimensional compliance.	\$25,000
Hensley Park Festival Event Area	As a means of enhancing opportunity for events and reducing pressure on other City facilities, renovate the existing site to provide additional infrastructure capable of supporting large private/public events. Infrastructure needs include site utilities such as upgraded water and electric service, parking efficiencies, shade plantings, and directional/use signs.	\$100,000
Hensley Park Large Event Shelter	In coordination with the Festival Event Area provide a large open air shelter to help relieve pressure on other Citywide reserve sites.	\$75,000

Changes from Prior Year: This is a new project with a one-time developer contribution of \$500,000 programmed for FY 2012.

Operating Impact: Undertaking these projects will have a minimal impact on the RPCA operating budget. It is estimated that the new shelter will cost approximately \$2,000 annually to maintain, and costs be factored into the FY 2013 operating budget process.

Restaurant Depot Contribution	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	500,000	0	0	0	0
Less Revenues	0	500,000	0	0	0	0
Net City Share	0	0	0	0	0	0

Restaurant Depot Contribution	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	500,000
Less Revenues	0	0	0	0	0	500,000
Net City Share	0	0	0	0	0	0

Recreation & Parks

Athletic Field Improvements

Subsection: Park Maintenance & Improvements

Managing Department: Recreation & Parks

Project Category: 3

Estimated Useful Life of Improvement: 10 years (depending on use)

Priority: Desirable

Strategic Plan Goal: 4

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. Alexandria is facing pressures to increase the number of playfields and given that the population is increasingly active and growing, meeting needs for fields in Alexandria's urban environment is becoming increasingly challenging. Locating new fields is difficult and expensive because of the limited amount of available land. It is imperative to ensure that Alexandria maximizes the capacity of the existing fields and developer contributions to accommodate new demands. The quality of our playfields can mitigate the lack of quantity.

Athletic fields with a synthetic or artificial turf surface are more beneficial to the City of Alexandria than natural grass surfaces for several reasons:

- Despite high up-front costs, synthetic turf fields have lower maintenance costs.
- The wear and tear on the surface is minimal, even with high levels of usage.
- Because of their superior ability to drain water, the fields can be used year-round and in almost any kind of weather.
- They are also safer playing surfaces, due to their uniformity.
- Synthetic turf surfaces provide storm water management benefits to the area by effectively managing rainwater.
- Synthetic turf fields will increase the inventory of field space available for community use.
- Industry estimates are that synthetic turf surfaces have an average expected lifespan of eight to ten years.

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. 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. In addition, project 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.

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 FY 2017 followed by Fort Ward in FY 2018. The current cost to replace the synthetic turf on a full size regulation synthetic field is \$500,000 (based on existing Fort Ward field surface product).

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 1-2 years. The City is completed the installation of an artificial turf field and field lights at the Ben Brenman soccer field in Fall 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 in FY 2012. An inventory of City fields is included after the funding chart.

Changes from Prior Year: No changes from prior year.

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. Failure to convert the athletic fields to synthetic fields until such time as diminishing returns is recognized, will result in annually escalating costs to maintain the existing over played natural turf fields at a safe standard for play (grading, seeding, fertilizing, mowing, weed control, etc.) The condition of a recreation field has a direct relationship to the usability of the field. Field condition is influenced by variables such as, but not limited to, weather, topography, type and frequency of use, budget, maintenance standards, and programs. The impact of field conditions can extend beyond capacity; legal questions and liability issues associated with poorly designed, constructed, or maintained fields can impact the City.

Recreation & Parks

Athletic Field Improvements, Continued

Inventory of Fields - 2010						
	Park Name	Priority	Type	Shape	Level	Engineered
	Witter	High	Field	Rectangle		
	Witter	High	Field	Rectangle		
	Witter	High	Field	Diamond		
	Boothe	High	Field	Diamond	2	Eng
	Braddock	High	Field	Rectangle	3	N
	Braddock	High	Field	Rectangle	3	N
	Ewald	High	Field	Rectangle	4	N
	Mount Vernon	High	Field	Diamond	3	N
	Simpson	High	Field	Diamond	1	Eng
	Simpson	High	Field	Diamond	2	N
	Hammond (Lower)	Medium	Field	Rectangle	3	N
	Hensley	Medium	Field	Rectangle	2	N
	Hensley	Medium	Field	Diamond	3	N
	Hensley	Medium	Field	Diamond	3	N
	Hensley	Medium	Field	Diamond	3	N
	Lee Center	Medium	Field	Diamond	3	N
	Lee Center	Medium	Field	Diamond	4	N
	Minnie Howard (phase 2)	Medium	Future Field	Rectangle		
	Patrick Henry	Medium	Field	Rectangle	3	N
	Patrick Henry	Medium	Field	Diamond	3	N
	Angel	Low	Field	Diamond	3	N
	Brenman	Low	Field	Diamond	3	Eng
	Charles Barrett	Low	Field	Diamond	4	N
	Four Mile Run	Low	Field	Diamond	3	N
	George Mason	Low	Field	Diamond	3	N
	George Mason	Low	Field	Diamond	3	N
	George Washington	Low	Field	Rectangle	3	Eng
	George Washington	Low	Field	Rectangle	3	Eng
	Jefferson Houston	Low	Field	Rectangle	3	N
	Lyles-Crouch	Low	Field	Diamond	4	N
	Maury	Low	Field	Diamond	4	N
	Polk	Low	Field	Rectangle	3	N
	Polk	Low	Field	Diamond		Y
	Ramsay	Low	Field	Rectangle	3	N
	Stevenson	Low	Field	Diamond	3	N
	John Adams/ Chambliss	none	Field	Diamond	3	N
	Brenman	none	Field	Rectangle	3 in 09/1 in 10	Syn
	Brenman	none	Field	Diamond	3 in 09/2 in 10	Eng
	Lockett	none	Field	Diamond	3	N
	Four Mile Run	none	Field	Diamond	1	Eng
	Four Mile Run	none	Field	Diamond	2	N
	Potomac Yard (Simpson)	none	Field	Rectangle	3	N
	Potomac Yard (Simpson)	none	Field	Rectangle	3	N
	Fort Ward	None	Field	Rectangle	1	Syn
	Four Mile Run	None	Field	Rectangle	3	N
	Hammond (Upper)	None	Field	Rectangle	4	N
	Minnie Howard	None	Field	Rectangle	1	Syn
	T.C. Williams	None	Field	Rectangle		Syn

Level: a rating that describes the amenities and features of both the field and the related facility. Level 1 fields have the highest level of maintenance and programmed amenities. Level 4 have the least amount of maintenance and amenities offered.

Engineered: describes the type of play surface, which may be engineered natural turf (Engineered natural turf must be laser graded, and may include subsurface root zone base designed for drainage or drainage pipe system) or synthetic infill turf.

Recreation & Parks

Athletic Field Improvements, Continued

Athletic Field Improvements	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Athletic Field Improvements	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	2,500,000	2,500,000	2,500,000	2,500,000	0	10,000,000

Recreation & Parks

Athletic Field Restrooms

Subsection: Park Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 2

Estimated Useful Life of Improvement: 20 years
Priority: Highly Desirable
Strategic Plan Goal: 4

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. Project costs are based on similar metro area park and recreation projects and similar scope of work. This project is planned for FY 2015 (\$200,000) and FY 2016 (\$250,000).

Changes from Prior Year: No changes from prior year.

Operating Impact: It is projected that each site will require approximately \$2,000 annually for the purchase of janitorial supplies and utilities. Those costs will be factored into the operating budget beginning FY 2015.

Athletic Field Restrooms	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	200,000	250,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	200,000	250,000

Athletic Field Restrooms	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	450,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	450,000

Recreation & Parks

Pavement Improvements in Parks

Subsection: Park Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 2

Estimated Useful Life of Improvement: 20 years
Priority: Highly Desirable
Strategic Plan Goal: 4

Project Summary: This program provides \$3.0 million in FY 2017 (\$2.0 million) and FY 2018 (\$1.0 million) 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 future is necessary to ensure these facilities continue to be safe and accessible to the public. In general, RPCA parking areas and access points have a large number of severely deteriorating cracks, releveling, potholes, graded depressions and/or indicating pavement that is in an advanced state of decay. Crack sealing or filling in these circumstances is both uneconomical and technically unsound, as it does little to delay the need for more extensive corrective actions. T&ES staff has tried to provide temporary fill for some of the more prominent issues, however, a more long-term solution is required.

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.

Changes from Prior Year: No changes from prior year.

Operating Impact: This project will have no impact on the operating budget. T&ES will have to devote fewer resources for continually patching larger and more extensive areas of pavement in the parks.

Pavement Repairs	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	2,000,000	1,000,000	0	0	0	3,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	2,000,000	1,000,000	0	0	0	3,000,000

Recreation & Parks

Windmill Hill Park Bulkhead

Subsection: Park Maintenance & Improvements
Managing Department: Recreation & Parks
Project Category: 3

Estimated Useful Life of Improvement: 25 years
Priority: Desirable
Strategic Plan Goal: 4

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. An old and deteriorated bulkhead, approximately 900 feet long, surrounds the perimeter of a cove located on the west bank of the Potomac River, approximately 0.5 miles upstream of the Woodrow Wilson Bridge. The surrounding land is a City park, which is located adjacent to residential housing. The total length of shoreline in the cove is approximately 1,200 ft. The area is subject to tidal currents and the cove has no protection from waves and flotsam. The bulkhead is constructed of wood timbers and concrete slabs. It is in a state of advanced deterioration and collapse, such that there is ongoing soil erosion behind the bulkhead and collapse of debris into the cove. The bulkhead was inspected by engineers in January 2009, which rated it in "critical" condition with vertical and horizontal movement of structural components, and was noted as a significant safety hazard to the public (RK&K 2009).

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.

During FY 2011, staff worked closely with the Army Corps of Engineers to secure 510 Program Funding for this project. In January 2011, the City was notified that its grant application was not accepted. The City will continue to explore grant funding opportunities for this project. A total of \$4.0 million is planned over FYs 2016 – 2017. That funding will be combined with the project balance of \$572,000 and \$784,953 in unallocated funds to provide an approximately \$5.3 million total project budget. City funds may be reduced if grants can be secured.

Changes from Prior Year: The Approved FY 2011 – 2020 CIP contained \$5.5 million in funding in FYs 2016 – 2017. Revised project costs, and the use of unallocated funds and current project balance reduced the amount of funding in FYs 2016 – 2017 to \$4.0 million.

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.

Operating Impact: The City is estimating an additional \$95,000 in annual operating impact from this project beginning in FY 2018.

Windmill Hill Park Bulkhead	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	784,953	0	0	0	0	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	784,953	0	0	0	0	300,000

Windmill Hill Park Bulkhead	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	3,700,000	0	0	0	0	4,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	3,700,000	0	0	0	0	4,000,000

Recreation & Parks

City Marina Maintenance

Subsection: Recreation Facility Maintenance
Managing Department: Recreation & Parks
Project Category: 1

Estimated Useful Life of Improvement: 10 years
Priority: Essential
Strategic Plan Goal: 7

Project Summary: City Marina Maintenance projects are prioritized to fund safety and security items as the first priority. Items to improve visitor safety and security, Homeland Security recommendations, and United States Coast Guard security recommendations are core projects. The next projects considered will improve boating safety and pedestrian comfort such as maintenance and modernization efforts for utilities, amenities, rest room structure, customer service program and IT needs, drinking fountains, signs, piling repair/replacement, rescue equipment, dock ladders, and services. A total of \$862,000 over ten years is planned for the maintenance program.

Specific projects planned in FY 2012 - FY 2021 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, pier ladders, navigational signs and lights, wayfinding signs, VHF station and antenna, point of service and reservation software and hardware, and bollards. Repainting work on items such as flag poles, safety railing and restrooms will also be necessary. This funding stream may need to be significantly increased depending on specific recommendations coming out of the Waterfront planning process.

Changes from Prior Year: \$90,000 has been added to FY 2021 to address future capital replacement needs.

Project History: FY2011 funding is programmed to repair 10 broken pilings. Once the pilings are repaired, six impacted slips will be available for rental thus providing the opportunity for additional marina revenue. FY 2010 funding was used to purchase and install a closed caption television system and replace the blue navigational lights (phase one). In addition, emergency electrical work was completed in the marina restrooms and to multiple boat utility outlets. Other repairs and improvements completed include replacing and repairing marina benches and trash cans and repairing the marina pump-out line.

Operating Impact: There is no impact on the operating budget.

City Marina Maintenance	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	52,000	52,000	90,000	90,000	90,000	90,000
Less Revenues		0	0	0	0	0
Net City Share	52,000	52,000	90,000	90,000	90,000	90,000

City Marina Maintenance	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	90,000	90,000	90,000	90,000	90,000	862,000
Less Revenues	0	0	0	0	0	0
Net City Share	90,000	90,000	90,000	90,000	90,000	862,000

Recreation & Parks

Public Pools

Subsection: Recreation Facility Maintenance
Managing Department: Recreation & Parks
Project Category: 1

Estimated Useful Life of Improvement: 15 years
Priority: Essential
Strategic Plan Goal: 4

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 (\$52,000/annually) is planned for this maintenance program. In FY 2011, the City will conduct an aquatic facilities study that will provide additional information on the maintenance requirements and types of facilities needed in the future.

Changes from Prior Year: \$52,000 has been added to FY 2021 to address future capital replacement needs.

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. The aquatics facility study conducted in FY 2011 will take into account the condition of current facilities as it develops a plan to provide aquatics functions in the future.

Operating Impact: There is no impact on the operating budget.

Public Pools	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	79,000	52,000	52,000	52,000	52,000	52,000
Less Revenues	0	0	0	0	0	0
Net City Share	79,000	52,000	52,000	52,000	52,000	52,000

Public Pools	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 & Parks

Recreation Center CFMP

Subsection: Recreation Facility Maintenance
Managing Department: Recreation & Parks/General Services
Project Category: 1

Estimated Useful Life of Improvement: 40 years
Priority: Essential
Strategic Plan Goal: 4

Project Summary: This project 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 \$5.005 million.

In FY 2012, \$425,000 is programmed for existing maintenance needs and \$155,000 (one-time costs) is programmed for a building assessment study for twelve recreation centers and out buildings at five park facilities. The purpose of this study is to valuate MEP, architectural, and code and life safety systems to generate a list of deficiencies within each building for repair / construction / upgrade / demolition and new construction. This document will enable the City to determine the useful life of systems in each building, and if possible assessing the nature of the defect and recommendation to resolve the issues. The end product of this study will be a roadmap (cost/benefit analysis and prioritization) to follow for all future Recreation & Park buildings capital maintenance program.

Projects to be completed in FY 2012 and FY 2013 include:

Fiscal Year	Project	Estimated Cost
2012	Charles Barrett – Refinish Gym Floor, Water Damage Repairs, Replace Fan Coil Unit, Painting	\$42,000
2012	Cora Kelly – Replace Doors, Roofing Repair	\$45,000
2012	Lee Center – Roof Repairs, Interior Improvements, Replace Cabinets / Millwork in Several Areas	\$88,000
2012	Mount Vernon Center – Air Conditioning Unit for Computer Room	\$25,000
2012	Nannie Lee Center – Millwork Replacement	\$25,000
2012	Durant Center – Vapor Barrier & Miscellaneous Repairs	\$45,000
2012	Patrick Henry – RTU Replacement, Millwork, Lights & Ceilings, Painting	\$50,000
2012	Ramsay Center – RTUs Repairs and Controls, Interior Renovations	\$80,000
2012	Colasanto Roofing and Gutters, Miscellaneous	\$25,000
2013	Charles Barrett – Replace Fan Coil Unit & Interior Finishes	\$80,000
2013	Cora Kelly – Replace Gym Floor	\$50,000
2013	Mount Vernon – Rehab Kitchen, Structural Investigation	\$60,000
2013	Nannie Lee – Fitness Equipment Replacement & Improvements	\$50,000
2013	Durant – Stage Lighting	\$85,000
2013	Ramsay – Door Replacement, Dance Floor, Fitness Equipment	\$100,000

Changes from Prior Year: Funding in FY 2012 has been increased to \$580,000 (\$425,000 for existing maintenance projects and \$155,000 for the RCPA buildings assessment). FY 2013 funding was reduced \$75,000 to \$425,000 to offset the one-time costs of the assessment. FY 2014 – 2020 funding remains unchanged. \$500,000 has been added to FY 2021 to address future capital replacement needs.

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 & Parks

Recreation Center CFMP, Continued

Recreation Centers CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	580,000	425,000	500,000	500,000	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	580,000	425,000	500,000	500,000	500,000

Recreation Centers CFMP	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	500,000	500,000	500,000	500,000	500,000	5,005,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	500,000	500,000	500,000	500,000	5,005,000

Recreation & Parks

Chinquapin Aquatics Center

Subsection: Renovated or New Recreation Facilities
Managing Department: Recreation & Parks/General Services
Project Category: 2

Estimated Useful Life of Improvement: 40 years
Priority: Highly Desirable
Strategic Plan Goal: 4

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. 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. The project scope could be altered once results of the Aquatics Facility Study conducted in FY 2011 are known.

Changes from Prior Year: Due to funding limitations and project prioritization, \$1.6 million originally programmed for FY 2012 has been moved out to FY 2013 (\$160,000 for planning/design) and FY 2014 (\$1,440,000 for renovations). Additionally, \$1.0 million originally programmed in FY 2016 has been moved to FY 2017. Funding for FY 2018 and FY 2019, and total project funding remains unchanged.

Project History: Due to budget constraints, funding for a major renovation/ expansion was reduced to provide for a renovation only. Previous funding of \$20.15 million (\$850K in FY 2012; \$10 million in FY2013; and \$9.3 million in FY2014) was reduced, consistent with the change to the scope of this project.

Operating Impact: No operating impact is anticipated to the Chinquapin operating budget, as only renovations and improvements to existing infrastructure are planned.

Chinquapin Aquatics Center	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	160,000	1,440,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	160,000	1,440,000	0	0	0

Chinquapin Aquatics Center	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,000,000	2,000,000	2,000,000	0	0	6,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,000,000	2,000,000	2,000,000	0	0	6,600,000

Recreation & Parks

Patrick Henry Recreation Center

Subsection: Renovated or New Recreation Facilities

Estimated Useful Life of Improvement: 40 years

Managing Department: Recreation & Parks/General Services

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 4

Project Summary: This project provides funding for the renovation of the Patrick Henry Recreation Center. The program development process for the Patrick Henry project was completed in 2008. This document will be used as a guide for the building renovation. A total of \$6.1 million is planned for this project (\$610,000 in FY2013 for planning/design; \$5.49 million in FY 2014 for construction & renovations)

Changes from Prior Year: Funding for the project was not included in the Approved FY 2011 – 2020 CIP, as it was to be considered as part of a new Patrick Henry Community School project. ACPS has proposed shifting funding for that school to the out-years of the CIP, and as such \$6.1 million is included to renovate this recreation center.

Project History: On October 25, 2005, City Council approved a revised funding plan in which a total of \$3.0 million previously funded or planned in the CIP for the Patrick Henry Recreation Center renovation (\$1.25 million in unallocated prior year monies and \$1.75 million in FY 2008) be reprogrammed to the Charles Houston Recreation Center project. The Approved 2004 CIP funding schedule would have allowed for the completion of the design of the Patrick Henry renovations by mid-FY 2009 following the completion of the Charles Houston construction project (FY 2009). Due to budget constraints 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 FY 2011 CIP, the APCS section included \$23 million in funding for a new community school construction project on the Patrick Henry site. The program and design for this community school project was projected to include the concept of recreational programming and space. In the ACPS Proposed FY 2012 – 2021 CIP, funding has been shifted to the out-years of the CIP.

Based on findings provided in the CY2008 existing Center renovation study, the building's support systems are either at the end of their useful life or not compliant with current codes and require replacement. These include aged electrical and mechanical systems, electrical systems, fire protection systems and architectural and site improvements required for stormwater management and ADA compliance. In combination with a gymnasium, site/building program component space, architectural fees, and other building renovation costs, a square footage cost of approximately \$503.00 per square foot can be anticipated.

Operating Impact: Operating costs for the renovation of this center are anticipated to be \$379,000 beginning FY 2015 (estimated date of construction completion). The operating estimate is based on the approved FY2011 Patrick Henry Recreation Center operating budget (\$287,000) versus the approved FY2011 William Ramsay Recreation Center operating budget (\$666,000) which is comparable in size to the proposed new recreation center.

Patrick Henry Recreation Center	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	610,000	5,490,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	610,000	5,490,000	0	0

Patrick Henry Recreation Center	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	6,100,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	6,100,000

Recreation & Parks

Miracle Field

Subsection: Renovated or New Recreation Facilities **Estimated Useful Life of Improvement:** 10 years (depending on use)
Managing Department: Recreation & Parks/General Services **Priority:** Desirable
Project Category: 3 **Strategic Plan Goal:** 4

Project Summary: This project funds the purchase and installation the City's first Miracle Field, a rubberized outdoor sports surface. The project location is the Lee Center. The Lee Center houses the Therapeutic Recreation Program, already has adequate ADA parking, ADA restrooms and ADA access. This rubberized sports surface will 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. Total project costs are estimated at \$570,000, and the City will require private donations and grants of 50% of total projects costs.

Changes from Prior Year: Funding for this project has been accelerated from FY 2020 to FY 2014 based on the fact that a 501c (non-profit) has been created to raise 50% of the cost of this project. Only the City's portion of the project (\$285,000) is captured in the CIP.

Operating Impact: This project is essential to meet the needs of the disabled and senior Alexandria residents. Alexandria has no existing outdoor athletic facility/field or equivalent that meets the special needs and requirements of this underserved population. This project will require an initial equipment purchase of \$10,000 and addition to the equipment replacement plan. The project location will be the current Lee Center baseball field. The elimination of the natural surface baseball field with the replacement Miracle Field surface will decrease required staff maintenance hours (aeration, rolling of fields, dragging infield, field lines), as well as, eliminate the purchase of supplies and materials such as infield mix, seed, and fertilizer.

Miracle Field	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	285,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	285,000	0	0

Miracle Field	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	285,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	285,000

Recreation & Parks

City Marina Seawalls

Subsection: Renovated or New Recreation Facilities

Estimated Useful Life of Improvement: 25 years

Managing Department:

Priority: Highly Desirable

Project Category: 2

Strategic Plan Goal: 7

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 (\$200,000 in FY 2016 and \$1,500,000 in FY 2017) 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. The FY 2017 project projected costs are to repair/replace the section of the marina north seawall that has collapsed and the north seawall area that has pulled away from land. This project will support the Waterfront Redevelopment for the North marina piers (currently E/F and G/H piers), as well as, the flood mitigation plan. Additional funds will be included in the Waterfront Implementation Plan for repair and/or replacement of the south marina seawalls (areas located behind the Charthouse or along the brick areas including the area behind the Torpedo Factory Art Center) in future CIPs.

Changes from Prior Year: No changes from prior year.

Operating Impact: If this project is delayed project costs will likely escalate significantly as the seawall continues to deteriorate. Failure to repair the seawall will result in significantly escalating operating repair costs and possible closure of the areas to mitigate safety concerns.

City Marina Seawalls	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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

City Marina Seawalls	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,500,000	0	0	0	0	1,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,500,000	0	0	0	0	1,700,000

Recreation & Parks

City Marina Utility Upgrade

Subsection: Renovated or New Recreation Facilities

Estimated Useful Life of Improvement: 10-15 years

Managing Department:

Priority: Highly Desirable

Project Category: 2

Strategic Plan Goal: 7

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. 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. Additional funds may be necessary if the marina is expanded or redesigned through the Waterfront Redevelopment Plan.

Changes from Prior Year: No changes from prior years.

Operating Impact: The marina operating budget needs will continue to rise as more of the existing outlets burn/melt because they have exceeded their useful life and no longer support the electrical requirements of today's boating needs. It is estimated based on the past 3 fiscal year costs that the marina operating budget impact will be \$10,000 to \$20,000 annually to maintain the current level of service and provide minimal electrical fire protection mitigation. This project should attract more customers to the City Marina thereby increasing revenue generation at the facility.

City Marina Utility Upgrades	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	250,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	250,000

City Marina Utility Upgrades	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,000,000	0	0	0	0	1,250,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,000,000	0	0	0	0	1,250,000

Recreation & Parks

City Median Conversions and Renovations

Subsection: Renovated or New Recreation Facilities

Estimated Useful Life of Improvement: 20 years

Managing Department: Recreation & Parks

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 5

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: No changes from prior years.

Operating Impact: This project should substantially reduce the City's operating expenses incurred to maintain medians. General benefits include improved community aesthetics, improved public safety resulting from removal of foliage that may interfere with driver views and street sweeping operations. Special benefits focus on the proportional effect that street trees, landscape and ground cover have on localized wind reduction, air pollution reduction, storm water capture, noise attenuation and visual screening.

City Median Conversion	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	400,000	400,000	0	0		800,000
Less Revenues	0	0	0	0		0
Net City Share	400,000	400,000	0	0	0	800,000

Recreation & Parks

Spray Parks

Subsection: Renovated or New Recreation Facilities
Managing Department: Recreation & Parks
Project Category: 3

Estimated Useful Life of Improvement: 15 years
Priority: Highly Desirable
Strategic Plan Goal: 4

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 \$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.

Once the FY2011 Aquatics Facilities Study is completed, this project will be reviewed for compliance with study recommendations and operating costs will be computed. Spray Parks feature interactive play elements located on a concrete slab or splash pad, either with or without standing water, and can be manipulated by children, a programmable computer, or turned on and off with timers. Spray Parks will not require as much water safety staff (compared to more traditional aquatic facilities) lowering the personnel expenses associated with the operation of public pools. Due to extreme competition for CIP funding, this project is not scheduled to begin until FY 2019. The cost of converting Warwick Pool into a spray park is not factored into this CIP due to funding limitations.

Changes from Prior Year: No changes from prior years.

Operating Impact: Impacts on departmental operating costs and estimated revenues cannot be determined until the design of the Spray Parks are finalized however; it is anticipated that the required staffing and operating supply costs will be reduced. Due to exceeding the life expectancy of the existing swimming pools and increases in structural and mechanical failures delay in replacing, renovating or close the existing swimming pool structures will result in exponentially higher operating costs (maintenance, repair and utility).

Spray Parks	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Spray Parks	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	2,000,000	1,000,000	0	3,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	2,000,000	1,000,000	0	3,000,000

Recreation & Parks

Open Space Acquisition and Development

Subsection: Open Space Acquisition & Development

Managing Department: Recreation & Parks

Project Category: 3

Estimated Useful Life of Improvement: Perpetual

Priority: Desirable

Strategic Plan Goal: 2

Project Summary: This is an on-going project, which provides for the purchase of and improvements to land for City open space and related facilities. The fund's current balance of approximately \$5.76 million will remain available for the purchase of desirable open space and other related costs within the City as property becomes available. A total of \$16.0 million from FY 2014 -2021 is planned for this project.

For FY 2012 - 2015, the City plans to purchase property within the James Bland redevelopment site to enhance the proposed open space for the project at a cost of approximately \$1.0 million. Other improvements to recently purchased Open Space are also planned within the next three fiscal years at costs ranging up to \$1.0 million. The use of these funds will take the remaining balance in the Open Space Fund down to approximately \$3.76 million. Additional funds will be needed in order to proceed with the acquisition of additional open space in accordance with the City's Open Space Master Plan, City Council's Strategic Plan and in conjunction with the implementation of newly and soon to be approved small area plans throughout the City, including the City's Waterfront Master Plan. Funding will begin on an annual basis for this project beginning FY 2014.

Changes from Prior Year: Funding was not included in the Approved FY 2011 – 2020 CIP for this project. A total of \$16.0 million has been added from FY 2014 – 2021 to re-establish Open Space Acquisition and Development funding, but not as a dedicated portion of the real estate tax rate.

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 and approved by Council in 2003. The Open Space Plan identified the need for the City to add 100 acres of open space by the year 2013 (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 was 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 23 acres of open space and 26 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.

In FY 2010, the City reduced the dedicated real estate 1¢ for Open Space to which will fully fund debt service for past open space-related borrowing (\$798,000 in FY 2012) due to funding limitations related to Cash Capital and borrowing.

Operating Impact: Total operating costs associated with this project are projected at \$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. Staff produced a program for estimating the yearly maintenance costs for acquired open space. The exact costs depend directly on the type and use of the open space. Future use is determined through a public process that involves community input. The process also involves thorough staff analysis of each site. These costs would therefore be more closely determined at the time of potential acquisition. Estimated yearly maintenance and operational costs per acre:

1. \$2,000 - \$5,000 - Natural (includes streams, wooded areas, etc. with no to few plantings)
2. \$5,000 - \$10,000 - Turf/lawn with passive uses (includes benches, trash cans, etc. with plantings)
3. \$10,000 - \$15,000 - Active recreational uses and programming (includes playgrounds and small fields)
4. \$15,000 - \$40,000 - Heavy landscape/hardscape areas and active recreational fields/uses (includes athletic fields, Market Square level of landscaping, ball courts, etc.)

Recreation & Parks

Open Space Acquisition and Development, Continued

Open Space Acquisition&Dev.	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	5,755,633	0	0	500,000	500,000	1,000,000
Debt Service	0	778,395	758,404	742,161	720,921	697,182
Total Expenditures	5,755,633	778,395	758,404	1,242,161	1,220,921	1,697,182
Less Revenues ¹	0	778,395	758,404	742,161	720,921	697,182
Net City Share	5,755,633	0	0	500,000	500,000	1,000,000

Open Space Acquisition&Dev.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	16,000,000
Debt Service	674,692	653,452	633,461	613,470	593,479	3,697,063
Total Expenditures	1,674,692	2,653,452	3,633,461	4,613,470	4,593,479	19,697,063
Less Revenues ¹	674,692	653,452	633,461	613,470	593,479	3,697,063
Net City Share	1,000,000	2,000,000	3,000,000	4,000,000	4,000,000	16,000,000

¹ 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

Public Buildings Subsection/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
General Government Facilities												
General Services CFMP	\$0	\$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
Energy Management Program	410,000	210,000	210,000	400,000	450,000	600,000	600,000	600,000	600,000	600,000	600,000	4,870,000
Space Management Program	100,000	50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	900,000
City Hall Security Enhancements	0	75,000	175,000	0	0	0	0	0	0	0	0	250,000
Emergency Generators	815,000	250,000	0	780,000	0	0	0	0	0	0	0	1,030,000
Roof Replacement Program	0	1,195,000	0	1,445,000	0	0	0	0	0	0	0	2,640,000
Fleet Facility - Lift Replacement	0	745,000	0	585,000	0	0	0	0	0	0	0	1,330,000
Elevator Replacement/Refurbishment	0	0	500,000	0	500,000	0	0	0	0	0	0	1,000,000
City Hall HVAC & Infrastructure Repl.	0	0	0	3,200,000	8,000,000	6,800,000	0	0	0	0	0	18,000,000
Market Square Renovations	0	0	0	0	0	200,000	400,000	0	0	0	0	600,000
Libraries												
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
Preservation of Historic Facilities												
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
Public Health & Welfare Facilities												
Mental Health Residential Facilities 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
Public Safety Facilities												
Fire Station CFMP	373,000	500,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	4,100,000
Sheriff CFMP	0	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	460,000	4,600,000
Vola Lawson Animal Shelter	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	300,000
New Police Facility	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Fire Station 210 (Eisenhower Valley)	0	9,210,000	2,000,000	0	0	0	0	0	0	0	0	11,210,000
Emergency Operations Center (EOC)	75,000	0	0	1,750,000	0	0	0	0	0	0	0	1,750,000
Relocate Sheriff's Administration Office	0	0	0	560,000	600,000	0	0	0	0	0	0	1,160,000
Burn Building	0	0	0	200,000	0	0	0	0	0	0	0	200,000
Fire Station 203 (Cameron Mills)	0	0	0	600,000	5,600,000	0	0	0	0	0	0	6,200,000
Police K-9 Facility Renovation	0	0	0	0	0	270,000	0	0	0	0	0	270,000
Fire Station 207 (Duke Street)	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	0	9,700,000
Emergency Govt. Relocation Center	0	0	0	0	0	0	1,200,000	0	0	0	0	1,200,000
Pistol Range	0	0	0	0	0	0	1,435,000	0	0	0	0	1,435,000
Fire Station 206 (Seminary Rd)	0	0	0	0	0	0	700,000	3,000,000	6,000,000	0	0	9,700,000
Fire Station 205 (Cameron Street)	0	0	0	0	0	0	0	0	700,000	3,000,000	6,000,000	9,700,000
Public Buildings Total	\$1,838,000	\$16,475,000	\$5,575,000	\$12,260,000	\$17,890,000	\$11,310,000	\$10,075,000	\$12,340,000	\$10,040,000	\$6,340,000	\$9,350,000	\$111,655,000
Less Total Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$1,838,000	\$16,475,000	\$5,575,000	\$12,260,000	\$17,890,000	\$11,310,000	\$10,075,000	\$12,340,000	\$10,040,000	\$6,340,000	\$9,350,000	\$111,655,000

Public Buildings

General Services Capital Facilities Maintenance Plan (CFMP)

Subsection: General Government Facilities

Estimated Useful Life of Improvement: Varies (most about 20 years)

Managing Department: General Services

Priority: Essential

Project Category: 1

Strategic Plan Goal: 5

Project Summary: The General Services 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 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. Funds are also budgeted 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 over ten years is programmed to address these capital maintenance requirements. Projects scheduled for completion in FY 2012 – FY 2014 include:

Fiscal Year	Project	Amount
2012	Replace two air handling units and systems at 4480 King Street (Health Dept.) – Phase one of three	\$200,000
2012	Replace three roof top HVAC units at 3200 Colvin Street	\$100,000
2012	Replace two boilers and two air handlers at the Fleet Services building	\$280,000
2012	Replace two boilers, HVAC controls, and holding cell locks at the Courthouse	\$400,000
2012	Miscellaneous building repairs/replacements	\$120,000
2013	Replace two air handling units and systems at 4480 King Street (Health Dept.) – Phase two of three	\$210,000
2013	Replace heating units at 3200 Colvin Street	\$15,000
2013	Replace domestic hot water heater and replace outside lighting at Fleet Services	\$80,000
2013	Replace seven air handler unit coils/pans at the Courthouse	\$200,000
2013	Replace roof at 801 Payne Street	\$250,000
2013	Boiler conversion, adjust controls and recommission at Beatley Library	\$220,000
2013	Miscellaneous building repairs/replacements	\$125,000
2014	Replace two air handling units and systems at 4480 King Street (Health Dept.) – Phase two of three; building control and water heater replacement	\$560,000
2014	Replace interior lighting and replace exhaust fans at the Fleet Services building	\$120,000
2014	Replace warehouse lighting at 3200 Colvin Street	\$100,000
2014	Replace VFDs and air handler exhaust fans at the Courthouse	\$250,000
2014	Miscellaneous building repairs/replacements	\$70,000

Changes from Prior Year: \$1.1 million has been added to FY 2021 to address future capital replacement needs.

Operating Impact: This project should reduce maintenance costs in the operating budget by improving the overall quality and efficiency of City facilities.

General Services CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	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	0	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000

General Services CFMP	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Energy Management Program

Subsection: General Government Facilities

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: 15 years

Priority: Highly Desirable

Strategic Plan Goal: 5

Project Summary: This project provides energy conservation, energy efficiency, and City-wide energy management solutions to reduce facility and operational energy use and costs. Consistent with the Alexandria City Council Strategic Plan Goals two and five, the City's Energy Management program goals, and the City's Eco-City and Environmental Action Plan energy reduction goals, this project provides facility and employee energy conservation improvements and the use of energy-efficient technology in new and existing buildings and operations to achieve greater efficiency. A total of \$4.87 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, policies, and procedures for employee behavior and interaction with building systems; implementing energy reduction initiatives; and optimizing the City's use of energy resources. The City's Energy Conservation Committee will provide guidance and action for deploying energy conservation, energy efficiency, and energy management measures.

Changes from Prior Year: Approved FY 2011 – 2020 CIP funding allocated \$210,000 annually for this project. The Proposed FY 2012 – 2021 CIP increases funding to \$400,000 in FY 2014; \$450,000 in FY 2015; and \$600,000 from FY 2016 – FY 2021. Additionally, \$100,000 has been reprogrammed from Environmental Compliance prior year unallocated balance; and \$100,000 has been reprogrammed from Emergency Operation Center (EOC) prior year unallocated balance bringing the total unallocated balance to \$410,000.

Project History: In FY 2008, an Energy Manager position was created in the Department of General Services. This position is tasked to lead, design, implement, and continually innovate the City's Energy Management Program; including analyzing, developing, and implementing the City's energy efficiency, energy conservation, and energy management efforts. The Energy Management Program has successfully introduced operating procedures and contracts to save on future energy costs, as well as, enhance the environment and employee engagement.

Operating Impact: The City's goal is to reduce energy usage in City 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 have resulted in an average of \$150,000 in annual savings. An increase in capital contribution is expected to correspond with a decrease in energy consumption, and potentially could have positive impact on the City's operating budget.

Energy Management	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	410,000	210,000	210,000	400,000	450,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	410,000	210,000	210,000	400,000	450,000	600,000

Energy Management	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	600,000	600,000	600,000	600,000	600,000	4,870,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	600,000	600,000	600,000	600,000	4,870,000

Public Buildings

Space Management Program

Subsection: General Government Facilities
Managing Department: General Services
Project Category: 1

Estimated Useful Life of Improvement: 25 years
Priority: Desirable
Strategic Plan Goal: 5

Project Summary: This 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 \$900,000 over 10 years has been budgeted to facilitate this program.

Changes from Prior Year: Annual funding in FY 2012 and FY 2013 has been reduced from \$100,000 to \$50,000 annually based on revenue limitations. Annual funding of \$100,000 from FY 2014 – FY 2020 has not been changed, and \$100,000 has been added to FY 2021 to address future capital replacement needs.

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

Space Management	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	100,000	50,000	50,000	100,000	100,000	100,000
Less Revenues	0	0	0	0	0	0
Net City Share	100,000	50,000	50,000	100,000	100,000	100,000

Space Management	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	100,000	100,000	100,000	100,000	100,000	900,000
Less Revenues	0	0	0	0	0	0
Net City Share	100,000	100,000	100,000	100,000	100,000	900,000

Public Buildings

City Hall Security Enhancements

Subsection: General Government Facilities

Estimated Useful Life of Improvement: 15 years

Managing Department: General Services

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 6

Project Summary: In 2009, the City conducted a security assessment of City Hall and developed recommendations to improve the security on all five floors, basement and roof of the facility, as well as the Market Square Parking Garage and Plaza. This project addresses the most immediate needs to provide cameras (\$75,000, FY 2012) and better control of entrances to the facilities (\$175,000, FY 2013). The cost of implementing all recommendations was \$1.2 million, and will be considered as part of future CIPs.

Changes from Prior Year: This is a new project.

Operating Impact: Annual maintenance of security equipment is approximately \$7,500 beginning FY 2013.

City Hall Security Enhancements	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	75,000	175,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	75,000	175,000	0	0	0

City Hall Security Enhancements	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	250,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	250,000

Public Buildings

Emergency Generators

Subsection: General Government Facilities
Managing Department: General Services
Project Category: 1

Estimated Useful Life of Improvement: 15 years
Priority: Essential
Strategic Plan Goal: 6

Project Summary: This project provides for the systematic planned replacement and placement of generators at City facilities. A total of \$250,000 has been programmed in FY 2012 to complete replacements at Public Safety Center and Health Department Facility at 4480 King Street. In FY 2014, \$780,000 is programmed to provide emergency generator connectivity for key shelter sites. The following facilities will be equipped to receive portable generators: Charles Houston Recreation Center, Ramsay Recreation Center, Cora Kelly Recreation Center and Lee Center.

Changes from Prior Year: In FY2014, \$780,000 has been added to allow for portable emergency generator connection at key disaster shelter sites within the City.

Project History: 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 that phase of the replacement program. Generators are scheduled to be replaced at the following City facilities: Public Safety Center 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	815,000	250,000	0	780,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	815,000	250,000	0	780,000	0	0

Emergency Generators	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	1,030,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,030,000

Public Buildings

Roof Replacement Program

Subsection: General Government Facilities
Managing Department: General Services
Project Category: 1

Estimated Useful Life of Improvement: 30 years
Priority: Essential
Strategic Plan Goal: 5

Project Summary: This program will provide for the inspection, design and replacement of aging roof systems within the City. Project funding will allow for assessment of roof conditions Citywide to provide a more accurate roof replacement plan beyond FY 2014. A total of \$2.64 million is planned for this project. A list of roof replacement projects through FY 2014 includes:

Fiscal Year	Project	Amount
2012	T & ES / RPCA Facility - 2900 Business Center Drive	\$645,000
2012	Lee Center – 1108 Jefferson St	\$550,000
2014	Public Safety Center	\$875,000
2014	Fleet Services Facility	\$310,000
2014	Torpedo Factory	\$260,000

Changes from Prior Year: This is a new project.

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

Roof Replacement Program	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	1,195,000	0	1,445,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	1,195,000	0	1,445,000	0	0

Roof Replacement Program	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	2,640,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	2,640,000

Public Buildings

Fleet Facility – Lift Replacement

Subsection: General Government Facilities

Estimated Useful Life of Improvement: 20 years

Managing Department: General Services

Priority: Highly Desirable

Project Category: 2

Strategic Plan Goal: 5

Project Summary: This project will replace the existing heavy duty truck hydraulic hoists at the City's Fleet Services Building. The current rotary hydraulic lifts have recently been repaired; however, safety and environmental concerns persist. The hoists are obsolete and parts are no longer available from the manufacturer. The replacement hoists are designed to address the industry concerns of traditional in-ground, axle engaging piston lift's newer modular designs. The shallow pit design is particularly good for high ground water table areas which are present at the Fleet Services Building. Requiring only 7 gallons of fluid, the 60,000 lb. capacity lift with a full 70-inch rise is hydraulically equalized, with a free standing control console and optional full-function pendant. In FY 2012, \$745,000 is programmed for design and replacement of the initial two and three post heavy duty lifts; and \$585,000 is programmed in FY2014 to complete the replacements.

Changes from Prior Year: This is a new project.

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

Fleet Facility - Lifts Repl.	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	745,000	0	585,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	745,000	0	585,000	0	0

Fleet Facility - Lifts Repl.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Elevator Replacement/Refurbishment

Subsection: General Government Facilities
Managing Department: General Services
Project Category: 1

Estimated Useful Life of Improvement: 20 years
Priority: Essential
Strategic Plan Goal: 5

Project Summary: This project provides for the systematic replacement of elevators and/or their major operating components at select City facilities over a five-year period. A total of \$1.0 million has been budgeted for this project (\$500,000 in FY 2013; and \$500,000 in FY 2015) for elevator replacement, including elevators at the William G. Truesdale Detention Center. 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: No changes from prior year.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	500,000	0	500,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	500,000	0	500,000	0

Elevator Replacement/Refurbishments	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Public Buildings

City Hall HVAC and Infrastructure Replacement Project

Subsection: General Government Facilities

Managing Department: General Services

Project Category: 2

Estimated Useful Life of Improvement: 20 years

Priority: Highly Desirable

Strategic Plan Goal: 5

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 relocation plans to minimize the extent of disruption to City Hall operations. One potential part of the relocation plan might include implementing the Emergency Government Relocation Center project at the Lee Center. A total of \$18.0 million over three years is budgeted for this project. \$3.2 million is budgeted in FY 2014 for design, staging, and the beginning of construction. \$8.0 million in FY 2015 and \$6.8 million in FY 2016 will complete funding for construction.

Changes from Prior Year: \$2.0 million was shifted from FY 2015 to FY 2014 based on available funding and projected cash flow needed for project implementation. The total project budget remains unchanged.

Operating Impact: Impacts on the operating budget are not known at this time, although a more energy efficient HVAC system is expected to reduce utility consumption and potentially lower utility costs.

City Hall HVAC Replacement	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	3,200,000	8,000,000	6,800,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	3,200,000	8,000,000	6,800,000

City Hall HVAC Replacement	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	18,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	18,000,000

Public Buildings

Market Square Renovations

Subsection: General Government Facilities

Estimated Useful Life of Improvement: 25 years (Ph. I); 20-40 years (Ph. II)

Managing Department: General Services

Priority: Highly Desirable

Project Category: 2

Strategic Plan Goal: 5

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 three-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, 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 (\$200,000 in FY 2016 and \$400,000 in FY 2017) for programming and design of development activities for the Market Square Renovations.

Changes from Prior Year: \$100,000 was shifted from FY 2016 to FY 2017 based on funding limitations and projected cash flow needed for project implementation. Total project funding remains unchanged.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
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

Market Square Renovations	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	400,000	0	0	0	0	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	0	0	0	0	600,000

Public Buildings

Library Capital Facilities Maintenance Plan (CFMP)

Subsection: Libraries

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Strategic Plan Goal: 7

Project Summary: This project provides for annual capital maintenance requirements at Beatley, Barrett, Burke, and Duncan branch libraries. These 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. A total of \$1.5 million over ten years (\$150,000 per year) is programmed to address these capital maintenance requirements. Projects scheduled for completion in FY 2012 – FY 2014 include:

Fiscal Year	Project	Amount
2012	Barrett Library commission building systems and controls	\$30,000
2012	Beatley Library carpet replacement (phase I)	\$65,000
2012	Beatley Library lighting improvements	\$55,000
2013	Beatley Library carpet replacement (phase II)	\$30,000
2013	Beatley Library boiler conversion, control adjustment, re-commission system	\$120,000
2014	Barrett Library carpet replacement	\$35,000
2014	Burke Library new chiller unit and re-commission systems	\$105,000
2014	Miscellaneous improvements	\$10,000

Changes from Prior Year: \$150,000 has been added to FY 2021 to address future capital replacement needs.

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

Library CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 Category: 1

Strategic Plan Goal: 7

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 (\$350,000 per year) is programmed to address these capital maintenance requirements. Projects scheduled for completion in FY 2012 and FY 2013 include:

Fiscal Year	Project	Amount
2012	Gadsby's Tavern historic lighting study	\$20,000
2012	Archives commission building systems and controls	\$15,000
2012	Fort Ward Museum - replace/ repair revetments and steps; soil erosion; and commission building systems and controls	\$102,000
2012	Lloyd House Brick patio repairs; interior floor repairs; and commission building systems and controls	\$130,000
2012	Lyceum roof repairs; and commissioning of building systems and controls	\$48,000
2012	Friendship Firehouse commission building systems and controls	\$20,000
2012	Black History Resource Center commission building systems and controls	\$15,000
2013	Gadsby's Tavern redesign courtyard; brick point up; and replace kitchen equipment on the 1 st floor	\$208,000
2013	Apothecary replacement windows	\$10,500
2013	Lyceum roof repairs and museum store renovation	\$53,500
2013	Fort Ward Museum interior painting and soil erosion work	\$32,000
2013	Friendship Firehouse interior paint and repairs	\$35,000
2013	Black History Resource Center exterior paint and repairs	\$11,000

Changes from Prior Year: \$350,000 has been added to FY 2021 to address future capital replacement needs.

Project History: In FY 2006, an assessment of historic facilities identified \$3.4 million in capital needs at OHA properties. 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 assets at the City's historic facilities.

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

OHA CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: N/A

Priority: Essential

Strategic Plan Goal: 7

Project Summary: This project addresses 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 FY 2021 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. An allocated balance of \$634,747 remains in this project for future maintenance and repair needs as they are identified.

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

Torpedo Factory Repairs	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Mental Health Residential Facilities

Subsection: Public Health & Welfare Facilities

Estimated Useful Life of Improvement: 15 years

Managing Department: General Services

Priority: Essential

Project Category: 1

Strategic Plan Goal: 7

Project Summary: This project provides for the capital maintenance and replacement requirements at City-owned and operated group homes. A total of \$1.5 million has been budgeted over ten years (\$150,000/per year) to address these capital maintenance and replacement requirements.

Changes from Prior Year: \$150,000 has been added to FY 2021 to address future capital replacement needs.

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. This project has subsequently incorporated CSB apartments, as well as 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Fire Station Capital Maintenance Facility Plan (CFMP)

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Strategic Plan Goal: 6

Project Summary: This project provides a multi-year funding plan for essential renovations to the City's nine fire stations. Funding in the amount of \$4.1 million has been planned over ten years (FY 2012 - FY 2021) for continued updating and repairs to the City's fire stations. Projects to be completed in FY 2012 and FY 2013 include:

Fiscal Year	Project	Amount
2012	Station 204 (Headquarters) Renovation of 2 nd Floor for Reuse of Old Fire Communications Center	\$90,000
2012	Station 205 (Cameron St.) HVAC and Controls, Water Proofing, New Generator, Roof Replacement, Exterior Door and Hardware Replacement	\$250,000
2012	Station 208 (Landmark) Roof Replacement, HVAC Replacement, Slab Repairs, Window Replacement, Interior Finishes and Painting	\$260,000
2013	Station 201 (Old Town) Emergency Generator Replacement, Painting, Floor & Window Replacement, Bay Door and Exterior Refurbishment,	\$260,000
2013	Station 207(Duke St.) New Generator, Carpet Replacement, and Electrical Systems	\$120,000
2013	Station 203 (Beverly Hills) Interior Improvements	\$20,000

Changes from Prior Year: An additional \$150,000 has been added to FY 2012 to address critical fire station needs (\$500,000 total). Annual funding from FY 2013- 2020 in the amount of \$400,000 remains unchanged. \$400,000 has been added to FY 2021 to address future capital replacement needs. \$100,000 has been reprogrammed from Emergency Operation Center (EOC) prior year unallocated balance bringing the total unallocated balance to \$373,000, and will be used in FY 2012 to offset the costs to complete the projects noted above.

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

Fire Station CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	373,000	500,000	400,000	400,000	400,000	400,000
Less Revenues	0	0	0	0	0	0
Net City Share	373,000	500,000	400,000	400,000	400,000	400,000

Fire Station CFMP	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	400,000	400,000	400,000	400,000	400,000	4,100,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	400,000	400,000	400,000	400,000	4,100,000

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 Category: 1

Strategic Plan Goal: 6

Project Summary: This project provides for system and infrastructure improvements at the Public Safety Center (PSC), Franklin Backus Courthouse, and William G. Truesdale Detention Center, managed by the Alexandria Sheriff's Office (ASO). The ASO and the Department of General Services (DGS) have formed a permanent Task Force, providing oversight for work currently underway; developing a list of priorities; and evaluating new project proposals. A total of \$4.6 million over ten years (\$460,000 per year) is programmed to address capital maintenance requirements. Funding in FY 2012 and FY 2013 will allow for the completion of projects at the Detention Center.

Fiscal Year	Project	Amount
2012	Control Center renovations	\$125,000
2012	Bathroom renovations	\$65,000
2012	Kitchen lighting replacement and wall adjustments	\$35,000
2012	Carpet replacement	\$65,000
2012	Office lighting replacement	\$20,000
2012	Deputy Sheriff control workstation replacements	\$45,000
2012	Medical Cell renovation	\$25,000
2012	Control panel replacements	\$60,000
2012	Signage replacements	\$20,000
2013	Gym floor replacement	\$85,000
2013	Dayroom Housing service counter replacements	\$55,000
2013	Parking lot	\$105,000
2013	Second and third floor kitchenette replacement	\$35,000
2013	VCT and carpet replacement	\$25,000
2013	Key lock box system	\$75,000
2013	Commission building systems and controls	\$80,000

Changes from Prior Year: \$460,000 has been added to FY 2021 to address future capital replacement needs.

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.

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

Sheriff CFMP	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	460,000	460,000	460,000	460,000	460,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	460,000	460,000	460,000	460,000	460,000

Sheriff CFMP	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Vola Lawson Animal Shelter

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: N/A

Priority: Essential

Strategic Plan Goal: 6

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: \$30,000 has been added to FY 2021 to address future capital replacement needs.

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

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

Vola Lawson Animal Shelter	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	30,000	30,000	30,000	30,000	30,000	30,000
Less Revenues		0	0	0	0	0
Net City Share	30,000	30,000	30,000	30,000	30,000	30,000

Vola Lawson Animal Shelter	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

New Police Facility

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 3

Estimated Useful Life of Improvement: 40 years

Priority: Desirable

Strategic Plan Goal: 6

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 include a multilevel facility structure of at least 118,000 square feet, a multilevel parking structure, and significant site, security, and infrastructure improvements. 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.

The total project budget for this project is \$89.8 million, of which the final \$2.0 million is planned for FY 2012. Of this amount, \$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. 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: No changes from prior year.

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

In addition, there are significant site improvements were accomplished as part of this project, including the relocation of the T & ES / Parks & Recreation Maintenance facility from South Quaker Lane to Business Center Drive (completed in 2008); demolition of the South Quaker Lane facility; relocation of the salt domes and recycling site from the current approved Police facility site (completed in 2009); environmental cleanup; and reconfiguration and new construction of impacted access and existing parking areas.

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

Operating Impact: Operating costs of \$1,679,028 are included as part of the base FY 2012 Operating Budget. Of that total, \$350,000 is for one-time costs associated with the move to the new facility.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Facility	0	2,000,000	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	2,000,000	0	0	0	0

New Police Facility	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Facility	0	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

Public Buildings

New Fire Station 210 (Eisenhower Valley)

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 3

Estimated Useful Life of Improvement: 30 years

Priority: Desirable

Strategic Plan Goal: 6

Project Summary: This project provides for the design and construction of a new fire station to be located in the Eisenhower Valley at the existing Impound Lot Facility. Additionally, the project 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. Due to the reduced size of the site an overflow impound lot will be constructed on Business Center Drive adjacent to the new DASH Facility. Of the total project cost of \$14.8, \$11.21 million is budgeted over the next two years (\$9.21 million in FY 2012, and \$2.0 million in FY 2013). \$3.585 million in has been allocated in prior fiscal years for the design and other pre-construction costs associated with this new facility. The completion of this facility will allow for faster emergency response times in the Eisenhower Valley, and in adjacent areas. The project is scheduled for construction to begin in FY 2011 with completion in 2013.

Changes from Prior Year: Based on projected cash flow needed for project completion, \$2.0 million (associated with apparatus and other smaller one-time items) was shifted to FY 2013. Total project funding remains unchanged.

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 site for the proposed new fire station which will be co-located on the same parcel as the reconfigured and reduced impound lot. The results of the concepts conclude that the co-location is feasible with the addition of a secondary relief impound lot storage yard to hold vehicles for auction currently planned to be located on Business Center Drive.

Operating Impact: Operating costs in FY 2013 to staff and operate the fire station with an Engine and Medic are estimated to be \$3,000,000 with one time costs for personnel protective equipment and training at \$250,000. Recurring annual cost from FY 2014 forward are estimated at \$2,750,000.

Fire Station 210 (Eisenhower Ave)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	9,210,000	2,000,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	9,210,000	2,000,000	0	0	0

Fire Station 210 (Eisenhower Ave)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	11,210,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	11,210,000

Public Buildings

Emergency Operations Center (EOC)

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 6

Project Summary: This project provides for the design and construction of a dedicated Emergency Operations Center (EOC), which will serve as a central command point for City emergencies. Space at the Public Safety Center has been identified as a potential home for the EOC, but that decision will not be final until staff completes an in-house scalable plan.

Changes from Prior Year: The Approved FY 2011 – 2020 CIP included \$3.5 million in funding, of which \$1.75 was to come from a grant. Staff determined that grant funding would not be available for this project, so the total project costs were reduced to \$1.75 million. Staff is working on a revised plan for a dedicated EOC, and project funding has been shifted to FY 2014 as staff develops an in-house scalable plan. \$200,000 in unallocated balance has been reprogrammed - \$100,000 to Fire CFMP and \$100,000 to the Energy Management Program.

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. There are likely to be some additional operating costs with the establishment of a permanent EOC facility.

Emergency Operations Center (EOC)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	75,000	0	0	1,750,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	75,000	0	0	1,750,000	0	0

Emergency Operations Center (EOC)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	1,750,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,750,000

Public Buildings

Relocate Sheriff's Administration Office

Subsection: Public Safety Facilities

Estimated Useful Life of Improvement: 25 years

Managing Department: General Services

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 6

Project Summary: This project will support the relocation of the Sheriff's Office to the vacated 2nd floor of Public Safety Center and estimates reuse of 8,000 square feet of this space. Currently, administrative and program staff are located on two floors, which lacks adequate space for staff and daily operational needs. Since the Public Safety Center opened in 1987, reorganizations and departmental growth have caused the Sheriff's Office to fit into available space, hindering the organizational structure and causing inefficiencies. The Sheriff's Office currently has little storage space for uniforms, equipment, and IT hardware. The lack of proper file storage for maintenance of three Accreditations has caused the storage of file cabinets in stairwell landing areas. Moving all Sheriff's Office functions onto one floor into an appropriate amount of space designed on organizational needs will create a more efficient work environment. Allowing supervisors to be with their subordinates will allow for more effective communications.

Changes from Prior Year: This is a new project.

Operating Impact: Operating impacts are unknown at this time. Staff is currently working on a reuse program and will be better able to identify impacts by the fall of 2012.

Sheriff's Administration Office Relocation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	560,000	600,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	560,000	600,000	0

Sheriff's Administration Office Relocation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	1,160,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	1,160,000

Public Buildings

Burn Building

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 6

Project Summary: This project provides \$200,000 in FY 2014 for the demolition of the smoke stack at 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 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.

Project History: The City 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 \$400,000 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.

Changes from Prior Year: No changes from prior year.

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

Burn Building	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	200,000	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	200,000	0	0

Burn Building	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 203 (Cameron Mills Road) Expansion

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 6

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 an 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. It is anticipated that this project will provide enhanced EMS service to the surrounding area once an expansion to the existing facility is complete.

Changes from Prior Year: No changes from prior year.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	600,000	5,600,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	600,000	5,600,000	0

FS 203 (Cameron Mills Rd)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

K-9 Facility Renovation Project

Subsection: Public Safety Facilities

Estimated Useful Life of Improvement: 20 years

Managing Department: General Services

Priority: Highly Desirable

Project Category: 2

Strategic Plan Goal: 6

Project Summary: This project will provide for the renovation of the existing Police K-9 Facility. Renovations to training, kennel and office spaces will be completed in addition to flooring designed to deter the spread of common kennel diseases. The City has programmed \$270,000 in FY 2016 to support construction efforts.

Changes from Prior Year: No changes from prior year.

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.

K-9 Facility Renovation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	270,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	270,000

K-9 Facility Renovation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	270,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	270,000

Public Buildings

Fire Station 207 (Duke Street)

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

Estimated Useful Life of Improvement: 25 years
Priority: Desirable
Strategic Plan Goal: 6

Project Summary: This project provides funding for the replacement of Fire Station 207 (3301 Duke Street). 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 can accommodate truck and rescue company vehicles and staffing. A total of \$9.7 million is planned, 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: No changes from prior year.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	700,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	700,000

Fire Station 207 (Duke Street)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	3,000,000	6,000,000	0	0	0	9,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	3,000,000	6,000,000	0	0	0	9,700,000

Public Buildings

Emergency Government Relocation Center

Subsection: Public Safety Facilities

Estimated Useful Life of Improvement: 20 years

Managing Department: General Services

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 6

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 rendering the facilities 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. The City has programmed \$1.2 million in FY 2017 for this project.

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

Changes from Prior Year: No changes from prior year.

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

Emergency Govt. Relocation Center	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,200,000	0	0	0	0	1,200,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,200,000	0	0	0	0	1,200,000

Public Buildings

Pistol Range

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 6

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: No changes from prior year.

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.

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.

Pistol Range	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,435,000	0	0	0	0	1,435,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,435,000	0	0	0	0	1,435,000

Public Buildings

Fire Station 206 (Seminary Road)

Subsection: Public Safety Facilities

Estimated Useful Life of Improvement: 25 years

Managing Department: General Services

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 6

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 as a placeholder amount, 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: No changes from prior year.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Public Buildings

Fire Station 205 (Cameron Street)

Subsection: Public Safety Facilities

Managing Department: General Services

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 6

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 \$9.7 million over three years has been budgeted as a placeholder amount for this project including \$700,000 in FY 2019 for design; followed by \$3.0 million in FY 2020 and \$6.0 million in FY 2021 for construction.

Changes from Prior Year: \$6.0 million was added to FY 2021 to complete funding for construction. The previous ten-year capital improvement plan did not include FY 2021.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	700,000	3,000,000	6,000,000	9,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	700,000	3,000,000	6,000,000	9,700,000

Public Buildings

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PUBLIC TRANSPORTATION & TRAFFIC CONTROL

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Public Transportation & Traffic Control

Public Transportation & Traffic Control Subsection/Project	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Public Transportation												
Crystal City/Potomac Yard BRT	\$14,070,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mass Transit (SAFETEA-LU & Urban Funds)	6,061,817	2,550,000	0	0	0	0	0	0	0	0	0	2,550,000
King Street Metro Parking Lot & Turning Lane	1,800,000	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Potomac Yard Metrorail Station	0	1,200,000	1,000,000	1,700,000	271,100,000	0	0	0	0	0	0	275,000,000
DASH Bus Fleet Replacements	62,000	1,970,000	1,955,000	1,800,000	2,400,000	1,200,000	4,200,000	4,200,000	4,200,000	3,200,000	3,200,000	28,325,000
WMATA Capital	1,800,145	7,000,000	7,100,000	7,240,000	7,380,000	7,530,000	7,550,000	7,550,000	7,550,000	7,550,000	7,550,000	74,000,000
ADA Access	20,500	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Bus Shelters	130,000	155,000	155,000	155,000	155,000	0	0	0	0	0	0	620,000
Hybrid Bus / Trolley Battery Packs	0	0	0	0	0	500,000	150,000	250,000	150,000	150,000	150,000	1,350,000
Traffic Signals, Signs, and Meters												
Fixed Transportation Equipment	0	850,000	850,000	850,000	1,450,000	850,000	850,000	850,000	850,000	850,000	2,350,000	10,600,000
Retrofit Traffic Lights with LED Technology	0	125,000	125,000	0	0	0	0	0	0	0	0	250,000
Public Transportation & Traffic Control Total	\$23,944,462	\$15,860,000	\$11,195,000	\$11,755,000	\$282,495,000	\$10,090,000	\$12,760,000	\$12,860,000	\$12,760,000	\$11,760,000	\$13,260,000	\$394,795,000
Less Total Revenues	\$21,880,817	\$6,675,000	\$2,110,000	\$555,000	\$155,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,495,000
Total Net City Costs	\$2,063,645	\$9,185,000	\$9,085,000	\$11,200,000	\$282,340,000	\$10,090,000	\$12,760,000	\$12,860,000	\$12,760,000	\$11,760,000	\$13,260,000	\$385,300,000

Public Transportation & Traffic Control

Mass Transit (SAFETEA-LU & Urban Funds)

Subsection: Public Transportation
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: Varies
Priority: Highly Desirable
Strategic Plan Goal: 3

Project Summary: This project accounts for funding received from federal (SAFETEA-LU) and state (Urban Funds) funding sources and applied to eligible projects. FY 2012 projects include:

- **Eisenhower Valley Metro Area I and II: (\$6,203,128):** 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. The City is reprogramming \$2.1 million in Urban Funds from the Eisenhower Avenue Widening project to supplement SAFETEA-LU funds to build bus improvements at the South Eisenhower station entrance. Additionally, a study may be undertaken to analyze the potential for transit service between the east and west portions of the Eisenhower service corridor. The total cost of a north entrance and platform extension may total approximately \$24.5 million. WMATA has a consultant under contract and the environmental and design work for this project is currently underway. The optional transportation Add-On tax could be potentially utilized for the remainder of construction funding, details of which can be found in Appendix B.
- **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 (\$1,110,552):** 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: \$2.1 million in Urban Funds have been reprogrammed from the Eisenhower Avenue Widening project in FY 2012.

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 \$567.0 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 funds, 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.

Mass Transit (SAFETEA-LU & Urban Funds)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	6,061,817	2,550,000	0	0	0	0
Less Revenues	6,010,817	2,550,000	0	0	0	0
Net City Share	51,000	0	0	0	0	0

Mass Transit (SAFETEA-LU & Urban Funds)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	0	0	0	0	0	2,550,000
Less Revenues	0	0	0	0	0	2,550,000
Net City Share	0	0	0	0	0	0

Public Transportation & Traffic Control

Alexandria Transit Corporation (ATC) Bus Replacement

Subsection: Public Transportation

Estimated Useful Life of Improvement: 12 years (new) 4-5 years (refurbished)

Managing Department: T & ES

Priority: Essential

Project Category: 1

Strategic Plan Goal: 3

Project Summary: This project provides for the replacement of buses in the DASH fleet. DASH created a Transportation Development Program for FY 2011 which indicates the numbers of buses DASH needs to replace its fleet based upon a 12-year life expectancy of a bus. The City in recent years has been able to fund the DASH bus replacement program almost entirely with outside revenue sources. The City has been tentatively allocated by \$1.3 million of RSTP funds for bus acquisition in FY 2012, and \$670,000 in Urban Funds is proposed to be shifted from the Eisenhower Avenue Widening project to complete funding.

There are three types of buses that the City may choose to purchase. A new hybrid bus is estimated at \$650,000; a new clean diesel bus is estimated at \$450,000; and refurbishing a DASH bus at the end of its useful life costs an estimated \$155,000. Based on the available funding detailed below, staff may purchase a combination of the buses noted in order meet its replacement needs. If clean diesel buses are purchased, it is noted that they are consistent with the City Eco-City Action plan of reducing vehicle emissions. Additionally, staff recommends planning for DASH refurbished buses in FY 2012 – FY 2014 as funding is constrained and a refurbished bus is a cost effective way a managing a bus fleet. 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 2012	7	7	\$1,970,000
FY 2013	6	6	\$1,955,000
FY 2014	8	8	\$1,800,000
FY 2015	9*	9	\$2,400,000
FY 2016	3	3	\$1,200,000
FY 2017	5	5	\$4,200,000
FY 2018	6	6	\$4,200,000
FY 2019	6	6	\$4,200,000
FY 2020	7	7	\$3,200,000
FY 2021	5	5	\$3,200,000

*Replacing four refurbished buses for BRAC-133

Changes from Prior Year: Available Urban Funds and RSTP funds have been applied to this project in FY 2012 (\$1.97 million), FY 2013 (\$1.955 million), and FY 2014 (\$1.4 million).

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 67 buses as of the end of FY 2010. 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.

Operating Impact: The annual operating cost associated with each bus is \$182,000, which includes driver and support personnel and maintenance costs. Each year a bus is kept operational beyond the 12-year mark, the annual maintenance costs increase dramatically, but a refurbished bus reduces that increased cost to a manageable level.

Public Transportation & Traffic Control

Alexandria Transit Corporation (ATC) Bus Replacement, Continued

DASH Bus Fleet Replacement	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	62,000	1,970,000	1,955,000	1,800,000	2,400,000	1,200,000
Total Revenues	0	1,970,000	1,955,000	400,000	0	0
Net City Share	62,000	0	0	1,400,000	2,400,000	1,200,000

DASH Bus Fleet Replacement	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	4,200,000	4,200,000	4,200,000	3,200,000	3,200,000	28,325,000
Total Revenues	0	0	0	0	0	4,325,000
Net City Share	4,200,000	4,200,000	4,200,000	3,200,000	3,200,000	24,000,000

Public Transportation & Traffic Control

Crystal City/Potomac Yard Transit Corridor

Subsection: Public Transportation
Managing Department: T & ES
Project Category: 3

Estimated Useful Life of Improvement: 40 years
Priority: Desirable
Strategic Plan Goal: 3

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 but could potentially be a bus rapid transit or streetcar system. 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 is expected begin in calendar year 2011 or 2012. While most of the funding for this project has been secured, \$600,000 is still needed to widen Route 1 north of Glebe Road. This funding is included in the transportation Add-On tax on commercial properties proposal.

Changes from Prior Year: No changes from prior year.

Project History: Since the original site plan was approved 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 and WMATA have completed the environmental documents necessary to expend Federal funds on this project and are currently waiting on FTA review. While this project will construct a bus way, the City of Alexandria and Arlington County are cooperating in efforts to transition this service to a streetcar in the future.

In February 2010 the City received notice that it will receive \$8.5 million in TIGER funds for this project. The TIGER grant requires that funds must be obligated by September 30, 2011. This will be done through a design-build contract. This grant award, and corresponding expenditures, will be included in the FY 2012 – FY 2021 Capital Improvement Program. Environmental work for the transitway will be funded by a \$300,000 RSTP grant, while stations will be built with a FY 2007 CMAQ grant of \$1,785,000 and a FY 2008 CMAQ grant of \$2.0. New Starts earmarks, which are shared with Arlington County, for \$980,000 in FY 2008, \$990,000 in FY 2009, and \$1,000,000 in FY 2010 will also be available to fund transitway improvements. The Route 1 Transitway project, estimated at \$600,000, is included as a proposed transportation Add-On tax project, with details in Appendix B.

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 \$1.0 million to \$3.0 million annually.

Crystal City/ Potomac Yard BRT	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	14,070,000	0	0	0	0	0
Less Revenues	14,070,000	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Crystal City/ Potomac Yard BRT	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 Category: 3

Estimated Useful Life of Improvement: N/A
Priority: Desirable
Strategic Plan Goal: 1

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. In December 2010, City Council approved the Tier I Special Services Tax District for Land Bay F, G, and H and the multi-family portion of Land Bay I. A new Metrorail station was included as part of the North Potomac Yard Small Area Plan, approved in June 2010. The Potomac Yard Metrorail Station Concept Development Study was completed in February 2010.

The City of Alexandria has begun the Environmental Impact Statement (EIS) process in coordination with WMATA. WMATA's process includes technical and environmental analyses as well as public involvement. Project development is 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 2013. WMATA could issue a design-build request for proposals in 2013, and final design would begin about a year later. Construction would last from 2014 to 2016. The station would open near the end of 2016. The cost of the Environmental Impact Statement (EIS) is currently estimated at approximately \$2 million. The EIS will be funded with \$900,000 in remaining funds being held by WMATA for the Potomac Yard Metrorail Station Concept Development Study and \$1.0 million in VDOT funds, and \$100,000 in Potomac Yard Tier I Special Services District tax funds.

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 \$240.0 million (using the highest cost alternative in 2015 dollars). These costs and plans will need to be refined. A financial plan has been developed and shows that the station could be financed with the resources that the City would likely obtain from multiple sources including net new tax revenues from Potomac Yard, a Special Services Tax District and from developer contributions. It is estimated that through the year 2040 Potomac Yard could potentially generate for the City's General Fund \$661.8 million in new local tax revenues.

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 capitalizing interest during construction (which would add \$35.0 million to the \$240.0 million station budget for a total \$275.0 million cost.) There would also be 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: Project sources and uses have become more refined.

Operating Impact: A new Metrorail station will increase the City's operating subsidy to WMATA by approximately \$0.5 million (2016 dollars) per year. Annual debt service payments are projected begin in FY 2017 at \$12.2 million, increase to \$16.5 million in FY 2021, and then to \$19.8 million by 2027. Debt service payments will be funded through developer contributions, net new tax revenues, and Potomac Yard Special Services Tax District revenues.

Potomac Yard Metrorail Station	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	0	1,200,000	1,000,000	1,700,000	271,100,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	1,200,000	1,000,000	1,700,000	271,100,000	0

Potomac Yard Metrorail Station	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	0	0	0	0	0	275,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	275,000,000

Public Transportation & Traffic Control

King Street Metro Parking Lot and Bus Lane Reconfiguration

Subsection: Public Transportation

Estimated Useful Life of Improvement: 25 years

Managing Department: T & ES

Priority: Desirable

Project Category: 3

Strategic Plan Goal: 3

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. 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. Additional amenities, such as bus shelters, a site for a transit store, and bicycle amenities are estimated to cost \$2.2 million and are included as a transportation Add-On tax project, described in Appendix B.

Changes from Prior Year: No changes from prior year.

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 Reconfiguration	Unallocated Balance					
		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	1,800,000	2,000,000	0	0	0	0
Less Revenues	1,800,000	2,000,000	0	0	0	0
Net City Share	0	0	0	0	0	0

King Street Metro Parking Lot and Bus Loading Lane Reconfiguration						Total FY2012-FY2021
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	
Funded	0	0	0	0	0	2,000,000
Less Revenues	0	0	0	0	0	2,000,000
Net City Share	0	0	0	0	0	0

Public Transportation & Traffic Control

WMATA Capital (Bus & Rail Replacement Improvement)

Subsection: Public Transportation

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: Varies

Priority: Essential

Strategic Plan Goal: 3

Project Summary: WMATA signed a new FY2011 - 2016 Capital Funding agreement in July, 2010 to govern WMATA's capital funding program. 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. A total of \$74.0 million in City funding over ten years is planned for the WMATA capital contribution.

Changes from Prior Year: Fiscal year 2012 - 2016 figures are the levels allocated in the new Capital Funding Agreement, signed in July 2010. The FY 2012 - 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 \$150.0 million the federal government will provide D.C. capital region each year for 10 years. The Commonwealth of Virginia plans to provide its \$50.0 million annual match as does Maryland and D.C. This is assumed in the figures which are proposed in the CIP.

Project History: 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.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	1,800,145	7,000,000	7,100,000	7,240,000	7,380,000	7,530,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,800,145	7,000,000	7,100,000	7,240,000	7,380,000	7,530,000

WMATA Bus/Rail Capital	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	7,550,000	7,550,000	7,550,000	7,550,000	7,550,000	74,000,000
Less Revenues	0	0	0	0	0	0
Net City Share	7,550,000	7,550,000	7,550,000	7,550,000	7,550,000	74,000,000

Public Transportation & Traffic Control

ADA Access

Subsection: Public Transportation
Managing Department: T & ES
Project Category: 1

Estimated Useful Life of Improvement: 20 years
Priority: Essential
Strategic Plan Goal: 3

Project Summary: This project provides for improved access for persons with disabilities at bus stops throughout the City. Funding 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. A total of \$100,000 over ten years (\$10,000/annually) is planned for this project.

Changes from Prior Year: \$10,000 has been added to FY 2021 to account for future ADA access projects.

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 potentially reduces cost on paratransit operating budget cost.

ADA Access	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	20,500	10,000	10,000	10,000	10,000	10,000
Less Revenues	0	0	0	0	0	0
Net City Share	20,500	10,000	10,000	10,000	10,000	10,000

ADA Access	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	10,000	10,000	10,000	10,000	10,000	100,000
Less Revenues	0	0	0	0	0	0
Net City Share	10,000	10,000	10,000	10,000	10,000	100,000

Public Transportation & Traffic Control

Bus Shelters

Subsection: Public Transportation

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 20 years

Priority: Essential

Strategic Plan Goal: 3

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. Bus shelters will be erected from FY 2012 to FY 2015 by utilizing funds from two SAFTEA-LU grants. A total of \$620,000 in grant funds from FY 2012-2015 (\$155,000/annually) is planned for this project.

Changes from Prior Year: No changes from prior years.

Project History: The bus shelter program funded the completion of 16 shelters between 2005 and 2008. IN 2008, WMATA stopped installing bus shelters, and the City has took over this activity. 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. 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, and the chosen consultant is developing these designs for the City. The replacement of the shelters should begin in FY2011 and continue into FY2012 and FY2013. \$130,000 in unallocated prior year City funds will supplement the grant funds for this project.

Operating Impact: Maintenance of bus shelters throughout the City costs \$30,000 annually. Additional funding for the maintenance of bus shelters may be necessary as new bus shelters are added.

Bus Shelters	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	130,000	155,000	155,000	155,000	155,000	0
Less Revenues	0	155,000	155,000	155,000	155,000	0
Net City Share	130,000	0	0	0	0	0

Bus Shelters	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	0	0	0	0		620,000
Less Revenues	0	0	0	0		620,000
Net City Share	0	0	0	0	0	0

Public Transportation & Traffic Control

Hybrid Bus / Trolley Battery Pack Replacement

Subsection: Public Transportation

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 5-7 years

Priority: Essential

Strategic Plan Goal: 3

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 were 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: No changes from prior year.

Operating Impact: The installation cost of a battery pack is unknown at this time.

Hybrid Bus/ Trolley Batteries	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	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

Hybrid Bus/ Trolley Batteries	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	150,000	250,000	150,000	150,000	150,000	1,350,000
Less Revenues	0	0	0	0	0	0
Net City Share	150,000	250,000	150,000	150,000	150,000	1,350,000

Public Transportation & Traffic Control

Fixed Equipment – Signs, Signals & Meters

Subsection: Traffic Signals, Signs & Meters

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 10-15 years

Priority: Essential

Strategic Plan Goal: 3

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. Projects will be mostly constructed by the City's annual signal contractor and other vendors under contract by the City. A total of \$10.6 million over ten years is planned for this project.

A new addition to this project in the FY 2012 -2021 CIP is the inclusion of replacement of multi-space meters in the East Eisenhower and Old Town areas. In FY 2015, \$600,000 is being budgeted for the replacement of the East Eisenhower multi-space meters and in FY 2021, \$1,500,000 is budgeted for the replacement of the Old Town multi-space meters.

Changes from Prior Year: \$600,000 is added to FY 2015 and \$1,500,000 million is added in FY 2021 to address multi-space meter replacement in the East Eisenhower and Old Town areas.

Project History: The most recent project is the replacement of the traffic signal poles along Washington Street (mid-year FY 2010 to present). On-going projects include upgrading the traffic signals in Old Town. These signals are well over thirty years old and it is critical that the poles be replaced before additional failures occur.

Operating Impact: Each new traffic signal installed will increase operating costs, although the impact should not be significant when using LED technology in the traffic signals (see the Retrofit Traffic Lights with LED Technology project for benefits).

Fixed Traffic Equipment	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	0	850,000	850,000	850,000	1,450,000	850,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	850,000	850,000	850,000	1,450,000	850,000

Fixed Traffic Equipment	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	850,000	850,000	850,000	850,000	2,350,000	10,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	850,000	850,000	850,000	850,000	2,350,000	10,600,000

Public Transportation & Traffic Control

Retrofit Traffic Lights with LED Technology

Subsection: Traffic Signals, Signs & Meters

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 8 years

Priority: Desirable

Strategic Plan Goal: 2

Project Summary: This project will provide for the replacement of incandescent traffic signal lamps with energy efficient LED lamps. LED traffic signal lamps consume only 40% of the energy that existing incandescent lamps use. Not only will this reduce energy consumption but it will lower the City's electricity costs to operate the traffic signals. The breakeven point for LED signal lamps in terms of energy costs is under two years or about the life of an incandescent bulb. In addition, LED signal lamps last longer than incandescent lamps. A standard incandescent lamp will last about 1.5 years where an LED lamp should last 8 years. A total of \$250,000 (\$125,000 in FY 2012, \$125,000 in FY 2013) is planned for this project.

Changes from Prior Year: This is a new project.

Operating Impact: Beginning FY 2012, the City should start to see a significant decrease in electricity costs associated with traffic signals. By FY 2014, these savings should be over \$120,000 annually.

Retrofit Traffic Lights with LED Technology	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	0	125,000	125,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	125,000	125,000	0	0	0

Retrofit Traffic Lights with LED Technology	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	0	0	0	0	0	250,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	250,000

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STREET, BRIDGE, NON- MOTORIZED TRANSPORTATION & SHARED-USE PATHS

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Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths												Total
Subsection/Project	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Bridge Repairs & Maintenance												
Bridge Repairs	\$0	\$600,000	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,600,000
Non-Motorized Transportation & Shared-Use Paths												
Non-Motorized Transportation (Complete Streets)	896,088	150,000	165,000	220,857	270,000	270,000	270,000	270,000	270,000	270,000	270,000	2,425,857
Non-Motorized Transportation (Safety)	620,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	500,000	3,400,000
Shared-Use Paths	35,000	1,868,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	2,930,000
Street Improvements												
Edsall Road	3,210,904	0	0	0	0	0	0	0	0	0	0	0
Eisenhower Avenue Widening	6,630,000	0	0	0	0	0	0	0	0	0	0	0
King/Quaker Lane/Braddock Rd. Inter.	598,000	0	0	0	0	0	0	0	0	0	0	0
King & Beauregard Intersection	5,838,262	2,100,000	0	0	0	0	0	0	0	0	0	2,100,000
BRAC 133 Contingency	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Street/Alley Reconstructions & Extensions	735,024	400,000	300,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	400,000	3,700,000
Miscellaneous Undergrounding	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	860,000
Madison & Montgomery Reconstruction	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	0	6,750,000
Street Reconstructions TBD	0	0	0	0	0	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
Street, Bridge & Non-Motorized Transportation & Shared-Use Paths Total	\$18,563,278	\$7,308,000	\$1,333,000	\$1,128,857	\$1,178,000	\$3,178,000	\$6,928,000	\$6,678,000	\$3,678,000	\$3,678,000	\$3,678,000	\$38,765,857
Less Total Revenues	\$13,852,904	\$5,850,000	\$0	\$0	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$11,350,000
Total Net City Costs	\$4,710,374	\$1,458,000	\$1,333,000	\$1,128,857	\$1,178,000	\$2,678,000	\$5,928,000	\$5,678,000	\$2,678,000	\$2,678,000	\$2,678,000	\$27,415,857

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Bridge Repairs

Subsection: Bridge Repairs & Maintenance

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 15 years

Priority: Essential

Strategic Plan Goal: 3

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 \$3.6 million is planned over ten years 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

In FY 2011 and FY 2012, work will begin on the maintenance and miscellaneous painting of the following bridges: (1) Duke Street Bridge over Holmes Run; (2) Telegraph Road Bridge over Mill Road and CSX/Norfolk Southern/WMATA railroads; (3) Seminary Road Bridge over I-395; and (4) Van Dorn Street Culvert at Holmes Run.

Changes from Prior Year: Beginning in FY 2014, annual funding is reduced by \$300,000 (from \$600,000 to \$300,000). The annual funding has been reduced since major maintenance and repairs have recently been performed or are underway on all of the roadway bridges.

Project History: In November 2007, \$1.0 million was allocated for the repair and painting of bridges City-wide. During FY 2009 - 2010, maintenance work (repair, joint and crack sealing, spall and delamination repairs, and bearing repairs) has been completed 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 over Backlick Run; (12) Van Dorn Street Bridge over Duke Street; (13) Telegraph Road Bridge over Duke Street; (14) CSX Railroad Bridge over Eisenhower Ave; and (15) Duke Street Bridge over CSX Railroad.

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

Bridge Repairs	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	600,000	600,000	300,000	300,000	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	600,000	600,000	300,000	300,000	300,000

Bridge Repairs	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	300,000	300,000	300,000	300,000	300,000	3,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	300,000	300,000	300,000	300,000	300,000	3,600,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Complete Streets)

Subsection: Non-Motorized Transportation & Shared Use Paths

Estimated Useful Life of Improvement: 25 years

Managing Department: T & ES

Priority: Essential

Project Category: 1

Strategic Plan Goal: 3

Project Summary: This project funds maintenance to the non-motorized transportation network and incorporates projects funded by grants. Typically, grants are used for new mobility enhancements and City funds are 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." A total of \$2.426 million in City funding is planned for this project over ten years.

Projects among the focus areas for non-motorized mobility include:

- **Non-Motorized Transportation Mobility Spot Improvements:** This project funds maintenance of existing sidewalks, curbs, gutters, crossings, and access ramps throughout the City. These funds may also be used 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 project is funded by two grants for 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 first grant 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, and preliminary engineering is expected to begin in 2011. A second grant, \$750,000 in CMAQ funding through VDOT, will fund mobility improvements to Duke Street near the western city limits from Landmark Plaza to the Landmark Mall transit station.
- **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.

Changes from Prior Year: Additional funding has been added in FY 2013 (\$15,000 for a total of \$165,000) and FY 2014 (\$20,857 for a total of \$220,000). FY 2015 – 2020 funding remains unchanged. \$270,000 has been added to FY 2021 to address future capital needs.

Project History: 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. At \$2.425 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. The City continues to identify grant opportunities to fund these projects and leverage City funding in order to construct additional bicycle and sidewalk improvements. Bicycle lanes and markings were installed on 5.5 lane miles of roadways in 2010. The City installed the first bicycle signal in the State of Virginia where the Mount Vernon Trail intersects South Alfred Street. Twenty-two pedestrian safety crossing improvements were made at intersections throughout the City.

Operating Impact: This project requires on-going staff support from T & ES.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Complete Streets), Continued

Non-Motorized Transportation (Complete Streets)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	896,088	150,000	165,000	220,857	270,000	270,000
Less Revenues	0	0	0	0	0	0
Net City Share	896,088	150,000	165,000	220,857	270,000	270,000

Non-Motorized Transportation (Complete Streets)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	270,000	270,000	270,000	270,000	270,000	2,425,857
Less Revenues	0	0	0	0	0	0
Net City Share	270,000	270,000	270,000	270,000	270,000	2,425,857

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety)

Subsection: Non-Motorized Transportation & Shared-Use Paths

Estimated Useful Life of Improvement: 25 years

Managing Department: T & ES

Priority: Essential

Project Category: 1

Strategic Plan Goal: 3

Project Summary: This project funds capital facilities maintenance for non-motorized transportation safety and enhancements to the network. This 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, detection devices at intersections, and secure bicycle parking. A total of \$3.4 million in City funding is planned for this project over ten years.

Projects among the focus areas for non-motorized safety include:

- **iN-STEP (Neighborhood Safety Transportation Enhancement Program):** This project funds the design and construction of physical 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. Improvements are implemented at locations identified as high-priority in the City's Transportation Master Plan and Pedestrian-Bicycle Mobility Plan. Projects are typically located at high-crash locations or multi-modal hubs, such as transit stops.
- **Edsall and South Pickett Street intersection:** This project is funded by \$120,000 in VDOT/federal grant funding and requires no city share. This 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.
- **Safe Routes to School:** This project is funded by \$500,000 in VDOT grant funding and requires no City share. This project is intended to enable and encourage children to walk and bicycle to school by making safety improvements within ¼ mile of schools. Typical infrastructure enhancements include staggered medians, illumination and signalization improvements, and 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, bicycle parking at schools, intersection safety improvements and sidewalks at Barrett, George Mason, Cora Kelly and Polk Elementary Schools. This project began in 2011 and expected to be completed in 2012.
- **Highway Safety Improvement Program:** This project is funded by \$ 587,000 in VDOT/federal grant funding and requires no city share. This project involves improving pedestrian safety at Duke Street and North Paxton Street, Duke Street and North Ripley Street, Duke Street and South Reynolds Street, and Duke Street and South Walker Street. This project will begin in 2011.

Changes from Prior Year: No changes from prior years

Project History: At \$3.4 million in City funds over ten 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 as identified in the Bicycle and Pedestrian Mobility Plan. The City continues to identify grant opportunities to fund these projects and leverage City funding for the construction of additional bicycle and pedestrian safety improvements and to respond to resident requests for safety improvements. In 2010 completed projects include a raised crosswalk on Sommerville Street accessing Ben Brenman Park and speed cushions were upgraded on Commonwealth Avenue.

Operating Impact: This project requires on-going staff support from T & ES.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety), Continued

Non-Motorized Transportation (Safety)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	620,000	100,000	100,000	100,000	100,000	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	620,000	100,000	100,000	100,000	100,000	500,000

Non-Motorized Transportation (Safety)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	500,000	500,000	500,000	500,000	500,000	3,400,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	500,000	500,000	500,000	500,000	3,400,000

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 Category: 1

Strategic Plan Goal: 3

Project Summary: This project funds on-going maintenance of off-street shared-use paths and local matches required by grants. Special revenues in this project are used for enhancement of the shared-use path network. 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. A total of \$1.18 million in City funding over ten years (\$118,000/annually) is planned for this project.

Projects that are focus areas in the shared-use path network include:

- **Shared-Use Path Improvements:** City funds (\$118,000 in FY 2012) and re-programmed Urban Funds from the Eisenhower Avenue Widening project (\$1.75 million) will be used for 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.
- **Eisenhower Multiuse Trail:** Continual development of new trail connections and an underpass at Eisenhower Avenue. This project is funded by ARRA 'stimulus' funds and a VDOT Transportation Enhancement grant. Phase 1A of this project is estimated at \$1.5 million. Construction is expected to be completed by 2012 and to conform to ARRA requirements.
- **Holmes Run Shared-Use Path Crossing:** This project is funded by \$750,000 in VDOT grant funding. The project will include implementing a crossing and providing stream restoration from an area near Alexandria's Dora Kelly Nature Park (adjacent to Holmes Run Parkway and North Chambliss Street) to a landing on the northwest side of Holmes Run in property adjacent to Glen Hills Park in Fairfax County. Construction is expected to be completed by 2012.
- **Holmes Run Bike Trail Study:** This project is funded by \$250,000 in VDOT grant funding and requires no city share. This project is a study and preliminary engineering for significant upgrades to the existing facilities along the Holmes Run Greenway from North 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 sidewalk embankments lining the flood channel of Holmes Run. The study is expected to be completed by 2012.
- **Holmes Run Bike Trail Construction:** This project includes construction of the preferred alignment resulting from the "Holmes Run Bike Trail Study." The total project cost of the Holmes Run Bike Trail is approximately \$5,560,000. \$2,010,000 in VDOT grant funding has already been acquired and requires no city share. The proposed transportation Add-On tax could be utilized to complete entire construction of the project. Additional project details can be found in Appendix B.
- **Mount Vernon Trail Safety at East Abingdon:** This project is funded by \$250,000 in VDOT grant funding and requires no city share. This project is to construct safety improvements on the Mount Vernon Trail where trail width and conflicts with vehicles make non-motorized travel unsafe. VDOT has allocated federal and state funds through a SAFETEA-LU designation for this project and has established a Project Administration Agreement with the Northern Virginia Regional Commission (NVRC). This sub-project is expected to begin in 2011-2012.
- **Old Cameron Run Channel Trail Study:** This project is funded by \$210,000 in VDOT grant funding and requires no city share. An additional \$3,500,000 for construction is proposed to be funded by the transportation Add-On tax on commercial properties for the design and construction of the project. This project is a feasibility study and conceptual design for a bicycle/pedestrian trail between Eisenhower Avenue 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 and is expected to begin in 2012.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Shared-Use Paths, Continued

- **Four Mile Run Pedestrian and Bicycle Bridge:** This 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 Avenue 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. The City provided the \$50,000 local match in December 2010. Funds to construct this bridge have not been identified.

Changes from Prior Year: No changes in City funding from prior year.

Project History: As part of the City's ongoing effort to encourage walking and bicycling and manage transportation demand, this project provides critical infrastructure to support non-motorized transportation. The Shared-Use Path project funding reflects a portion of the need for pedestrian and bicycle safety improvements Citywide as identified in the Bicycle and Pedestrian Mobility Plan. The City continues to identify grant opportunities to fund these projects and leverage City funding. The Tarleton Trail was completed in 2010 and construction on the Eisenhower Underpass is substantially complete and is expected to be complete in 2011.

Operating Impact: This project requires on-going staff support from RPCA and T & ES staff.

Shared-Use Paths	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	35,000	1,868,000	118,000	118,000	118,000	118,000
Less Revenues	0	1,750,000	0	0	0	0
Net City Share	35,000	118,000	118,000	118,000	118,000	118,000

Shared-Use Paths	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	118,000	118,000	118,000	118,000	118,000	2,930,000
Less Revenues	0	0	0	0	0	1,750,000
Net City Share	118,000	118,000	118,000	118,000	118,000	1,180,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Edsall Road

Subsection: Street Improvements
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: 25 years
Priority: Highly Desirable
Strategic Plan Goal: 3

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, with construction scheduled to begin in fall 2011.

The total cost to remediate the entire stretch of the road described in the project summary is \$4.5 million. In FY 2010, \$2.0 million (\$1.0 million Revenue Sharing /\$1.0 million City funding) was approved. Revenue Sharing from the State in FY 2011 was expected to provide a \$1.0 match to the City's \$1.0 million contribution; however the amount approved for revenue sharing by the State was only \$460,904, bringing total available funding to \$3.46 million or approximately \$1.0 million less than needed to complete the entire project. The project is scalable and the City can complete the portion of the project for which there is sufficient funding. The project will be constructed in two phases due to the reduced State funding in FY2011.

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 was submitted again for FY 2011, and the amount of revenue sharing approved by the State was only \$460,904, with the City's contribution still at \$1.0 million. The revised project estimate, based on utilizing in-house design, is a total of \$4.5 million with an unfunded amount of approximately \$1.04 million. Funding is not planned in FY 2012 – 2021.

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

Edsall Road	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	3,210,904	0	0	0	0	0
Less Revenues	1,460,904	0	0	0	0	0
Net City Share	1,750,000	0	0	0	0	0

Edsall Road	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Eisenhower Avenue Widening

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 3

Project Summary: Due to the changing development projections and FHWA lane width determinations, the original project scope is proposed to be revised and an interim plan would be constructed. The new project limits are from Mill Road to Holland Lane. The scope of the new work includes: an additional westbound lane and sidewalk/streetscape improvements from Mill Road to Elizabeth Lane; revising the Mill Road receiving lanes to accept the dual left turns from Eisenhower Avenue; converting the traffic circle at Eisenhower and Holland to a "T" intersection; and repaving the roadway between Holland Lane and Mill Road. The original planned use of \$18.0 million in Urban Funds has been scaled back to \$6.5 million, with the remaining \$11.5 proposed to be redistributed to other eligible projects in FY 2012. This redistribution is reflected in this Proposed CIP.

The redesign will begin early 2011. All of the funding is in place for this project. The total cost of this entire project is estimated to be \$6.63 million, including land acquisition. The final build-out plans will be constructed in the future as each parcel develops. State Urban Funds totaling \$6.5 million will be applied to this project, and the City's match for these funds is to come from the prior year balance of \$130,000.

Changes from Prior Year: The original project scope (at an estimated cost of \$18.0 million) provided 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. Funding has been revised to reflect the change in scope and has been decreased to \$6.5 million.

Project History: In January 2008, a total of \$1.0 million in State funding was allocated for the design of this project. The remainder of State Urban funding was received in October 2009.

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

Eisenhower Avenue Widening	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	6,630,000	0	0	0	0	0
Revenues	6,500,000	0	0	0	0	0
Net City Share	130,000	0	0	0	0	0

Eisenhower Avenue Widening	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	0
Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King/Quaker Lane/Braddock Road Intersection

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 3

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. The transportation Add-On tax on commercial properties is proposed to fund construction of 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.

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

King / Quaker Ln / Braddock Rd Intersection	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	598,000	0	0	0	0	0
State Urban Funds	440,000	0	0	0	0	0
Net City Share	158,000	0	0	0	0	0

King / Quaker Ln / Braddock Rd Intersection	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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 Category: 3

Estimated Useful Life of Improvement: 25 years
Priority: Desirable
Strategic Plan Goal: 3

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. The total project budget is \$14.0 million, of which approximately \$6.1 million has been allocated to date, \$5.8 million is unallocated, and \$2.1 million will be added to the project in FY 2012.

Changes from Prior Year: \$2.1 million in Urban Funds have been shifted to this project from the Eisenhower Avenue Widening project to complete project funding.

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 then 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 2012, with necessary land acquisition occurring in FY 2012, and then construction is anticipated to begin in FY2013. 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	5,838,262	2,100,000	0	0	0	0
State Urban Funds	5,444,000	2,100,000	0	0	0	0
Net City Share	394,262	0	0	0	0	0

King & Beauregard Intersection Improvements	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	2,100,000
State Urban Funds	0	0	0	0	0	2,100,000
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Mark Center (BRAC 133) Short/Mid Term Improvement Contingent

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 3

Project Summary: This project provides a set aside contingent of state urban funds already allocated for the City for traffic flow improvements at Mark Center Drive and Seminary Road and re-striping on the Seminary Road Rotary over I-395. The City has request that the Department of Defense (DoD) fully fund the \$17 million to \$20 million cost of this project. The DoD has started consideration of providing federal Defense Access Road funding, but as of the printing of this City CIP document has not made a funding decision. In the event that the DoD does not provide funding or full funding, this \$2.0 million in state urban funds represents a good faith contingent for the City to their partner with state and federal agencies to undertake as much of the short- and mid-term improvements as is feasible.

This project is being initiated to mitigate some of the BRAC-133 traffic impacts. The design phase is expected to begin in FY 2012, which includes development of an environmental document and the development of thirty percent plans for all the short and mid-term improvements. Construction is anticipated to begin in FY 2014. The City will be managing this project and \$2.0 million can be created by shifting urban funds from the Eisenhower Avenue Widening project to provide funding. In the event that DoD fully funds this project, then these urban funds can be reallocated to meet other priority transportation needs.

Changes from Prior Year: This is a new project.

Project History: BRAC-133 will bring 6,400 new Department of Defense jobs to Alexandria when it is completed in September 2011. Growth of this magnitude will bring complex transportation issues that will affect businesses, residents, and other commuters in the area. The City is aware of these challenges, and City leaders, staff, and the BRAC-133 Advisory Group have been working, and continue to work with our state and federal partners on solutions. VDOT managed, and the City and DoD funded, a study to look at several short and mid-term traffic improvements in this area. The Mark Center (BRAC-133) Short/Mid-Term Improvements Study dated January 2011 proposes seven alternatives to alleviate the traffic issues in the area. On February 3, 2011 the Commonwealth of Virginia proposed to proceed with the HOV Seminary Ramp project.

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

BRAC 133 Contingency	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	0	2,000,000	0	0	0	0
Total Revenues	0	2,000,000	0	0	0	0
Net City Share	0	0	0	0	0	0

BRAC 133 Contingency	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	0	0	0	0	0	2,000,000
Total Revenues	0	0	0	0	0	2,000,000
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street/Alley Reconstructions & Extensions

Subsection: T & ES

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: 50 years

Priority: Essential

Strategic Plan Goal: 3

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. The City recently implemented a pavement management program which will evaluate the needs for future reconstruction and rehabilitation projects. The data in the program will have to be updated once every three to five years by a consultant. Roadways which are rated lower than fair condition will be placed on the reconstruction list. A total of \$3.7 million over ten years is planned for this project.

Planned street projects in FY 2012 include:

- 800 Block of Johnston Place;
- Pitt St. between Pendleton St and Montgomery St;
- West Glendale Ave. between Russell Road and Timberbranch Parkway;
- Holmes Run Parkway between Ripley St and N. Pickett St;
- Yale Drive between Vassar Rd; and
- Janneys Lane.

Changes from Prior Year: Funding in FY 2013 has been reduced by \$50,000 (from \$350,000 to \$300,000) based on funding limitations. FY 2012 and FY 2014 – 2020 remain unchanged. \$400,000 has been added to FY 2021 to address future reconstructions and extensions.

Project History: Street Reconstruction and Extension Projects recently completed include:

- Davis Avenue between Woodland Terrace and Virginia Avenue;
- Commonwealth Avenue from Braddock Road to King Street;
- Dewitt Avenue From Monroe Avenue to Hume Avenue;
- Trinity Drive from Quaker Lane to Fort Williams Parkway;
- Orchard Street from High Street to Lloyds Lane; and
- 5400 - 5500 Block of Sanger Avenue and Oasis Drive.

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

Street/Alley Reconst. & Extensions	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	735,024	400,000	300,000	300,000	300,000	400,000
Less Revenues	0	0	0	0	0	0
Net City Share	735,024	400,000	300,000	300,000	300,000	400,000

Street/Alley Reconst. & Extensions	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	400,000	400,000	400,000	400,000	400,000	3,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	400,000	400,000	400,000	400,000	3,700,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Miscellaneous Undergrounding

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: Permanent

Priority: Desirable

Strategic Plan Goal: 3

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 \$860,000 over ten years is planned for this project.

Changes from Prior Year: \$90,000 has been added to FY 2021 to address future miscellaneous undergrounding projects.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	90,000	50,000	90,000	90,000	90,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	90,000	50,000	90,000	90,000	90,000

Miscellaneous Undergrounding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	90,000	90,000	90,000	90,000	90,000	860,000
Less Revenues	0	0	0	0	0	0
Net City Share	90,000	90,000	90,000	90,000	90,000	860,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Madison & Montgomery Reconstruction

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 3

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. There has also been considerable deformation of the sidewalks and curb and gutter due to adverse tree root impacts and overall sinkage. In addition, this project provides for sinkhole remediation at the Montgomery Park tennis courts. 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. Design is expected to be completed in FY 2012. The construction timeline will be contingent on the future funding schedule. A total budget of \$6.75 million is planned for this project from FY 2016 – 2018.

Changes from Prior Year: No changes from prior year.

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.

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

Madison/ Montgomery Streets	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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

Madison/ Montgomery Streets	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	3,250,000	3,000,000	0	0	0	6,750,000
Less Revenues	0	0	0	0	0	0
Net City Share	3,250,000	3,000,000	0	0	0	6,750,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street Reconstruction Projects TBD

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: TBD

Priority: Highly Desirable

Strategic Plan Goal: 3

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. The City's share of the funding for the program is scheduled to begin in FY 2016; however it may be accelerated in future CIPs if specific projects meeting revenue sharing program requirements are identified. In prior years, the revenue sharing program has limited to reconstruction projects of over \$2.0 million (\$1.0 million State / \$1.0 million City) on arterial roads. It is possible that the requirement may be lowered to \$1.0 million in future fiscal years, opening up the possibility of additional roads for inclusion in the program.

The total funding planned in FY 2016 to FY 2021 is \$11.0 million with \$5.5 million in State revenue sharing dollars anticipated. Should the project cost threshold be lowered by the State, City funding should be accelerated to take advantage of the State match if specific projects can be identified.

Changes from Prior Year: Based on the uncertainty of revenue sharing funding availability and the lack of identified projects, FY 2016 funding has been reduced from \$2.0 million to \$1.0 million (50% State / 50% City). FY 2017 – 2020 funding remains unchanged. \$2.0 million (50% State / 50% City) has been added to FY 2021 to address future road projects.

Project History: In FY 2009 the City was approved for \$1.0 million to offset the costs of the Washington Street Repaving project, and in FY 2010 and FY 2011 the City was approved for \$1.5 million to offset the costs of the Edsall Road Reconstruction project. The City intends to participate in this program in FY 2016 – FY 2021 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures		0	0	0	0	1,000,000
Revenue Sharing		0	0	0	0	500,000
Net City Share	0	0	0	0	0	500,000

Street Reconstructions TBD	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
Revenue Sharing	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000
Net City Share	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000

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SEWERS

Including the Sanitary Sewer Fund and
Stormwater Management Fund

Sewers

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Sewers

Sewers - Sanitary Sewers												Total
Subsection/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Sanitary Sewers												
Commonwealth Service Chamber	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Holmes Run Trunk Sewer	5,787,000	0	0	0	0	0	0	0	0	0	0	0
Reclaimed Water System via WTE Plant	100,000	0	0	0	0	0	0	0	0	0	0	0
Sanitary Sewer Capacity Studies	699,877	0	0	0	0	0	0	0	0	0	0	0
Mitigation of Combined Sewer Overflows	1,327,690	304,000	319,000	335,000	335,000	350,000	350,000	350,000	350,000	350,000	350,000	3,393,000
Reconstructions & Exts. of Sanitary Sewers	2,430,050	863,868	900,000	980,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,743,868
Sewer Separation Projects	1,625,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	6,000,000
Four Mile Run Sanitary Sewer Repair	0	300,000	1,500,000	0	0	0	0	0	0	0	0	1,800,000
Holmes Run Sewershed Infiltration & Inflow	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0	0	0	0	0	0	17,120,000
Sanitary Sewer Master Plan	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Sanitary Sewers Total	\$20,249,617	\$7,027,868	\$7,679,000	\$6,115,000	\$5,535,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,960,000	\$38,066,868
Sewers - Storm Sewers												Total
Subsection/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Storm Sewers												
NPDES / MS4 Permit	\$175,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Taylor's Run at Janney's Lane	551,250	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous Storm Sewer Repairs	2,197,715	1,359,218	1,565,741	1,653,435	754,733	312,312	1,226,552	1,097,860	226,664	363,418	508,608	9,068,541
Storm/Combined Sewer Assessment and Renovation	600,000	450,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	8,550,000
Storm Sewer Capacity Analysis	1,088,500	600,000	0	0	0	0	0	0	0	0	0	600,000
Key Drive Flood Mitigation	0	0	0	0	1,000,000	800,000	0	0	0	0	0	1,800,000
Braddock Rd. & West St. Storm Sewer	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000
Storm Sewers Total	\$4,612,465	\$2,409,218	\$2,465,741	\$2,553,435	\$2,654,733	\$2,762,312	\$2,876,552	\$2,997,860	\$3,126,664	\$3,263,418	\$3,408,608	\$28,518,541
Sewers Total	\$24,862,082	\$9,437,086	\$10,144,741	\$8,668,435	\$8,189,733	\$4,712,312	\$4,826,552	\$4,947,860	\$5,076,664	\$5,213,418	\$5,368,608	\$66,585,409
Less Total Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$24,862,082	\$9,437,086	\$10,144,741	\$8,668,435	\$8,189,733	\$4,712,312	\$4,826,552	\$4,947,860	\$5,076,664	\$5,213,418	\$5,368,608	\$66,585,409

Sewers

SANITARY SEWER FUND

Overview: The FY 2012 – 2021 Sanitary Sewer Fund plan includes \$38.1 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 is currently under development and will identify additional capital needs beyond those contained in the FY 2012 – 2021 CIP.

Revenue Generation: The Sanitary Sewer Fund 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 was increased to \$1.25/1,000 gallons in FY 2011. The current rate costs the typical household approximately \$87.50 annually, or \$21.88 per quarter.

The FY 2012 - 2021 CIP calls for the leveraging of \$15.6 million in General Obligation Bonds over four years (FY 2012 -2015), with the debt service to be covered by sewer fee revenues.

Planned Projects: The projects included in the FY 2012 – FY 2021 Proposed Sanitary Sewer Fund plan address maintenance-related issues necessary at current levels of development in the City. It is likely that future Sanitary Sewer Fund plans 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, with the sewer tap fee and the sewer line maintenance fees being the likely two main sources for providing these funds.

Sewers

SANITARY SEWER FUND SOURCES AND USES

Category/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY12-FY21
Category 1												
Mitigation of Combined Sewer Overflows	\$1,577,690	\$304,000	\$319,000	\$335,000	\$335,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$3,393,000
Reconstructions & Exts. of Sanitary Sewers	2,430,050	863,868	900,000	980,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	9,743,868
Sanitary Sewer Capacity Studies	699,877	0	0	0	0	0	0	0	0	0	0	0
Sewer Separation Projects	1,625,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	6,000,000
Subtotal Category 1	6,332,617	1,767,868	1,819,000	1,915,000	1,935,000	1,950,000	1,950,000	1,950,000	1,950,000	1,950,000	1,950,000	19,136,868
Category 2												
Commonwealth Service Chamber	370,000	0	0	0	0	0	0	0	0	0	0	0
Holmes Run Trunk Sewer	5,787,000	0	0	0	0	0	0	0	0	0	0	0
Four Mile Run Sanitary Sewer Repair	0	300,000	1,500,000	0	0	0	0	0	0	0	0	1,800,000
Holmes Run Sewershed Infiltration & Inflow	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0	0	0	0	0	0	17,120,000
Subtotal Category 2	14,067,000	5,260,000	5,860,000	4,200,000	3,600,000	0	0	0	0	0	0	18,920,000
Category 3												
Reclaimed Water System via WTE Plant	100,000	0	0	0	0	0	0	0	0	0	0	0
Sanitary Sewer Master Plan	0	0	0	0	0	0	0	0	0	0	10,000	10,000
Subtotal Category 3	100,000	0	0	0	0	0	0	0	0	0	10,000	10,000
Subtotal Capital Expenditures	\$20,499,617	\$7,027,868	\$7,679,000	\$6,115,000	\$5,535,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,950,000	\$1,960,000	\$38,066,868
Operating Costs												
Personnel		\$1,753,569	\$1,797,408	\$1,842,343	\$1,888,402	\$1,935,612	\$1,984,002	\$2,033,602	\$2,084,442	\$2,136,554	\$2,189,967	\$19,645,903
Non-Personnel		803,660	823,752	844,345	865,454	887,090	909,268	931,999	955,299	979,182	1,003,661	9,003,710
Debt Service - prior debt issuance		1,164,983	1,128,697	1,045,981	988,533	934,164	882,785	834,232	788,349	744,990	716,286	9,228,998
Debt Service - planned future debt issuance		229,920	1,028,118	1,538,611	1,877,516	2,141,708	2,221,233	2,172,959	2,124,685	2,076,411	2,028,137	17,439,298
Total Operating Expenditures		\$3,952,132	\$4,777,975	\$5,271,281	\$5,619,905	\$5,898,574	\$5,997,288	\$5,972,792	\$5,952,775	\$5,937,136	\$5,938,052	\$55,317,909
Total Sanitary Sewer Expenditures		\$10,980,000	\$12,456,975	\$11,386,281	\$11,154,905	\$7,848,574	\$7,947,288	\$7,922,792	\$7,902,775	\$7,887,136	\$7,898,052	\$93,384,777
Sanitary Sewer Module Funding Sources												
		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY12-FY21
Sewer Line Maintenance Fee		\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$6,700,000	\$67,000,000
Sewer Connection Fee		800,000	1,000,000	1,050,000	1,102,500	1,157,625	1,215,506	1,276,282	1,340,096	1,407,100	1,477,455	11,826,564
New Debt Issuance		3,480,000	4,850,000	3,530,000	3,750,000	0	0	0	0	0	0	15,610,000
Fund Balance Carryover		0	0	93,025	(13,255)	384,340	393,391	361,609	415,099	552,419	772,383	2,959,010
Total Funding Sources		\$10,980,000	\$12,550,000	\$11,373,025	\$11,539,245	\$8,241,965	\$8,308,897	\$8,337,891	\$8,455,194	\$8,659,519	\$8,949,839	\$97,395,575
Year-End Fund Balance		\$0	\$93,025	(\$13,255)	\$384,340	\$393,391	\$361,609	\$415,099	\$552,419	\$772,383	\$1,051,787	

Sewers

Commonwealth Service Chamber

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: 40 years
Priority: Highly Desirable
Strategic Plan Goal: 2

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 initiated in FY 2010, and is scheduled for completion in FY 2011 using the remaining unallocated project balance of \$370,000. Construction costs and schedule will be determined at the completion of the study, and have not been factored in the FY 2012 – FY 2021 CIP.

Changes from Prior Year: No changes from prior years.

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

Commonwealth Service Chamber	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Holmes Run Trunk Sewer

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: 40 years
Priority: Highly Desirable
Strategic Plan Goal: 2

Project Summary: This project provides for an increase in capacity in the Holmes Run trunk sewer line, required to support 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. A total of \$5.787 million in unallocated project balance from prior fiscal years will be combined with a project balance of \$614,000 to complete this phase of the project. Alexandria Sanitary Authority (ASA) maintains this trunk sewer.

Project History: Phase I of this project included relining the western portion of the trunk sewer, 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.

Changes from Prior Year: No changes from prior year.

Operating Impact: This project does not have an impact on the City's operating budget, as it is maintained by the Alexandria Sanitation Authority.

Holmes Run Trunk Sewer	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	5,787,000	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	5,787,000	0	0	0	0	0

Holmes Run Trunk Sewer	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

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: Desirable

Project Category: 3

Strategic Plan Goal: 2

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 funded 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 2012 – FY 2021 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 if this option is chosen. After further study, the economic feasibility of this water reuse option will be clearer.

Changes from Prior Year: No changes from prior year. An unallocated balance of \$100,000 from prior years remains for design if the City proceeds with the project.

Operating Impact: The project will have no impact on operating cost at this time.

Reclaimed Water System via WTE	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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

Reclaimed Water System via WTE	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Sanitary Sewer Capacity Sewers

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 1

Estimated Useful Life of Improvement: 40 years
Priority: Essential
Strategic Plan Goal: 2

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 on-going development.

Changes from Prior Year: FY 2012 – 2021 funding has been moved to the Sanitary Sewers operating budget. An unallocated balance of \$699,877 remains to complete studies as part of the CIP. Once all funding is expended, the project will be removed from the CIP.

Operating Impact: All costs are shifted to the Sanitary Sewer Fund operating budget. There will be no impact on the bottom line of Sanitary Sewer Fund budget.

Sanitary Sewer Capacity Studies	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	699,877	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	699,877	0	0	0	0	0

Sanitary Sewer Capacity Studies	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Mitigation of Combined Sewer Overflows (CSOs)

Subsection: Sanitary Sewers

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 40 years

Priority: Essential

Strategic Plan Goal: 2

Project Summary: This project category funds the mitigation projects related to combined sewer overflows (CSOs). 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 \$1.33 million in prior year unallocated funds remains to be used for the program as required by the existing permit. In addition, a total of \$3.393 million has been planned over ten years to continue the implementation of permit conditions through FY 2021. A total mitigation of the CSO system would require significantly more funds than planned in this CIP.

Changes from Prior Year: \$350,000 has been added to FY 2021 to address future CSO projects.

Project History: The City began engineering 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.

Currently, TMDLs (Total Maximum Daily Loads) for various pollutants are being developed by USEPA and VA Department of Environmental Quality for the receiving waters. Bacteria TMDL for Hunting Creek approved by VA Department of Environmental Quality and EPA provides load allocations for the Combined Sewer System that requires drastic reductions in the permitted overflows. Depending on the conditions of the future permits, the City may be required to revise its LTCP, and implement expensive controls which may include full or partial separation, detention, or end of pipe technologies. Implementation of 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 can also become part of permit requirements. The City's current permit was re-issued in January 2007 and expires in January 2012. An application for permit re-issuance will be submitted to the Virginia Department of Environmental Quality in FY 2012, and depending of the conditions of the new permits, it is possible that substantially more CIP funds may be required for FY 2013 and beyond.

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

Mitigation of CSOs	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	1,327,690	304,000	319,000	335,000	335,000	350,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,327,690	304,000	319,000	335,000	335,000	350,000

Mitigation of CSOs	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	350,000	350,000	350,000	350,000	350,000	3,393,000
Less Revenues	0	0	0	0	0	0
Net City Share	350,000	350,000	350,000	350,000	350,000	3,393,000

Sewers

Reconstructions & Extensions of Sanitary Sewers

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 1

Estimated Useful Life of Improvement: 40 years
Priority: Essential
Strategic Plan Goal: 2

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 \$9.74 million is planned over ten years. This project also funds repairs to City streets disturbed by sewer line construction.

Changes from Prior Year: Based on funding limitations and project prioritization, funding was reduced in FY 2012 (\$1.0 million to \$0.864 million), FY 2013 (\$1.0 million to \$0.9 million), and FY 2014 (\$1.0 million to \$0.98 million). Funding for FY 2015 – 2020 remains unchanged. \$1.0 million has been added to FY 2021 to address future reconstruction and extension projects.

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 completed include West Uhler Avenue between Commonwealth Avenue and Sanford Street; Hickory Street; Sycamore Street, between Mt. Ida Street and Kennedy Street; Hoof's Run from E. Chapman to E. Maple Streets; elimination of a sewer siphon at Taylor Run @ Janney's Lane; 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 Extensions of San Sewers	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
		Expenditures	2,430,050	863,868	900,000	980,000
Less Revenues	0	0	0	0	0	0
Net City Share	2,430,050	863,868	900,000	980,000	1,000,000	1,000,000

Recon. and Extensions of San Sewers	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
	Expenditures	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
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	9,743,868

Sewers

Sewer Separation Projects

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 1

Estimated Useful Life of Improvement: 40 years
Priority: Essential
Strategic Plan Goal: 2

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 due to new development 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 2012- FY 2021) 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: \$600,000 has been added to FY 2021 to address future sewer separation projects.

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

Sewer Separation Projects	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	1,625,000	600,000	600,000	600,000	600,000	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	1,625,000	600,000	600,000	600,000	600,000	600,000

Sewer Separation Projects	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Four Mile Run Sanitary Sewer Repair

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: 40 years
Priority: Highly Desirable
Strategic Plan Goal: 2

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: No changes from prior years.

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

Four Mile Run Sanitary Sewer Repair	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	300,000	1,500,000	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	300,000	1,500,000	0	0	0

Four Mile Run Sanitary Sewer Repair	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Holmes Run Sewershed Inflow and Infiltration and Rehabilitation

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: 40 years
Priority: Highly Desirable
Strategic Plan Goal: 2

Project Summary: This project provides for the evaluation and remediation of infiltration/inflow and sewer rehabilitation 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), and deteriorated sewers requiring remediation, will be identified via street by street closed circuit television 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, although current costs are estimated at \$32.5 million, an increase of \$7.5 million dollars over the previous estimate of \$25.03 million in the Approved FY 2011- 2020 CIP. Additional funding has been requested at this time, as construction numbers are not solid, but will be requested in future CIP requests should the estimate remain at \$32.5 million. The sewers in the Holmes Run sewershed, although originally constructed more recently than the newly rehabilitated Commonwealth and Four Mile Run sewer sheds, will most likely require a higher percentage of remediation than that of the older sewer sheds.

Changes from Prior Year: \$600,000 was moved from FY 2015 to FY 2012 based on overall funding plan limitations. Total FY 2012 – 2021 project funding remains unchanged at \$17.12 million.

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 closed circuit television field inspections began with rehabilitation design following. Design of remediation measures started in summer 2010 for two sub-basins and construction is anticipated to begin in Summer 2011. In the Approved FY 2011 – 2020 CIP, \$7.91 million of the \$25.03 million project was designated for construction costs.

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

Holmes Run I & I	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0
Less Revenues	0	0	0	0	0	0
Net City Share	7,910,000	4,960,000	4,360,000	4,200,000	3,600,000	0

Holmes Run I & I	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	17,120,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	17,120,000

Sewers

Sanitary Sewer Master Plan

Subsection: Sanitary Sewers
Managing Department: T & ES
Project Category: 3

Estimated Useful Life of Improvement: N/A
Priority: Essential
Strategic Plan Goal: 3

Project Summary: The City of Alexandria is currently developing a comprehensive Sanitary Sewer Master Plan. The Alexandria Sanitation Authority (Authority) is currently in the design process for the possible expansion of its wastewater treatment facility – current capacity 54 Million Gallons per Day (MGD) of Average Daily Flow (ADF) to meet Virginia Nitrogen and Phosphorus requirements. As part of this process, at the City’s request, the Authority investigated expanding the facility by up to 4 MGD of ADF, which should be sufficient to meet long-range City growth demands, and also provide additional capacity for wet weather flows. Current development projections indicate that up to 4 MGD of ADF will be necessary by 2040. As a first step to implement this project, the consultant currently enlisted to design the expansion investigated the feasibility of this project. The City is reimbursing ASA for the cost of this work. The feasibility study was completed in the fall of 2010. The cost to expand the ASA treatment facility by 4 MGD is estimated to cost approximately \$172.0 million. Additionally, the cost to treat wet weather peaks to reduce Sanitary Sewer Overflows (SSOs) and protect against basement backups up to the 25 year storm is estimated to be approximately \$52.0 million. No funding is programmed in the FY 2012 – 2021 CIP for these projects.

Fairfax County may be able to sell the City up to 4 MGD of ADF sewer capacity it now has available at the ASA facility. The budget cost for this purchase could be the cost to Fairfax County for the construction of 4 MGD capacity at the ASA plant, and is estimated to be approximately \$56.0 million. Funding is not programmed in the FY 2012 – 2021 CIP for this additional capacity. Waste water treatment expenses have been and should be customary expenses of ASA and not the City. If the City chooses to pursue this option in the future, financing will have to be coordinated with ASA, as the expansion ordinarily would be financed by ASA issuing the revenue bonds backed by sanitary sewer system user charges. Other financing and contractual arrangements with the ASA and Fairfax County are currently being explored.

Changes from Prior Year: This is a new project not previously in the CIP. \$10,000 is included as a place holder in FY 2021 to allow for inclusion in the FY 2012 – 2021 CIP.

Operating Impact: Potential impact on the operating budget is unknown at this time.

Sanitary Sewer Master Plan	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Sanitary Sewer Master Plan	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Sewers

STORMWATER MANAGEMENT FUND

Overview: The Stormwater Management Fund will include funding from three separate sources and will 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 will collect an annual transfer in of \$0.95 million from the City's General Fund for operating maintenance and \$1.0 million from the Capital Fund for capital maintenance. These funding sources maintain the previous level of effort in these areas (prior to the creation of the Stormwater Management Fund as a part of the FY 2011 budget process) and establish a baseline moving into the future. Additionally, this Fund will gather revenues from 0.5 cents dedicated from the real estate tax rate, estimated at \$1.63 million in FY 2012 and growing each year as projected property assessments increase. The revenues from the dedicated tax would be used primarily for capital projects. The total ten-year spending for this Fund is projected to be \$40.5 million (\$28.5 million capital and \$12.0 million operating).

New Revenue Generation: The FY 2012 - 2021 CIP includes an average of \$2.85 million per year for stormwater improvement projects necessary to reduce flooding and the environmental impacts of stormwater pollutants entering streams and rivers. An average of \$2.0 million of annual funding over the ten year period is planned to come from a new dedicated portion (0.5 cents) of the real estate tax rate. This will provide a reliable on-going source of funding for maintaining and improving the City's stormwater infrastructure.

Proposed Uses: Projects scheduled to be initiated in the first few years of stormwater utility fee revenue would address street, property, and/or basement flooding problems. A description of planned projects can be found on the following pages of the Sewers section. Details of individual projects specifically attached to the new revenue source are currently included under the Miscellaneous Storm Sewers CIP Project.

Sewers

STORM SEWER FUND SOURCES AND USES

Category/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY12-FY21
Category 1												
Miscellaneous Storm Sewer Repairs	\$2,197,715	\$1,359,218	\$1,565,741	\$1,653,435	\$754,733	\$312,312	\$1,226,552	\$1,097,860	\$226,664	\$363,418	\$508,608	\$9,068,541
Storm & Combined Assessment	600,000	450,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	8,550,000
Subtotal Category 1	2,797,715	1,809,218	2,465,741	2,553,435	1,654,733	1,212,312	2,126,552	1,997,860	1,126,664	1,263,418	1,408,608	17,618,541
Category 2												
Taylor's Run at Janney's Lane	551,250	0	0	0	0	0	0	0	0	0	0	0
NPDES / MS4 Permit	175,000	0	0	0	0	0	0	0	0	0	0	0
Storm Sewer Capacity Analysis	1,088,500	600,000	0	0	0	0	0	0	0	0	0	600,000
Key Drive Flood Mitigation	0	0	0	0	1,000,000	800,000	0	0	0	0	0	1,800,000
Braddock Rd. & West St. Storm Sewer	0	0	0	0	0	750,000	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000
Subtotal Category 2	\$1,814,750	\$600,000	\$0	\$0	\$1,000,000	\$1,550,000	\$750,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,900,000
Subtotal Capital Expenditures	\$4,612,465	\$2,409,218	\$2,465,741	\$2,553,435	\$2,654,733	\$2,762,312	\$2,876,552	\$2,997,860	\$3,126,664	\$3,263,418	\$3,408,608	\$28,518,541
Operating Costs												
(1) Current Operating Support		\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$9,500,000
(2) Expanded Operating Support		220,061	225,563	231,202	236,982	242,906	248,979	255,203	261,583	268,123	274,826	2,465,427
Total Operating Expenditures		\$1,170,061	\$1,175,563	\$1,181,202	\$1,186,982	\$1,192,906	\$1,198,979	\$1,205,203	\$1,211,583	\$1,218,123	\$1,224,826	\$11,965,427
Total Stormwater Utility Expenditures		\$3,579,279	\$3,641,304	\$3,734,637	\$3,841,715	\$3,955,218	\$4,075,531	\$4,203,063	\$4,338,247	\$4,481,541	\$4,633,434	\$40,483,969
Stormwater Management Fund Revenue Sources												
		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-
Transfer from General Fund (Current Operating)		\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$950,000	\$9,500,000
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 Management Tax Revenues		1,629,279	1,691,304	1,784,637	1,891,715	2,005,218	2,125,531	2,253,063	2,388,247	2,531,541	2,683,434	20,983,969
Fund Balance Carryovers		0	0	0	0	0	0	0	0	0	0	0
Total Funding Sources		\$3,579,279	\$3,641,304	\$3,734,637	\$3,841,715	\$3,955,218	\$4,075,531	\$4,203,063	\$4,338,247	\$4,481,541	\$4,633,434	\$40,483,969
Year-End Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

(1) Current Operating Costs are defined as the Storm Sewer Cleaning and Inspection Activity in the FY 2012 Proposed T&ES 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.

(2) Expanded Operating Support includes funding for the BNR filtration costs and a new engineer and inspector positions

Sewers

NPDES / Municipal Separate Storm Sewer System (MS4) Permit Program

Subsection: Storm Sewers

Estimated Useful Life of Improvement: 5 years

Managing Department: T & ES

Priority: Essential

Project Category: 1

Strategic Plan Goal: 2

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: No changes from prior year.

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 has successfully negotiated a Program Plan with the Virginia DCR. The permit has extensive regulatory requirements that require more intensive 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. It includes requirements related to TMDL (Total Maximum Daily Loads) requirements related to PCB s for Potomac River and Bacteria for the Four Mile Run watershed.

The City is now facing decisions on complying with an additional TMDL for Bacteria in Hunting Creek. The Virginia Watershed Implementation Plan, which implements the standards set by the Chesapeake Bay Nutrient and Sediment TMDL (approved in January of 2011 setting measurable effluent limits and outlines penalties for non-compliance), delineates mechanisms to achieve compliance. Implementation will largely be through actions/programs incorporated into the MS4 permit. These new effluent limits are exceedingly stringent and will require an effort termed E3 (“everything, everywhere, by everybody”) to achieve compliance. While the City’s next permit is reappraised in July of 2013, the City must have practices in place to meet 60% of the load reductions required by 2017. Additionally TMDL’s are currently being developed for various other pollutants by USEPA and VA Department of Environmental Quality for the receiving waters. Four Mile Run has recently been declared impaired for Chlordane and a TMDL will be forthcoming. The Chesapeake Bay TMDL requires more explicit reduction allocations resulting in new requirements ranging from additional monitoring and evaluation to improvements in infrastructure that may require significant capital expenditures. Allocated funding in this project is not the total cost of compliance, which staff anticipates will be much higher depending on the permit requirements of future MS4 permits.

Operating Impact: Operating impact is unknown until future permit requirements of MS4 programs are determined.

NPDES / NS4 Permit	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Taylor's Run at Janney's Lane

Subsection: Storm Sewers
Managing Department: T & ES
Project Category: 2

Estimated Useful Life of Improvement: 25 years
Priority: Highly Desirable
Strategic Plan Goal: 2

Project Summary: This project provides for the rehabilitation of a deteriorating culvert at Taylor Run and Janney's Lane and other improvements to the existing storm sewer in the area. A total of \$551,250 in prior year unallocated funds will fund the construction.

Changes from Prior Year: No changes from prior year.

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

Taylor's Run at Janney's Lane	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Miscellaneous Extension and Replacement of Storm Sewers

Subsection: Storm Sewers

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Strategic Plan Goal: 2

Project Summary: This project provides funding for essential infrastructure maintenance on the City's storm sewer system. Total funding of \$9.07 million in Stormwater Management dedicated tax revenue is planned over ten years.

Project locations that have been identified for implementation in FY 2012 – 2013 include:

Fiscal Year	Project
2012	Timber Branch Stream Erosion
2012	312 Alexandria Avenue
2012	North Henry / Montgomery Street
2012	Templeton Place
2012	Fort Ward Park
2013	Rosser / Calhoun / Colfax
2013	Frazier / Frost / Lawrence
2013	Peagram / Paxton
2013	DASH Phase II

Changes from Prior Year: Miscellaneous Storm Sewers now plans the inclusion of several improvement projects associated with the dedicated Stormwater Management tax in FY 2012 and FY 2013.

Project History: Recently completed projects include East Maple Street Storm Sewer reconstruction, replacement of the Edsall Road storm sewer near Cameron Station; and George Mason School and Park drainage system. Projects that will be under construction in FY 2011 include Auburn Village Phase I; Bishop Lane; DASH Phase I; Hooff's Run Park; and Monroe / Nelson Alley.

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

Miscellaneous Stormwater	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	2,197,715	1,359,218	1,565,741	1,653,435	754,733	312,312
Less Revenues	0	0	0	0	0	0
Net City Share	2,197,715	1,359,218	1,565,741	1,653,435	754,733	312,312

Miscellaneous Stormwater	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	1,226,552	1,097,860	226,664	363,418	508,608	9,068,541
Less Revenues	0	0	0	0	0	0
Net City Share	1,226,552	1,097,860	226,664	363,418	508,608	9,068,541

Sewers

Storm/Combined Sewer Assessment and Remediation

Subsection: Storm Sewers

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 40 years

Priority: Essential

Strategic Plan Goal: 2

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 City will perform condition assessments including cleaning and televising of the lines; assessing information to determine condition of lines; and determining if rehabilitation is needed. 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. Evaluation and design are approximately 30% of the annual costs, with construction comprises the remaining 70% of annual funding.

Changes from Prior Year: A total of \$8.55 million is planned over ten years, compared to \$7.21 million in the Approved FY 2011 – 2020 CIP. This includes \$450,000 for FY 2012, and then \$900,000/annually through FY 2021.

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

Storm and Combined Syst. Assess. & Remed.	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	600,000	450,000	900,000	900,000	900,000	900,000
Less Revenues	0	0	0	0	0	0
Net City Share	600,000	450,000	900,000	900,000	900,000	900,000

Storm and Combined Syst. Assess. & Remed.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	900,000	900,000	900,000	900,000	900,000	8,550,000
Less Revenues	0	0	0	0	0	0
Net City Share	900,000	900,000	900,000	900,000	900,000	8,550,000

Sewers

Storm Sewer Capacity Analysis

Subsection: Storm Sewers

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: N/A

Priority: Highly Desirable

Strategic Plan Goal: 2

Project Summary: This project provides for a multi-year City-wide storm sewer analysis to determine the stormwater system's capacity. Field verification of invert elevations and manhole locations and metering to verify computations will be part of this project, which will be completed over a four year timeframe. The total project budget is \$3.1 million, of which \$600,000 will be funded in FY 2012. Combining the FY 2012 funding with the unallocated project balance of \$1,088,200 will provide all required funding needed to complete the analysis in FY 2013. Work will be coordinated with the Storm / Combined Sewer Assessment and Renovation project.

Changes from Prior Year: \$600,000 was added to FY 2012 to provide funding for project completion in FY 2013.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	1,088,500	600,000	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	1,088,500	600,000	0	0	0	0

Storm Sewer Capacity Analysis	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	600,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	600,000

Sewers

Key Drive Flood Mitigation

Subsection: Storm Sewers

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 2

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: No changes from prior years.

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, and design is currently underway.

Key Drive Flood Mitigation	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	1,000,000	800,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	1,000,000	800,000

Key Drive Flood Mitigation	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
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

Braddock Rd. and West St. Storm Sewer Drainage Improvements

Subsection: Storm Sewers

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 40 years

Priority: Highly Desirable

Strategic Plan Goal: 2

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. A cost benefit analysis of the project will be prepared to determine the most feasible solution to this flooding problem. A total of \$8.5 million has been programmed in the FY 2012 – 2021 CIP.

Changes from Prior Year: \$2.0 has been added to FY 2021 to address future capital replacement needs.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	750,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	750,000

Braddock and West	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000
Less Revenues	0	0	0	0	0	0
Net City Share	750,000	1,000,000	2,000,000	2,000,000	2,000,000	8,500,000

OTHER REGIONAL CONTRIBUTIONS

Other Regional Contributions

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Other Regional Contributions

Other Regional Contributions Subsection/Project	<i>Unallocated</i>	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Regional Partnerships												
Northern Virginia Community College	\$0	\$212,607	\$253,000	\$295,000	\$338,000	\$384,000	\$391,000	\$399,000	\$407,000	\$415,000	\$423,000	\$3,517,607
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
Peumansend Regional Jail	0	129,214	121,266	115,465	109,738	104,085	98,506	0	0	0	0	678,274
Other Regional Contributions Total	\$0	\$701,683	\$734,128	\$770,327	\$807,600	\$847,947	\$849,368	\$758,862	\$766,862	\$774,862	\$782,862	\$7,794,501
Less Total Revenues	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Net City Costs	\$0	\$701,683	\$734,128	\$770,327	\$807,600	\$847,947	\$849,368	\$758,862	\$766,862	\$774,862	\$782,862	\$7,794,501

Other Regional Contributions

Northern Virginia Community College (NVCC)

Subsection: Regional Contributions

Estimated Useful Life of Improvement: N/A

Managing Department: Office of Management & Budget

Priority: Essential

Project Category: Not Assigned

Strategic Plan Goal: 4

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 2012, the City's share of the regional subsidy to NVCC is \$212,607, or 6.6% percent of the total local capital request of \$3.24 million. Each jurisdiction's share is determined by a formula based on the population of each of the nine participating jurisdictions. Total funding in the amount of \$3.52 million is planned over the ten year period.

NVCC approached participating jurisdictions in the fall of 2009 regarding a request to gradually increase the per capita contribution by 25-cents each year through FY 2016. This would take the formula from \$1.00 per capita (FY 2011) to \$2.50 per capita (FY 2016). Last year, the City did not budget for an increase to \$1.25. This year, the Proposed CIP recommends catching up to the requested rate of growth in the City's contribution. The table below outlines the impact this would have on the City capital contribution. This CIP proposes incorporating the NVCC funding request, and the annual costs are detailed below.

Changes from Prior Year: Changes from the Approved FY 2011 – 2020 CIP are noted in the table below.

Fiscal Year	Population Estimate (1)	Proposed Rate Per Capita	Proposed Annual Contribution (2)	% Year-to-Year Growth in Contribution	Approved FY 2011 -2020 CIP	\$ Change FY 12-21 to FY 11-20 CIP
2012	141,738	\$1.50	\$212,607		\$136,372	\$76,235
2013	144,573	\$1.75	\$253,002	19.0%	\$136,372	\$116,630
2014	147,464	\$2.00	\$294,928	16.6%	\$136,372	\$158,556
2015	150,413	\$2.25	\$338,430	14.8%	\$136,372	\$202,058
2016	153,422	\$2.50	\$383,554	13.3%	\$136,372	\$247,182
2017	156,490	\$2.50	\$391,226	2.0%	\$136,372	\$254,854
2018	159,620	\$2.50	\$399,050	2.0%	\$136,372	\$262,678
2019	162,812	\$2.50	\$407,031	2.0%	\$136,372	\$270,659
2020	166,069	\$2.50	\$415,172	2.0%	\$136,372	\$278,800
2021	169,390	\$2.50	\$423,475	2.0%	\$136,372	\$287,103
Total			\$3,518,476		\$1,363,720	\$2,154,756

(1) Assumes annual 2% population growth beginning FY 2013.

(2) Rounded to the nearest thousand for FY 2013 - FY 2021 budgeting purposes.

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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	212,607	253,000	295,000	338,000	384,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	212,607	253,000	295,000	338,000	384,000

NVCC	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	391,000	399,000	407,000	415,000	423,000	3,517,607
Less Revenues	0	0	0	0	0	0
Net City Share	391,000	399,000	407,000	415,000	423,000	3,517,607

Other Regional Contributions

Northern Virginia Regional Park Authority (NVRPA)

Subsection: Regional Contributions
Managing Department: Office of Management & Budget
Project Category: Not Assigned

Estimated Useful Life of Improvement: N/A
Priority: Essential
Strategic Plan Goal: 7

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 2012 capital budget totals \$4,961,633, of which \$4,390,253 is to be funded by capital contributions from the participating jurisdictions. The balance of \$571,380 is to be funded by NVRPA operating revenues from fees. Of the FY 2012 capital budget total, the City's share is \$359,862. Projects planned by the Park Authority in the City of Alexandria in FY 2012 include a food service trailer at Cameron Run Regional Park.

Changes from Prior Year: No changes from prior year.

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 of Total Pop.	FY 2012 Capital Request
City of Alexandria	140,024	8.20%	\$359,862
Arlington County	204,568	11.98%	\$525,740
City of Fairfax	23,349	1.37%	\$60,007
Fairfax County	1,010,241	61.50%	\$2,700,000
Falls Church City	10,948	0.64%	\$28,136
Loudoun County	278,797	16.32%	\$716,508
Totals	1,667,927	100.00%	\$4,390,253

Operating Impact: In FY 2012, a total of \$288,814 is included in the operating budget for the City's share of operating budget costs.

NVRPA	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	359,862	359,862	359,862	359,862	359,862
Less Revenues	0	0	0	0	0	0
Net City Share	0	359,862	359,862	359,862	359,862	359,862

NVRPA	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	359,862	359,862	359,862	359,862	359,862	3,598,620
Less Revenues	0	0	0	0	0	0
Net City Share	359,862	359,862	359,862	359,862	359,862	3,598,620

Other Regional Contributions

Peumansend Regional Jail

Subsection: Regional Contributions
Managing Department: Office of Management & Budget
Project Category: Not Assigned

Estimated Useful Life of Improvement: N/A
Priority: Essential
Strategic Plan Goal: 6

Project Summary: This project provides the City's debt service 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 2012, the City has budgeted a debt service payment of \$129,914, which will decline as the debt is paid off by the end of FY 2017.

Changes from Prior Year: No changes from prior years.

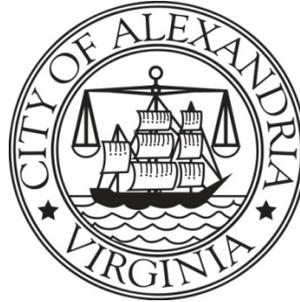
Project History: During FY 1989, the Northern Virginia Chief Administrative Officers and Sheriffs' Task Force approved a feasibility study for constructing a regional minimum security facility to hold sentenced inmates from Alexandria and the Counties of Caroline, Fairfax, Arlington, Prince William and 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 \$27.0 million with 50% of the funding to be reimbursed by the Commonwealth, and 50 percent from the six localities. Alexandria is allocated 50 beds, or approximately 15% of the 336 beds in the facility.

Operating Impact: In FY 2012, 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 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	129,214	121,266	115,465	109,738	104,085
Less Revenues	0	0	0	0	0	0
Net City Share	0	129,214	121,266	115,465	109,738	104,085

Regional Jail	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	98,506	0	0	0	0	678,274
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	678,274



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, Chief Information Officer/Director, Information Technology Services

Shelly Ryan, Deputy Director, Information Technology Services

Paul Kim, Network Management Division Chief, Information Technology Services

Curtis Ney, Enterprise Business Systems Support Division Chief, Information Technology Services

Vanetta Pledger, Operations Division Chief, Information Technology Services

Suellen Savukas, Project Management Division Chief, Information Technology Services

ALEXANDRIA INFORMATION TECHNOLOGY COMMISSION

Philip Acosta

Nina Baliga

Daniel Brooks

Marjorie Conner

Steven Cooper

Alicia Hughes

Margaret Leary

Catherine Hogan Lewis

Kostas Liopiros (Chair)

Page Moon

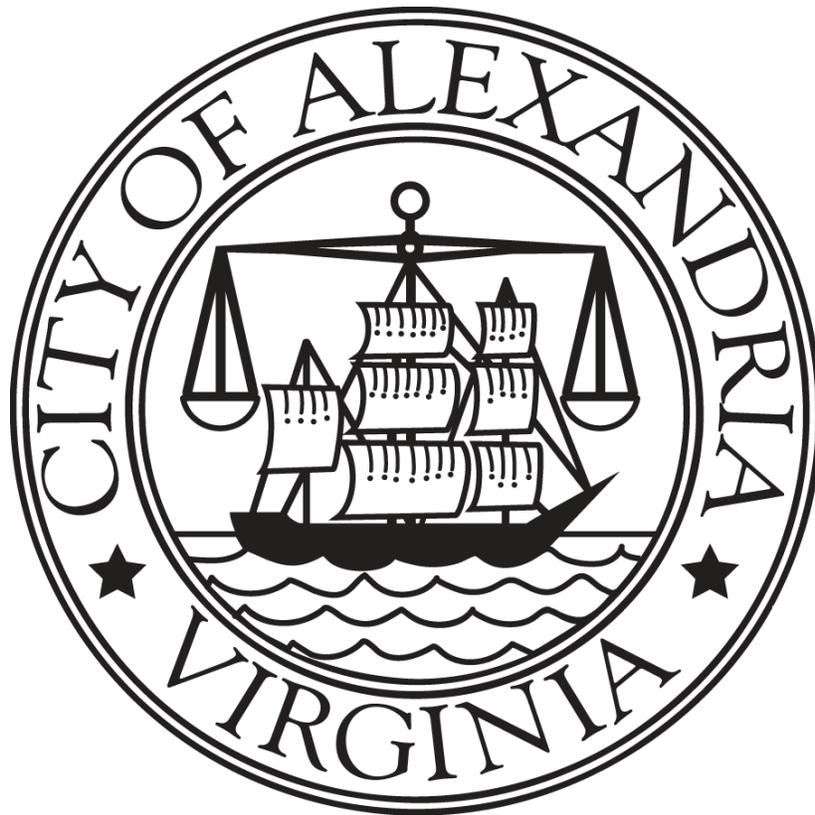
Helen Morris

Del Pepper

Debra Roepke

Lynda Rudd

Marie Schuler



2010 Digital Cities Survey Award



Alexandria's e-government initiatives were ranked sixth in the nation for cities of its size, according to an annual study by the National League of Cities and the Center for Digital Government. The survey recognizes municipalities that successfully incorporate information technology into operations to better serve constituents and businesses. Recognized cities have continued to realize operational objectives despite financial challenges, strategically investing to maximize dollars and effectively conduct the business of government. Alexandria has been ranked in the top six in each year since 2005, including first place in 2006.

The "Digital Cities Survey" recognized Alexandria's significant work with geographic information systems, social media, and cloud computing. 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; and citywide data network.

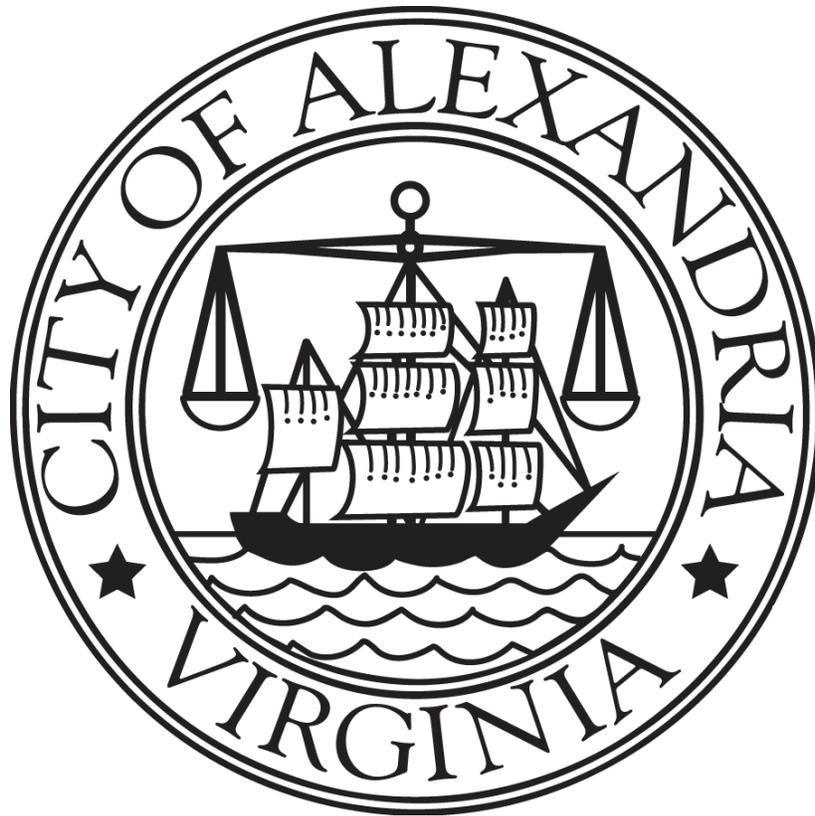
Governor's Technology Award 2010

Alexandria along with Fairfax, Arlington and Fairfax City won the 2010 Governor's Technology Award for Cross-Boundary Collaboration with the CAD2CAD Exchange Project, in an acknowledgement of regional interoperability.

Governor McDonnell recognized the most innovative government information technology projects in the Commonwealth during a ceremony at the Commonwealth of Virginia Innovative Technology Symposium (COVITS).



Entries were judged by an independent panel of Virginia government executives, including representatives of state executive branch and independent entities, localities, the legislature, judiciary and higher education. The awards program received a record number of entries this year, and judges' scores were very close, often within a fraction of a point, resulting in multiple winners named in several categories. Thirteen projects were named as winners and 17 more received honorable mentions.



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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.

Funding priority was 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 2012 - FY 2017 IT Plan, which totals \$40.5 million over this six-year period, with the general fund financing \$34.6 million of this cost, reflects:

- \$18 million in funding over three 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;
- \$8.4 million in funding over six fiscal years to protect infrastructure investments

such as network wiring, switches and other components;

- \$4 million over six fiscal years for key business systems that will facilitate efficiency and effectiveness.

These elements and projects will be critical to improving City services. That is the foundation of all that the Information Technology Plan supports.

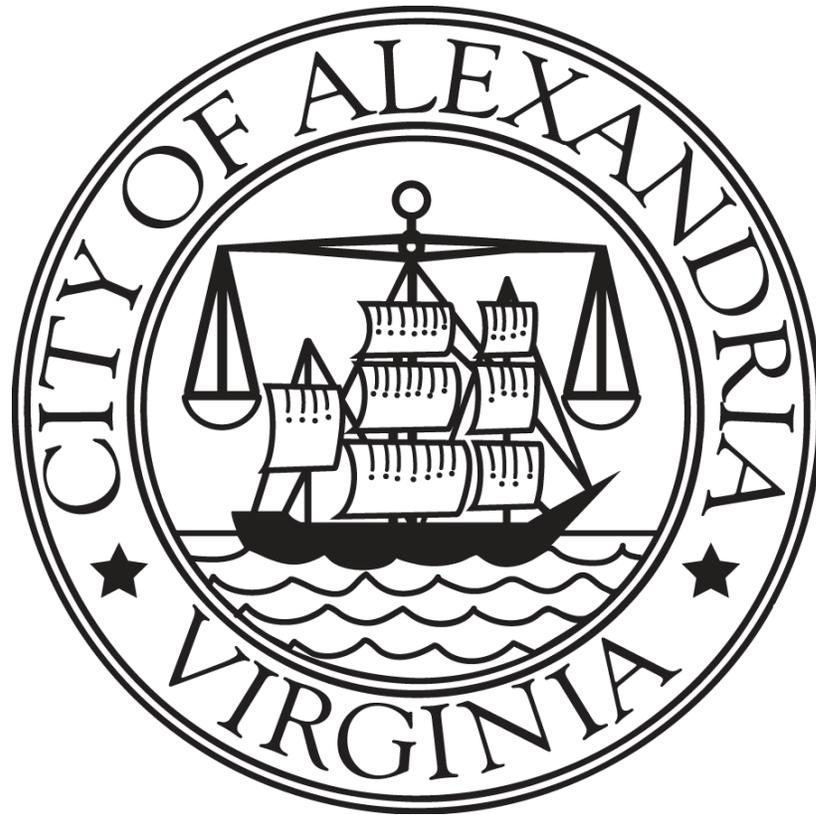
Information Technology Goals and Principles

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

Microsoft Enterprise Agreement and Business Productivity Online Standard Suite

In July 2010, the City enrolled in a Microsoft Enterprise Agreement (EA) with Business Productivity Online Standard Suite (BPOS) hosted services. An EA is a volume licensing program which allows organizations to achieve substantial cost savings by leveraging the benefits of simplified license management. The program includes rights to new software versions, deployment planning services, 24x7 phone and web support, expanded desktop management tools, and Microsoft E-Learning for end-user and technical staff training.

Business Productivity Online Standard Suite is a subscription service which includes:

- Microsoft Exchange Online for email and calendaring
- Microsoft SharePoint Online for portals and document sharing
- Microsoft Office Communications Online for presence availability, instant messaging, and peer-to-peer audio calls
- Office Live Meeting for web and video conferencing

In the BPOS service delivery model, Microsoft deploys and maintains both the hardware and software infrastructure in secure and redundant data centers, providing the City with an immediate disaster recovery plan for email messaging, collaboration, and communications.

The EA with BPOS creates many opportunities for the City to improve productivity, streamline desktop support, and leverage the latest technologies for communication and collaboration.

Microsoft Office Professional 2010 Migration

With a Microsoft EA in place, the first major initiative for the City was to eliminate outdated software and standardize the desktop productivity suite by upgrading the enterprise to Microsoft Office Professional 2010. Most importantly, the upgrade included the installation of Outlook, a prerequisite for the planned email migration from the Domino/Lotus Notes platform to Microsoft's Exchange/Outlook. In the fall 2010, Office 2010 was successfully deployed to over 2,300 computers. The email migration will be completed by the end of FY 2011 and the Domino environment should be fully retired in FY 2012.

IT Enterprise Management System

In keeping with recommendations set forth in the 2010 Citywide IT Assessment (conducted by Plante & Moran) ITS will be implementing a comprehensive IT Enterprise Management System to be utilized by all IT support personnel in the City. Information as it relates to asset management, application deployment, software updates and workflow management (i.e., Help Desk) will be collected centrally in the system. The Enterprise Management System, when implemented, will provide a view into all IT services and functions throughout the City that will enable economies of scale, improved functionality and service metrics to be used for continuous improvement.

Enterprise Resource Planning (ERP) Suite Implementation

The City is in the process of acquiring an Enterprise Resource Planning Suite to improve the automation and support of a range of administrative and management applications, including Human Resources, Payroll, General Ledger, Purchasing, Asset Management, Budgeting, Contract Management and Accounts Payable.

The City's goals in procuring and implementing an ERP solution include (but are not limited to):

- Reduced data entry requirements, saving staff time and reducing errors;
- Enterprise-wide access to data from all system modules (with appropriate security limits in place);
- Improved integration of required data between and among various ERP modules, to facilitate access to real-time information.

The ERP acquisition and implementation supports the City's Strategic Plan goal of improving the effectiveness and efficiency of City programs and activities as well as continuously improving its ability to manage resources. The acquisition is anticipated to be finalized by summer 2011, with implementation activities starting in FY 2012 and continuing through FY 2013. The IT Plan includes \$2.9 million in previously approved funding and \$0.5 million in additional funding for implementation costs in FY 2012 and FY 2013.

Computer Aided Dispatch/Records Management System Replacement

The City has created a Department of Emergency Communications (DEC) that, when fully operational, will assume responsibility for all city emergency dispatch services,

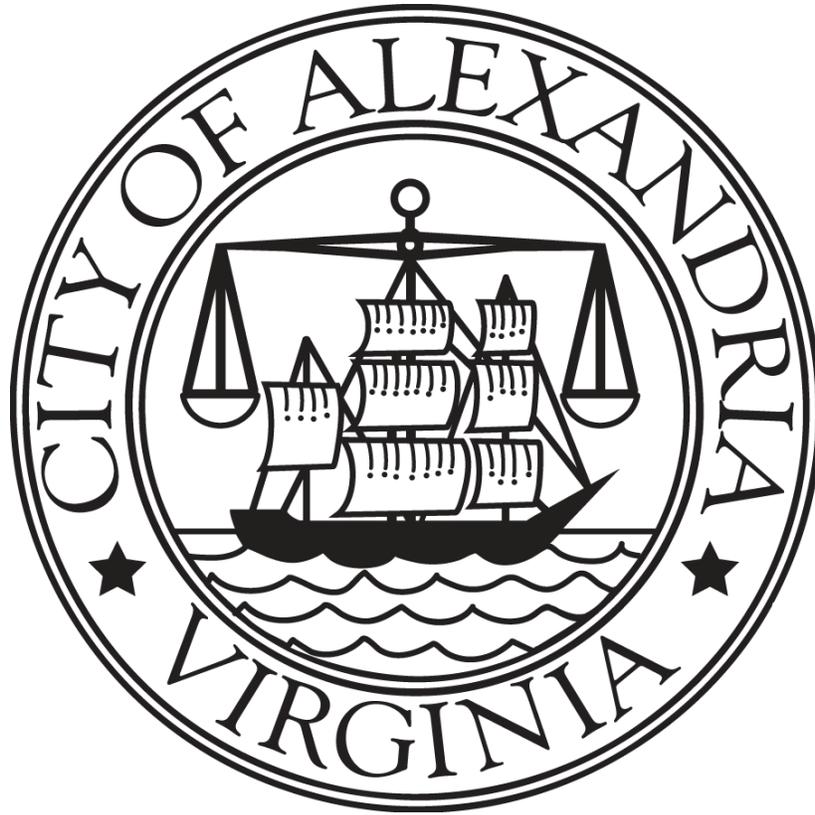
thereby consolidating Alexandria Fire Department (AFD) and Alexandria Police Department (APD) communications.

In order to accommodate the shift from multiple dispatch centers to a consolidated center, the City is seeking to replace its current CAD/Mobile system with a commercial-off-the-shelf (COTS) product that can accommodate the demands of law enforcement, fire, and EMS operations in a single solution. A new system is also required due to the age and coming obsolescence of the old system.

This project, budgeted at \$18 million over three fiscal years, is the largest IT project in the IT Plan. FY 12 estimated costs are \$3.6 million, to be utilized to initiate the acquisition. Funding for this project in FY 13 and beyond may change once the City has selected a vendor. The City will issue an RFP for this system in February 2011 and expects to select a vendor by late summer 2011.

Consolidation of IT Support Services for The Department of Recreation, Parks, and Cultural Activities

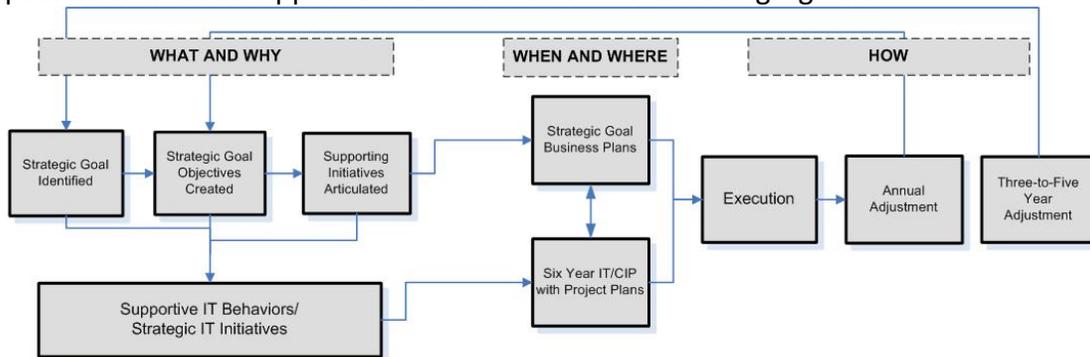
As a result of the recommendations outlined in the 2010 Citywide IT Assessment (conducted by Plante & Moran), a comprehensive review of the Department of Recreation, Parks and Cultural Activities' (RPCA) IT environment and support needs was conducted jointly by ITS and RPCA in the fall of 2010. Based on the scope of RPCA's environment, support ratios, and ITS' ability to provide equivalent services, a service level agreement (SLA) was established between RPCA and ITS to provide the opportunity to achieve significant economies of scale and higher levels of customer service. In January 2011, RPCA IT functions and personnel were effectively consolidated within ITS, in order to improve support ratios and service delivery. Future consolidation efforts of help desk services will be explored by ITS and other departments which maintain dedicated IT resources.



City’s Strategic Goal Process

In 2010, the City revised its Strategic Plan goals in collaboration and partnership with the Alexandria community. The resulting seven strategic goals are shown below. City Council has directed that City staff consider the Strategic Plan goals when developing, implementing or reviewing the delivery of public services, and in presenting requests for fiscal resources.

The City’s Information Technology Plan has been developed in keeping with this guidance. The graph below shows the process for ensuring that all IT projects that appear in the IT Plan support at least one of the seven strategic goals.



Seven Strategic Goals:

- Goal 1: Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.
- Goal 2: Alexandria respects, protects and enhances the health of its citizens and the quality of its natural environment.
- Goal 3: A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.
- Goal 4: Alexandria is a community that supports and enhances the well-being, success and achievement of children, youth and families.
- Goal 5: Alexandria is financially sustainable, efficient, community oriented and values its employees.
- Goal 6: The City protects the safety and security of its residents, businesses, employees and visitors.
- Goal 7: Alexandria is a caring and inclusive community that values its rich diversity, history and culture, and promotes affordability.

More about the City’s strategic planning process can be found on the City’s website at <http://alexandriava.gov/StrategicPlanning>.

A chart that associates each IT Plan project with the Strategic Plan goal that it supports is on the next page.

Strategic Plan Goals and Supporting IT Plan Projects

Goal 1: *Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.*

Supporting >Geographic Information System Development
IT Projects: >Permit Processing

Goal 2: *Alexandria respects, protects and enhances the health of its citizens and the quality of its natural environment.*

Supporting >MHMRSA Medical Records Management
IT Projects: >MHMRSA HIPAA Data Security

Goal 3: *A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.*

Goal 4: *Alexandria is a community that supports and enhances the well-being, success and achievement of children, youth and families.*

Supporting
IT Projects: >DHS Payment System Replacement

Goal 5: *Alexandria is financially sustainable, efficient, community oriented and values its employees.*

Supporting >Electronic Government >LAN/WAN Infrastructure
IT Projects: >Customer Relationship Management System >LAN Development
 >Real Estate Assessment System >Enterprise Data Storage Infrastructure
 >Enterprise Resource Planning System >Upgrade Work Station Operating Systems
 >Financial Accounting and Asset Management System >Network Server Infrastructure
 >Business Tax System >Voice Over IP
 >Real Estate Accounts Receivable System >Database Infrastructure
 >Personal Property Tax System >Municipal Fiber Network
 >Finance Payment Kiosk >IT Enterprise Management System
 >Virtual Adjudication >Voter System Replacement
 >Purchasing System Upgrade >Document Management and Imaging Infrastructure
 >Reciprocity Contractor System
 >Customer Management System
 >TES Infrastructure Management and Maintenance System
 >Enterprise Maintenance Management System

Goal 6: *The City protects the safety and security of its residents, businesses, employees and visitors.*

Supporting >Public Safety Radio System Replacement
IT Projects: >Alexandria Justice Information System Enhancements
 >Police CAD/RMS Project
 >Fire Records Management Project
 >EMS Records Management System
 >Sheriff Mobile Data Browsers
 >Computer Aided Dispatch System Replacement
 >Fire Radios
 >Security
 >Connectivity Initiatives

Goal 7: *Alexandria is a caring and inclusive community that values its rich diversity, history and culture and promotes affordability.*

Supporting >Library Self-Checkout Stations
IT Projects: >Library Debt Collection Software

Changes to the IT Plan from the Prior Fiscal Year

The FY 2012 to FY 2017 Information Technology Capital Improvement Plan (IT/CIP) total of \$40.5 million continues the City's Information Technology agenda. The IT/CIP total of \$40.5 million in City funding compares with \$45.3 million in City funding in the FY 2011 to FY 2016 Information Technology Capital Improvement Plan. This represents a decrease of \$4.8 million, almost entirely attributable to the decrease in the estimated costs of the City's replacement Computer Aided Dispatch system and related data elements.

The City proposed funding for the FY 2012 – FY 2017 IT Plan is as follows:

	City Share	Outside Revenues	Total
FY 2012	\$6,539,600	\$985,000	\$7,524,600
FY 2013	\$14,388,000	\$985,000	\$15,373,000
FY 2014	\$6,585,000	\$985,000	\$7,570,000
FY 2015	\$2,705,000	\$985,000	\$3,690,000
FY 2016	\$2,200,000	\$985,000	\$3,185,000
FY 2017	\$2,250,000	\$985,000	\$3,235,000
Total	\$34,667,600	\$5,910,000	\$40,577,600

FY 2018 – FY 2021 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 18 – FY 21. It is worth noting that 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:

Information Technology							
Capital Improvement Plan For FY 2018 to FY 2021							
19-Jan-11							
CIP							
Project ID	Project Title	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
TOTAL Net Costs - All Information Technology CIP Projects		3,485,000	3,485,000	3,485,000	3,485,000	3,485,000	3,485,000
015-014 Systems Development		1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000
015-014-1	Public Access Development	200,000	200,000	200,000	200,000	200,000	200,000
015-014-2	Document Management Systems	50,000	50,000	50,000	50,000	50,000	50,000
015-014-3	Financial and Human Resource Systems	400,000	400,000	400,000	400,000	400,000	400,000
015-014-4	Geographic Information Systems	100,000	100,000	100,000	100,000	100,000	100,000
015-014-5	Public Safety Systems	425,000	425,000	425,000	425,000	425,000	425,000
015-014-7	Other System Development Projects	125,000	125,000	125,000	125,000	125,000	125,000
015-015 Infrastructure Projects		2,185,000	2,185,000	2,185,000	2,185,000	2,185,000	2,185,000
015-015-1	Network Services	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
015-015-3	Enterprise Services	50,000	50,000	50,000	50,000	50,000	50,000
015-015-4	Connectivity Projects	985,000	985,000	985,000	985,000	985,000	985,000

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 2012 – FY 2017

Reciprocity Contractor System – This project provides funds (\$37,000 in FY 2012 and \$30,000 in FY 2013) to implement a module of the Business Tax System that will track the amount of revenue earned by contractors in the City. This will be used to calculate accurate taxes owed by contractors. This system replaces an older system that is not integrated with the current Business Tax system.

Customer Management System – Funds (\$23,000) are provided in FY 2013 to provide better customer service to citizens who come to City Hall to transact business. The system will upgrade the customer flow from a single waiting line to a multiple channel “virtual queue.” City staff will be able to segment services, call customers, transfer to different areas, manage transaction metrics and produce automated reports

Fire Radios – Funding (\$30,000) is provided in FY 2012 to allow the Fire Department to procure and test four new Motorola radios that are designed to be ergonomic and easier for Firefighters to use when wearing gloves. A decision regarding the purchase of additional radios will be made once the Fire Department has had an opportunity to use test these radios in the field.

Library Self-Checkout Stations - Funds (\$38,000) are provided in FY 12 for the Alexandria Library to obtain two self-checkout stations for the Duncan library branch. These will provide the library patrons a quicker alternative to long lines and will result in better customer service. Patron satisfaction will be evaluated after the stations are installed, to ensure the outcome is as expected.

Library Debt Collection Software – Funds (\$9,600) are provided in FY 12 to the library to procure data collection agency interface software, to retrieve overdue materials, fines and fees. It is anticipated that this project will pay for itself as a result of a higher rate of collections.

Municipal Fiber Network – This project provides funding (\$160,000) to conduct a feasibility and design study to install City-owned fiber and wireless broadband networks that are independent of the current Institutional Network infrastructure.

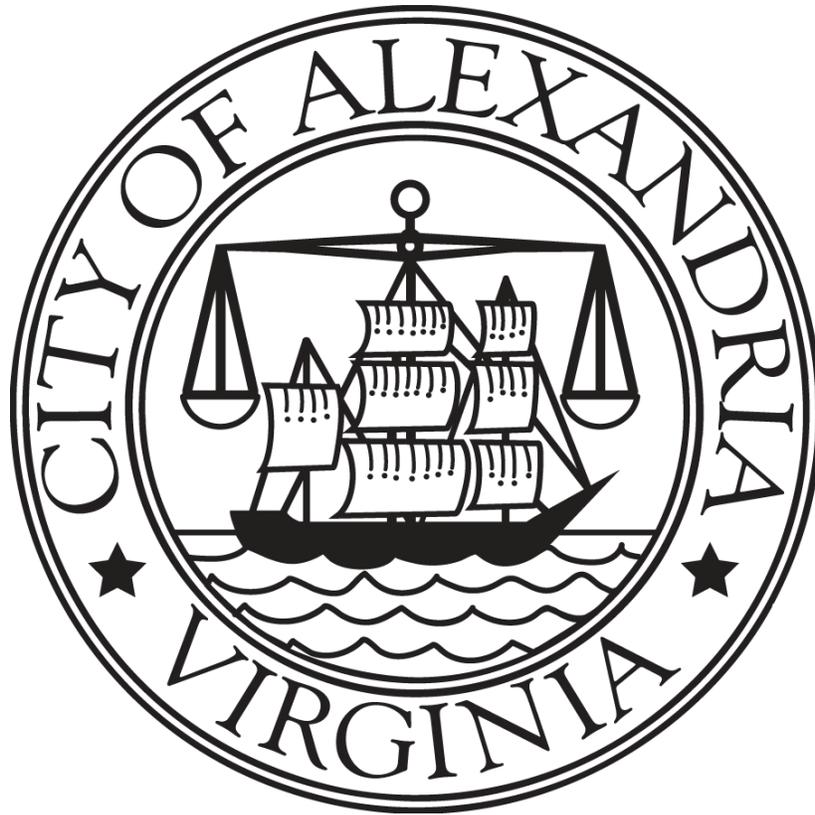
Existing Project Highlights

Payroll/Human Resources System – This project has been renamed as ‘Enterprise Resource Planning System’ which more accurately characterizes the planned use of project funds.

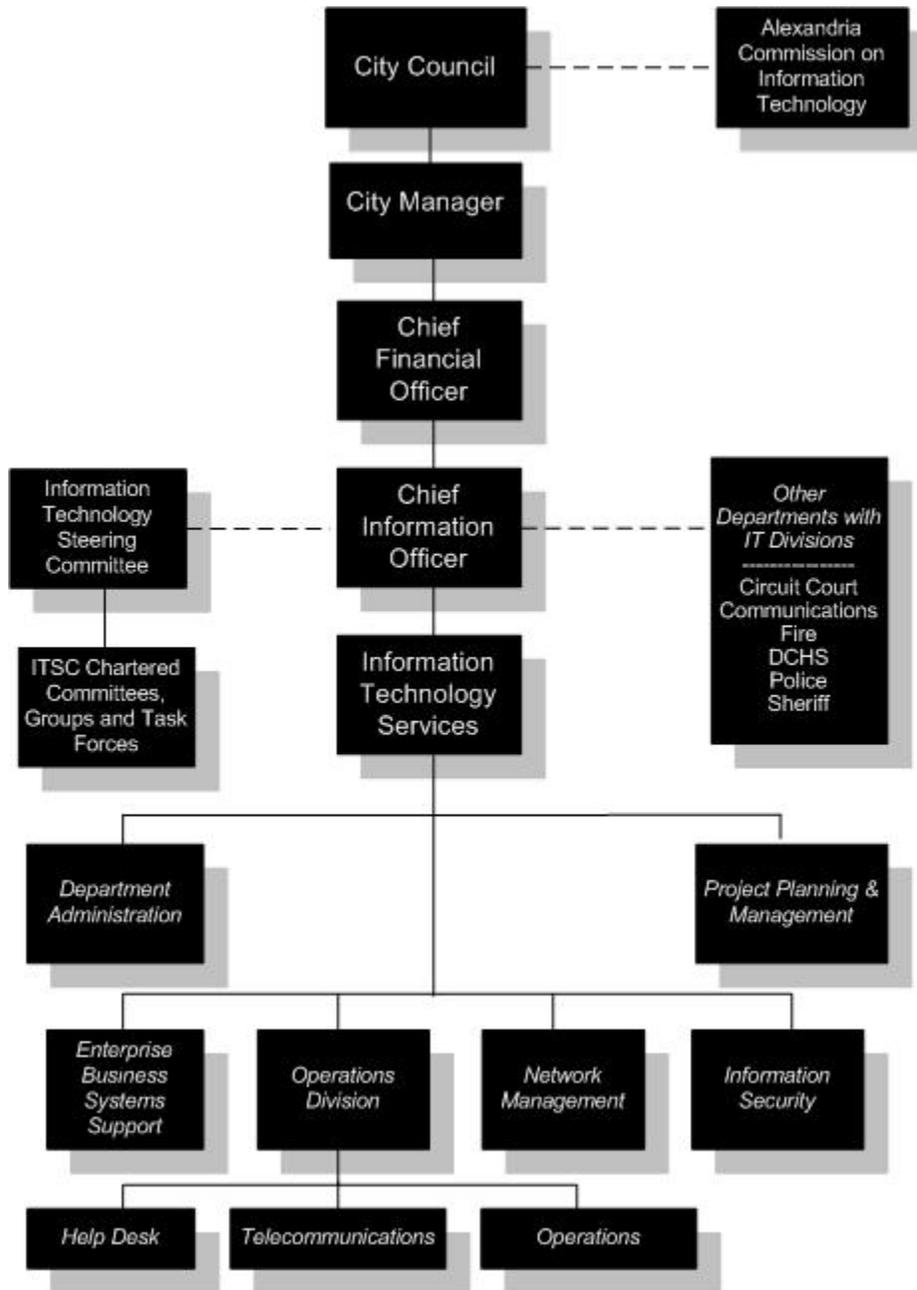
E-Government – Funds (\$150,000) are proposed in FY 2012 to fund contract services to address a backlog of requests for E-Government improvements to the City’s website.

Customer Relationship Management – Funds (\$25,000) are provided in FY 2012 to continue the rollout of this new critical customer service feature that will improve citizen capabilities to report problems, make requests and contact City officials. The customer relationship management system is currently operational on the City’s website at www.alexandriava.gov and can be used to report problems such as missed trash collection, street potholes or broken sidewalks. The list of choices available to citizens using the Customer Relationship Management system will continue to expand over the coming months.

Finance Payment Kiosk – This project is funded in FY 2013 (\$50,000) to provide one more convenient way for citizens to pay parking tickets and taxes. The first kiosk, to be located in City Hall, will be operational in early 2011.



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), is chaired by the CIO and 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. The ITS department 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

This section is 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.

#

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).

Enterprise Business Systems Support Division

The newly formed Enterprise Business Systems Support Division consolidates the Applications and Database Management divisions. This division is responsible for the applications and enterprise database administration, data standardization, integration and information exchange. All computer programming and database administration functions will be centrally managed by the Enterprise Business Systems Support Division.

Network Management Division

This division is 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 six other departments and agencies that have internal information technology support capabilities. These departmental staff coordinate their activities with ITS.

Office of Communications and Public Information – This office has oversight for all of the City’s E-Government functions, including the City’s websites, content management system (CMS), customer relationship management system (CRM), use of social media, and intranet. The office also coordinates communications standards and guidelines for public-facing technology projects throughout the enterprise. An E-Government Manager and five developers have IT functions as part of their daily responsibilities.

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, a variety of 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 and other justice agencies such as the Virginia Supreme Court, State Police, LInX (Law enforcement Information eXchange) and the VINELink (Victim Information and Notification Everyday) service.

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 section of the Department of Community and Human Services.

Fire Department – The Department’s four (4) IT staff support Fire and EMS Operations, records management, the Professional Development Center, Fire Maintenance and other Fire-specific computer systems. The Fire IT Team also maintains the Telestaff personnel management system; operates the Department’s specialized time and attendance system interfaced to the City Payroll system; responds to Help Desk requests for specialized department systems, hardware, and software; and supports systems that provide performance management data for decision-making, e.g., incidents and responses, response times, employee injuries and accidents, and ambulance billing. The Team also assists in supporting the Department of Emergency 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 90 mobile computers.

The Department of Community and Human Services — The Department of Community and Human Services (DCHS) is a newly created department that was formed in 2010 through the merger of the Department of Human Services, The Mental Health / Mental Retardation / Substance Abuse Department and the Office on Women. DCHS Technology Services Division is led by the Division Chief of Research and Evaluation and comprises 9.5 information technology professionals. The Division is charged with providing all IT services for this department of 584 FTEs. Staff provides technical support, and continuously builds, enhances, and maintains department specific applications and databases accessed by staff and clients at various locations throughout the city including the Mt. Vernon Avenue Human Services facility, JobLink employment center, the Center for Alexandria’s Children (CAC) the Adult Day Services Center, Child Assessment and Treatment Center for Health (CATCH), the Mental Health Center on St. Asaph Street, the Mill Road Substance Abuse center, CSB Vocational Services, the West-End Club House, the Alexandria Detention Center, and over 40 other residential sites and Schools. Specific applications the DCHS IT team supports include the Harmony system, which is vital to administration of the Comprehensive Services Act and other social services; the Anasazi Electronic Health Record (EHR); and the Homeless Management Information System (HMIS), used by member organization of the Homeless Services Coordinating Committee and other community homeless services providers. As security and confidentiality of much of the data generated and used by this department are critical, IT staff continues to monitor and ensure system and user compliance with the Health Insurance Portability and Accountability Act (HIPAA) through technical security assessments, best practices and periodic risk analyses. Department staff also ensures that DCHS users of State IT systems, such as those used to process and track public assistance programs and other social services, comply with State security policies and procedures.

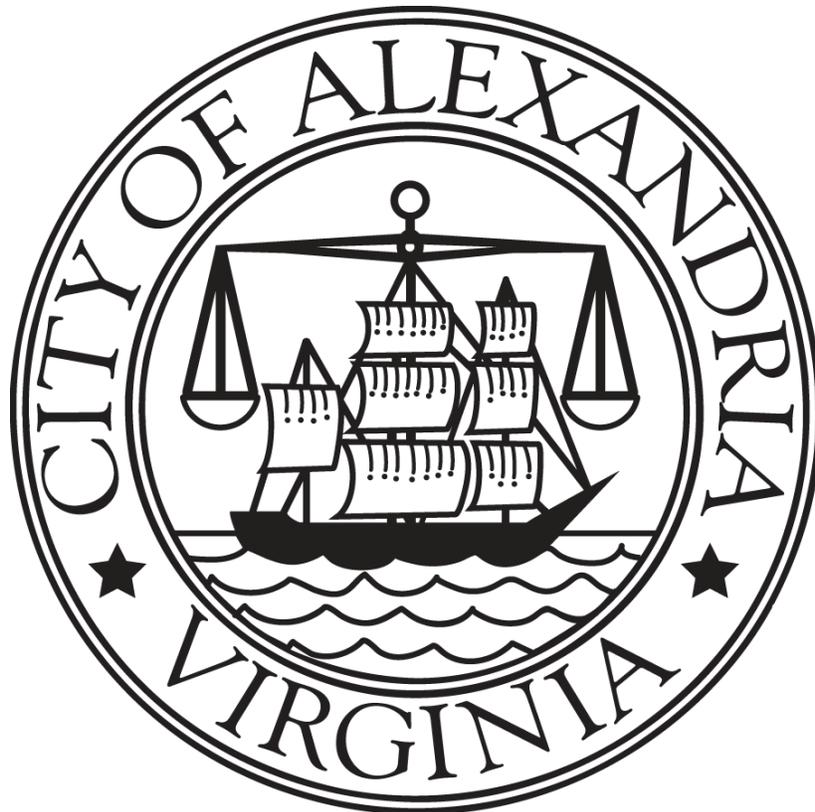
Police Department — The Technology, Data and Analysis Division manages the Department’s IT Services, Mobile Computers, Crime Analysis and Information Services. Major systems include the City’s computer aided dispatching (CAD) system, the mobile computing fleet, Police records management system (CRIMES), 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, five sworn officers and 23 support staff.

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 proposed spending on Information Technology for FY 2012 to FY 2017. Detailed descriptions of each project follow the summary.



Operating Impacts

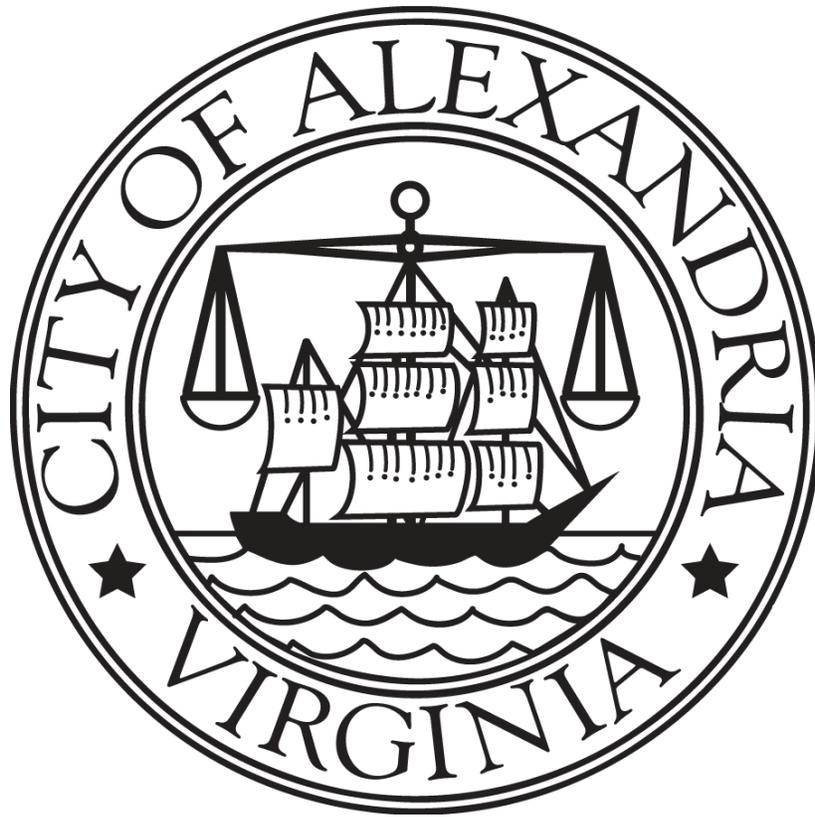
The following table summarizes the estimated impacts of the costs of operating current IT systems as well as the operating costs of implementation of relevant projects included in the FY 2012 – FY 2017 Information Technology Plan of the City’s operating budget.

**Information Technology
Capital Improvement Plan For FY 2012 to FY 2017 - Estimated Operating Impacts
28-Jan-11**

CIP Project ID	Project Title	Six Year Totals						FY 2017 (10)		
		(1)	(2)	(3)	(4)	(5)	(6)		(7)	(8)
TOTAL Operating Costs - All Information Technology CIP Projects				13,892,600	1,832,470	2,070,087	2,150,491	2,400,219	2,622,902	2,816,430
015-005 Systems Development				8,519,505	1,101,470	1,219,787	1,263,471	1,471,746	1,653,131	1,809,900
1	015-014-1 Public Access Development			931,912	119,500	124,176	129,035	178,684	186,332	194,185
2	015-014-1-2 Electronic Government			114,400	118,976	123,735	128,684	133,832	139,185	144,400
3	015-014-1-3 Customer Relationship Management System			5,100	5,200	5,300	5,000	5,500	5,500	5,500
4										
5	015-014-2 Document Management Systems			542,810	93,038	85,960	87,918	89,915	91,951	94,029
6	015-014-2-1 MHMRS Medical Records Management			23,038	23,960	24,918	25,915	26,951	28,029	29,065
7	015-014-2-2 Document Management and Imaging Infrastructure			70,000	62,000	63,000	64,000	65,000	66,000	67,000
8										
9	015-014-3 Financial Systems			4,704,569	728,600	739,344	762,894	792,994	824,241	856,497
10	015-014-3-1 Real Estate Assessment System			33,000	34,320	35,693	37,121	38,605	40,150	41,745
11	015-014-3-3 Enterprise Resource Planning System			400,000	408,000	424,320	441,293	458,945	477,302	495,654
12	015-014-3-4 Financial Accounting and Asset Management System			145,600	151,424	157,481	163,780	170,331	177,145	184,210
13	015-014-3-6 Business Tax System			20,000	21,000	22,000	23,000	24,000	25,000	26,000
14	015-014-3-7 Real Estate Accounts Receivable System			20,000	21,000	22,000	23,000	24,000	25,000	26,000
15	015-014-3-9 Personal Property Tax System			120,000	123,600	127,300	131,000	135,000	139,000	143,000
16	015-014-3-10 Finance Payment Kiosk			(10,000)	(15,000)	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
17	015-014-3-11 Virtual Adjudication			0	(5,000)	(5,100)	(5,200)	(5,300)	(5,400)	(5,500)
18	015-014-3-12 Purchasing System Upgrade			0	15,000	15,000	15,000	15,600	16,224	16,873
19	015-014-3-13 NEW Reciprocity Contractor System			7,400	7,622	7,851	8,086	8,329	8,579	8,833
20	015-014-3-14 NEW Customer Management System			0	1,200	1,200	1,200	1,200	1,200	1,200
21										
22	015-014-4 Geographic Information Systems			964,216	145,367	151,182	157,229	163,518	170,059	176,861
23	015-014-4-1 GIS Development			145,367	145,367	151,182	157,229	163,518	170,059	176,861
24										
25	015-014-5 Public Safety Systems			351,701	-118,883	-20,748	-18,765	76,520	165,304	268,274
26	015-014-5-1 Public Safety Radio System Replacement			538,637	560,182	582,590	605,893	630,129	655,334	680,589
27	015-014-5-2 AJIS Enhancements			140,000	157,500	164,500	175,000	175,000	175,000	185,000
28	015-014-5-3 Police Computer Aided Dispatch (CAD)/RMS Project			42,120	43,805	0	0	0	0	0
29	015-014-5-4 Fire Records Management Project			40,560	42,182	0	0	0	0	0
30	015-014-5-6 EMS Records Management System			(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)
31	015-014-5-12 Sheriff - Mobile Data Browsers			20,800	21,632	22,497	23,397	24,333	25,306	26,318
32	015-014-5-13 Computer Aided Dispatch System Replacement			1,099,000	1,153,950	1,211,648	1,272,230	1,335,841	1,402,633	1,471,525
33	015-014-5-15 NEW Fire Radios			0	0	0	0	0	0	0

**Information Technology
Capital Improvement Plan For FY 2012 to FY 2017 - Estimated Operating Impacts
28-Jan-11**

CIP Project ID (1)	Project Title (2)	Six Year Totals (3)						FY 2015 (8)	FY 2016 (9)	FY 2017 (10)
		FY 2012 (5)	FY 2013 (6)	FY 2014 (7)	FY 2015 (8)	FY 2016 (9)	FY 2017 (10)			
34										
35	015-014-7 Other Systems	1,024,296	139,874	145,161	170,115	215,244	220,054			
36	015-014-7-1 Permit Processing	30,000	32,000	33,000	34,500	75,000	75,000			
37	015-014-7-3 TES Infrastructure Management and Maintenance System	63,000	65,520	68,141	70,866	73,701	76,649			
38	015-014-7-5 Enterprise Maintenance Management System	0	0	0	0	0	0			
39	015-014-7-4 MHMRA HIPAA Data Security Compliance	5,200	5,408	5,624	5,849	6,083	6,327			
40	015-014-7-6 DHS Payment System Replacement	32,448	33,746	35,096	36,500	37,960	39,478			
41	015-014-7-9 NEW Library Self-Checkout Stations	3,200	3,200	3,300	3,400	3,500	3,600			
42	015-014-7-10 NEW Library Debt Collection Software	0	0	0	0	0	0			
43	015-014-7-8 Voter System Replacement	0	0	0	19,000	19,000	19,000			
44										
45	015-015 Infrastructure Projects	5,373,095	850,300	887,020	928,473	969,772	1,006,531			
46										
47	015-015-1 Network Services	5,174,106	819,100	854,572	894,727	934,676	970,031			
48	015-015-1-1 LAN/WAN Infrastructure	75,000	78,000	81,120	84,365	87,739	91,249			
49	015-015-1-2 LAN Development	5,000	5,200	5,408	5,624	5,849	6,083			
50	015-015-1-3 Enterprise Data Storage Infrastructure	125,000	137,000	149,000	162,000	175,000	188,000			
51	015-015-1-4 Upgrade Work Station Operating Systems	90,000	93,600	97,344	101,238	105,287	109,499			
52	015-015-1-5 Network Server Infrastructure	80,000	84,000	88,000	92,000	96,000	100,000			
53	015-015-2-2 Voice Over IP	300,000	400,000	412,000	425,000	440,000	450,000			
54	015-015-2-3 Security	15,000	10,000	10,000	12,500	12,500	12,500			
55	015-015-2-5 Database Infrastructure	11,000	11,300	11,700	12,000	12,300	12,700			
56	015-015-2-6 NEW Municipal Fiber Network	20,000	20,400	20,808	21,224	21,649	22,082			
57										
58	015-015-3 Enterprise Services	198,989	31,200	32,448	33,746	35,096	36,500			
59	015-015-3-4 IT Enterprise Management System	30,000	31,200	32,448	33,746	35,096	36,500			



IT Projects That Have Been Closed

Remote Access Management – Current metrics indicate that no further licenses are needed at this time. The utilization of newer technologies such as virtual desktops along with our Microsoft Enterprise Agreement will be a cheaper alternative in the future.

Desktop Productivity Environment – The City’s FY 2010 purchase of the Microsoft Enterprise Agreement (EA) allows City desktop PC’s to have the most current versions of Microsoft Office software, which has eliminated the need for this IT project. Having an EA with Microsoft ensures that City desktop PC’s will have the latest software technologies to leverage to create organizational efficiencies.

Delinquent Revenue Collection Management System - This project has been closed as the revenue collection management function is being addressed through the City’s new Business Tax System.

OMB Systems – This project has been closed, as the City will procure and implement this functionality the context of the Enterprise Resource Planning (ERP) system acquisition.

Projects Organization

Information Technology projects are organized into two broad categories:

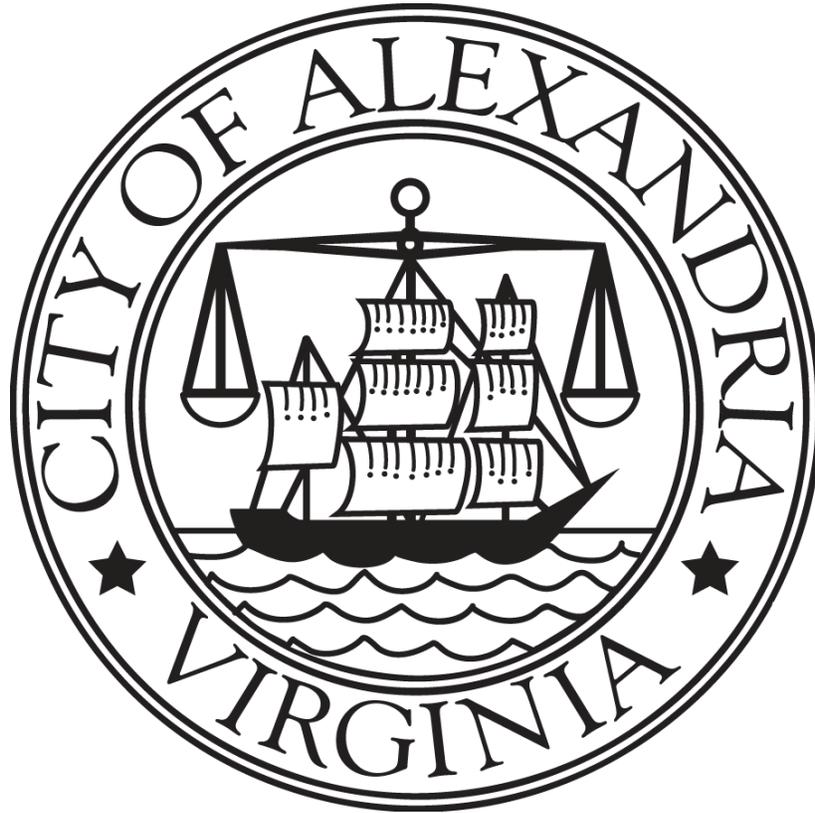
Systems Development Projects, which are sub-divided as follows:

- 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

Details of these projects and costs are 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 E-Government initiatives and the Customer Relationship Management system projects support this strategy.

Public Access Development

	Prior Year Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
Electronic Government	167,340	150,000	175,000	200,000	200,000	200,000	200,000	1,292,340
Customer Relationship Management System	50,000	25,000	50,000	250,000	250,000	50,000	50,000	725,000
Total, Net City Cost	217,340	175,000	225,000	450,000	450,000	250,000	250,000	2,017,340

Electronic Government (015-014-1-2)

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?

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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> 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.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> 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.
Performance Expectation:	<p>How can we measure the project's success?</p> <ul style="list-style-type: none"> 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, and interaction with customers.
Alignment with Mission:	<p>How does this project fulfill the City's mission?</p> <ul style="list-style-type: none"> This project supports City Council's goal of "a city government that is financially sustainable, efficient and community oriented, and values its employees."

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$150,000	\$175,000	\$200,000	\$200,000	\$200,000	\$200,000
Annual Operating Budget Impact	114,400	118,976	123,735	128,684	133,832	139,185

Changes from Prior Years and Other Information:

Funding for this project has been extended through FY 2017.

Customer Relationship Management System

(015-014-1-3)

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 is implemented an enterprise system in December 2010 that will receive and track customer requests for service, online correspondence, and other customer relationship information. This system promotes more efficient and consistent responses to requests, provides for additional accountability, and makes better use of IT infrastructure. The Customer Relationship Management (CRM) system has been implemented and works 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 customers through the City's website, allowing citizens to report problems or request services entirely through the website without staff assistance. Additionally, customers 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 later this year.

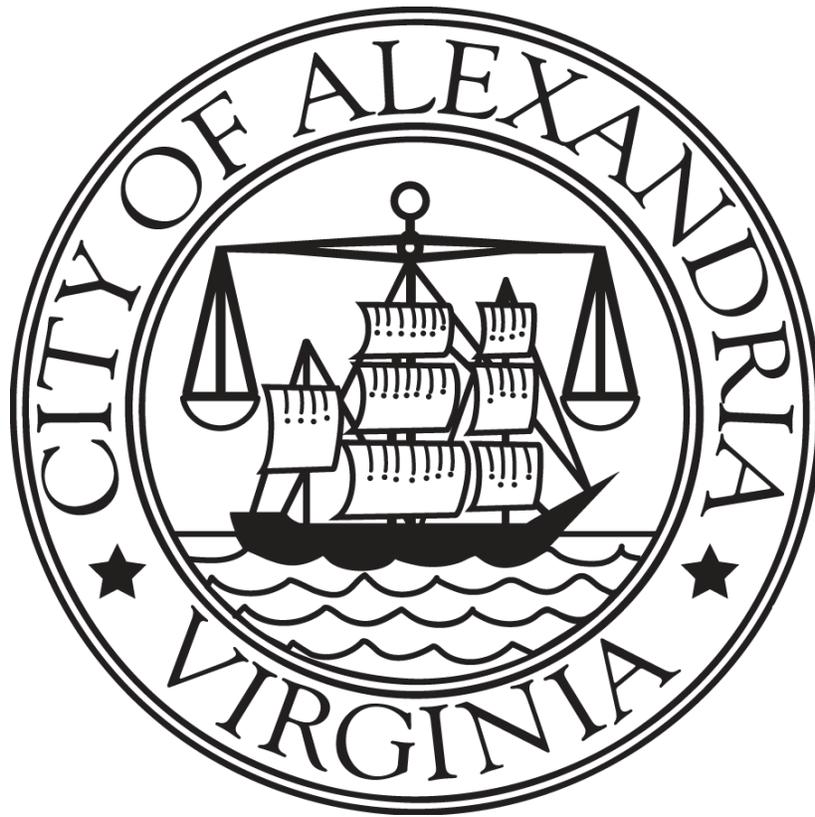
Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> This project leverages technological innovations to promote citizen self-service
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Improves customer service, access to information and efficiency
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> Improved satisfaction with services achieved through greater visibility of requests and better communication about status of request
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> Addresses requirement for responsiveness and innovation

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$25,000	\$50,000	\$250,000	\$250,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$5,100	\$5,200	\$5,300	\$50,000	\$52,500	\$55,000

Changes from Prior Years and Other Information:

Monies requested in FY 12 and FY 13 for this initiative are for additional enhancements to the base product. The increase budgeted in FY 14 and FY 15 will provide funds for an improved system.



Document Management Systems – Strategic Focus – IT works to support initiatives that result in less paper and promote more efficient business practices by 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
MHM RSA Records Management System	25,000	0	0	0	0	0	0	25,000
Document Management and Imaging Infrastructure	0	0	50,000	50,000	50,000	50,000	0	200,000
Total, Net City Cost	25,000	0	50,000	50,000	50,000	50,000	0	225,000

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:	
Critical Drivers:	Why is this project needed now? <ul style="list-style-type: none"> • Mandates and increased emphasis on implementing electronic health records
Business Functions Addressed:	How does this impact the business? <ul style="list-style-type: none"> • Improved processing speed and reporting capabilities
Performance Expectation:	How can we measure the project's success? <ul style="list-style-type: none"> • Enhanced access to patient information • Ensures compliance with industry certifications/standards and reporting requirements
Alignment with Mission:	How does this project fulfill the City's mission? <ul style="list-style-type: none"> • City staff depends on this system to stay current with data security, availability, and reporting requirements.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	23,038	23,960	24,918	25,915	26,951	28,029

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:	
Critical Drivers:	Why is this project needed now? <ul style="list-style-type: none"> • Ongoing need for records management - electronic information that is not rapidly accessible is of little value.

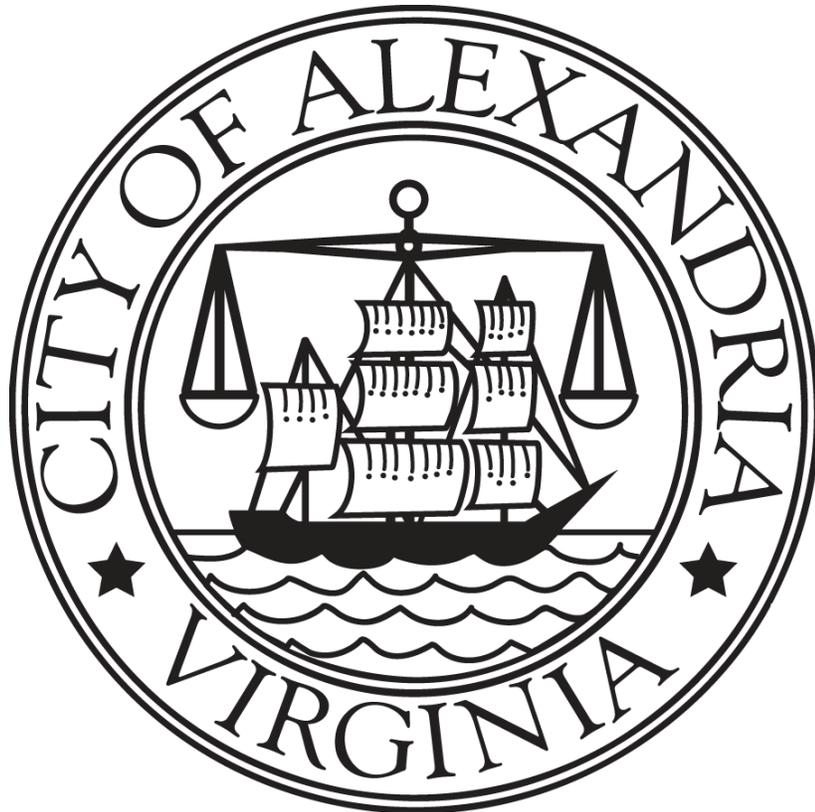
Business Functions Addressed:	<i>How does this impact the business?</i> <ul style="list-style-type: none"> Reduces storage and search costs for public records, improves security for staff and access for citizens.
Performance Expectation:	<i>How can we measure the project's success?</i> <ul style="list-style-type: none"> Better access to information and services for residents, and reduced costs for storage and retrieval.
Alignment with Mission:	<i>How does this project fulfill the City's mission?</i> <ul style="list-style-type: none"> Management and retrieval of electronic records supports delivery of government services in the more efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$0
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 2012. The money still exists because of efficiencies gained through the back scanning process. Operating costs will be reduced after the upgrade due to a change in license costs.



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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
Real Estate Assessment System	0	0	0	0	0	0	0	0
Enterprise Resource Planning	2,900,000	250,000	250,000	0	75,000	0	75,000	3,550,000
Financial Accounting and Asset Management System	0	0	50,000	0	0	0	0	50,000
Business Tax System	0	0	50,000	60,000	0	50,000	0	160,000
Real Estate Accounts Receivable System	35,000	150,000	150,000	0	0	0	20,000	355,000
Personal Property Tax System	0	0	20,000	100,000	90,000	0	0	210,000
Financial Payment Kiosk	50,000	0	50,000	0	0	0	25,000	125,000
Virtual Adjudication	20,000	0	0	0	0	0	0	20,000
Purchasing System Upgrade	0	15,000	0	0	0	0	0	15,000
NEW Reciprocity Contractor System	0	37,000	30,000	0	0	0	0	67,000
NEW Customer Management System	0	0	23,000	0	0	0	5,000	28,000
Total, Net City Cost	3,005,000	452,000	623,000	160,000	165,000	50,000	125,000	4,580,000

Real Estate Assessment System (015-014-3-1)

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 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:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> The legacy appraisal system, which was outdated, was updated in FY 2007 to improve the business process.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Reporting tools available in the new system have provided staff with the ability to be more responsive to requests for information.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Fewer assessment appeals required due to inaccurate assessments.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> The project enhanced staff productivity through improved processing speed, precise and accurate data to allow for additional tools for analysis in determining property valuations.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	33,000	34,320	35,693	37,121	38,605	40,150

Changes from Prior Years and Other Information:

This project does not require additional funds at this time.

Enterprise Resource Planning System

(015-014-3-3)

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?

The City desires a fully integrated Enterprise Resource Planning solution that includes automated processes, built-in workflows, approvals, triggers, alerts and reminders. The

new system, which will replace the City’s current Payroll, Human Resources, Accounts Payable, Asset Management, Budgeting, Procurement and General Ledger systems, will better manage and integrate our citywide resources.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • The current systems are limited in their capabilities or do not exist • The current systems do not adequately incorporate the full range of functions required.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • The project will enhance productivity through more effective, secure and reliable distribution of administrative and management data to staff, through the automation of processes that are currently manual; and the implementation of automated position control to ensure that budgeted positions are appropriately requisitioned and filled.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> • The new system will provide electronic support for more business processes, reducing data entry requirements • Enhanced capabilities such as Employee Self Service will be available • The new system will support the use of various administrative and management best practices • The new system will enable, track and appropriately pay employees serving on multiple schedules
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> • The ERP acquisition and implementation supports the City’s Strategic Plan goal of improving the effectiveness and efficiency of City programs and activities as well as continuously improving its ability to manage resources.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	250,000	250,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	400,000	408,000	424,320	441,293	458,945	477,302

Changes from Prior Years and Other Information:

An additional \$250,000 has been added to FY 2012 and FY 2013, to fund required contract positions during the implementation.

Type of Request:
<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.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> Eventual plans for a system upgrade which preserves the technical infrastructure required for sound financial reporting.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> 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.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Reduction in overall costs to maintain several interrelated City financial processes.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> System upgrade supports effective financial accounting and asset management.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$50,000	\$0	\$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)

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?

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.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • Upgrade was required to migrate from aging applications that are longer supportable. • Establish basis for future cost savings on enterprise system.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Improves efficiency through integration of collections and assessments and reduces the potential for data entry errors. • Improved data reporting options allow users to focus on specific areas.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> • Reduction in overall cost per transaction for business tax account processed. • Increased delinquent business tax collection rates. • Improved customer service.
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> • Providing better management of business taxes in order to maximize City revenues supports delivery of government services in the more efficient manner. • Provides more reliable access to other tax balances and other information.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	0	\$50,000	\$60,000	0	\$50,000	0
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 no- 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 checked="" type="checkbox"/> - Enhancement
<input 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:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> Replacement is required because existing system that generates half of the City’s general fund revenue is technologically antiquated and increasingly difficult to support.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Will provide more efficient collection of funds with less management oversight.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Enhanced functionality, better system interfaces, and better financial reporting information for taxpayers and staff.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> Upgrades will improve the management and functionality of the system ensuring the delivery of government services in a more efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$150,000	\$150,000	\$0	\$0	\$0	\$20,000
Annual Operating Budget Impact	\$20,000	\$21,000	\$21,200	\$22,000	\$22,660	\$23,300

Changes from Prior Years and Other Information:

<h2>Personal Property Tax System</h2> <p>(015-014-3-8)</p>	<table border="1"> <tr> <td style="text-align: center;">Type of Request:</td> </tr> <tr> <td><input type="checkbox"/> – New Project</td> </tr> <tr> <td><input checked="" type="checkbox"/> - Enhancement</td> </tr> <tr> <td><input type="checkbox"/> - Maintenance/Continuation</td> </tr> </table>	Type of Request:	<input type="checkbox"/> – New Project	<input checked="" type="checkbox"/> - Enhancement	<input type="checkbox"/> - Maintenance/Continuation
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 in the late 1990’s 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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> The operational cost of supporting this legacy system will continue to increase over time. Opportunity to reengineer business processes to support collaborative tax information system.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> Introduction of integrated collection information
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> Improved customer service to taxpayers who will be able to access all of their tax liabilities with a lower likelihood of errors. Improved tax collection rates.
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> Implementation provides greater management and reliability of tax collection efforts.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	0	\$20,000	\$100,000	\$90,000	0	0
Annual Operating Budget Impact	123,600	128,544	133,686	139,033	144,595	150,378

Changes from Prior Years and Other Information:

Annual maintenance costs are already included in the Finance Department’s operating budget.

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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> • 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.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> • Kiosks will allow processing groups of transactions instead of one transaction at a time. • Kiosks will reduce the risk of errors. • Kiosks may increase the demand for services.
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> • Reduction in overall cost per transaction.
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> • Provides citizens with greater access to City services, including more options for cash transactions by constituents who do not have banking services.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	0	\$50,000	0	0	0	\$25,000
Annual Operating Budget Impact	(\$10,000)	(\$15,000)	(\$20,000)	(\$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”, Internet-based 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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> • Immediate budget savings through reduced overhead.

	<ul style="list-style-type: none"> Will reduce the physical security threats posed by face-to-face adjudication hearings.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Provides another adjudication option for citizens.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> Decrease in cost per hearing Improved convenience for citizens.
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> Implementation would increase citizen access and responsiveness of staff.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
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.

NEW Reciprocity Contractor System
(015-014-3-13)

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 replaces the existing computer application used to record reciprocity contractor gross receipts and payments for business license taxes. Reciprocity contractors must get a business license after reaching a certain annual gross receipt threshold. This system will track the amount of revenue earned for tax purposes thus establishing a more accurate means of reporting and allowing reciprocity contractors to file their taxes over the Internet.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> The current system used to track reciprocity contractors is on a Clipper platform and is not interfaced to the current Business Tax system.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Improves the quality of data upon which tax billing is based

Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> Improved customer service to taxpayers who will be able to access all of their tax liabilities with a lower likelihood of errors. Improved tax collection rates.
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> Implementation provides greater management and reliability of tax collection efforts.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$37,000	\$30,000	0	0	0	0
Annual Operating Budget Impact	7,400	7,622	7,851	8,086	8,329	8,579

Changes from Prior Years and Other Information:

Annual maintenance costs will be included in the Finance Department's operating budget.

NEW Customer Management System
(015-014-3-13)

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 replaces the existing queuing system in the Finance Tax Services Center. Funds will be used to procure hardware and software to upgrade from a single 'queue' to a multiple, virtual queue. This project will allow Finance management to track frequency and duration of walk in Finance customer transactions.

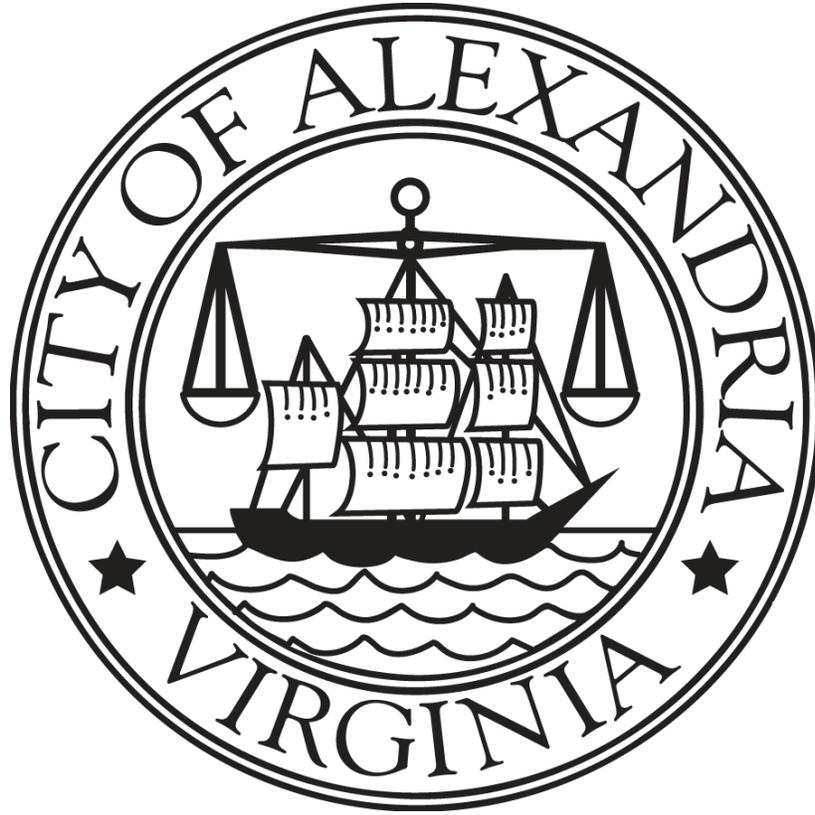
Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> This project is funded in FY 2013 to allow staff time to research the best options available.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Facilitates the handling of walk-in customer transactions.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> Improved customer service to taxpayers. Improved customer satisfaction as a result of less time spent waiting in line for service.
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> This project supports efficiency and community services.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	0	\$23,000	0	0	0	5,000
Annual Operating Budget Impact	\$0	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200

Changes from Prior Years and Other Information:

Annual maintenance costs will be included in the Finance Department's operating budget.



Geographic Information Systems

Geographic Information Systems

	Prior Year Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
GIS Development	27,600	200,000	75,000	75,000	75,000	75,000	75,000	602,600
Total, Net City Cost	27,600	200,000	75,000	75,000	75,000	75,000	75,000	602,600

GIS Development

(015-015-3-3)

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 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.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • GIS provides extensive information through numerous GIS applications that address an array of business needs. • Staff cannot keep up with growing demand while maintaining the status quo. • Funding is needed to shift some of the burden from GIS staff to on-line and self-service resources.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Provides resources to improve responsiveness to City staff, decision makers and the public in virtually all aspects of City operations.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> • Ability to maintain current operations and expectations, with no reductions in service • For web applications, a significant increase in the internal GIS web resources activity and a reduction in ad-hoc GIS staff requests.
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> • 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.
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Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$200,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Annual Operating Budget Impact	\$145,367	\$151,182	\$157,229	\$163,518	\$170,059	\$176,861

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.

Public Safety Systems

Public Safety Systems – Strategic Focus – To ensure the reliability, security, and availability of all public safety systems and the data contained therein. These projects support 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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
Public Safety Radio System Replacement	0	0	0	0	50,000	50,000	50,000	150,000
AJIS Enhancements	200,000	100,000	200,000	200,000	200,000	200,000	200,000	1,300,000
Police CAD/RMS	47,954	0	0	0	0	0	0	47,954
Fire Records Management Project	226,641	0	0	0	0	0	0	226,641
EMS Records Management System	40,000	0	0	250,000	0	0	0	290,000
Sheriff – Mobile Data Browsers	0	0	0	0	0	0	0	0
Computer Aided Dispatch System Replacement	0	3,600,000	10,800,000	3,600,000	0	0	0	18,000,000
NEW Fire Radios	0	30,000	0	0	0	0	0	30,000
Total, Net City Cost	514,595	3,730,000	11,000,000	4,050,000	250,000	250,000	250,000	20,044,595

Type of Request:
<input type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input checked="" type="checkbox"/> - Maintenance/Continuation

Public Safety Radio System Replacement

(015-014-5-1)

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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> Necessary to maintain operational readiness for the City’s users of the radio system, and ensure radio users operations at an optimum level.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> Improves the operational readiness for users and ensures direct interoperability with other jurisdictions within the national capital region.
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> Supports necessary management decisions on maintaining operational readiness and communications interoperability.
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> Provides reliable access to information for public safety.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000
Annual Operating Budget Impact	\$538,637	\$560,182	\$582,590	\$605,893	\$630,129	\$635,443

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)

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 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.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • Hardware upgrades are needed to expanded functionality and storage. • Software upgrades are needed to maintain reliability, compatibility and warranty support. • Provide new functionality and reporting to support users’ changing requirements, needs and mandates.
Business Functions Addressed:	<p><i>How does this impact business?</i></p> <ul style="list-style-type: none"> • Ensures that AJIS will provide reliable and effective court and jail management functionality.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> • High level of availability (up-time), accessibility and accuracy of pertinent information and reporting. • Positive user/staff feedback and timely completion of user requests.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> • Positive citizen feedback due to realized efficiencies performed by the Clerk’s Office and other departments. • Provides mandated citizen access to court data. • Comprehensive, uniform and accessible data allows for reliable and accurate statistics that help meet compliance and accreditation standards. • Improves and enhances public safety initiatives.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Annual Operating Budget Impact	\$140,000	\$157,500	\$164,500	\$175,000	\$175,000	\$185,000

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 comprehensive 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.

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:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • Improve public and officer safety • Uninterrupted 24/7 functionality that includes redundancy and replication
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Provides reliable equipment to operate in a 24/7 environment • AVL technology is used to deploy resources, dispatch officers, monitor officer activity and ensure officer and public safety.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> • Replacement of this equipment on a consistent timeline will keep key public safety systems performing optimally.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> • Keep critical public safety systems functional with current hardware and equipment.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$42,120	\$43,805	\$0	\$0	\$0	\$0

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.

Type of Request:
<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.

Characteristics and Attributes:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> • Critical, recurring need to ensure Public Safety and the software and hardware that supports Public Safety.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> • Provision and maintenance of hardware and software critical in providing emergency incident response
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> • Computer equipment in constant use (24x7x365); there can be no down-time.
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> • Protection of lives and property of City residents, workers, and visitors

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	40,560	42,182	\$0	\$0	\$0	\$0

Changes from Prior Years and Other Information:

This project will be discontinued when the new CAD/RMS system is fully implemented. Operating costs will be budgeted in the Department of Emergency Communications’ budget.

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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> Recurring requirement to gather and maintain essential Federal and State data derived from emergency incidents Critical step in recovering ambulance costs
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> 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
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> Confidentiality of patient records is maintained Federal and State reporting requirements are fulfilled City is reimbursed for provision of ambulance transport services
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> Effective operation of this system ensures quality reporting of data and compliant ambulance billing practices

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	0	0	\$250,000	0	0	0
Annual Operating Budget Impact	(2,000,000) ¹	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)	(2,000,000)

Changes from Prior Years and Other Information:

There are no changes in this project from the prior fiscal year.

¹ Provides minimum of \$2.0M annually to the City Treasury resulting from partial recovery of ambulance billing transport costs

Sheriff – Mobile Data Browsers

(015-014-5-12)

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 would provide funds to purchase mobile data browsers (MDB), vehicle mounts, associated software and maintenance agreement for several Sheriff’s vehicles.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> The Deputies cannot receive communications transmitted via MDB, diminishing their efficiency and effectiveness.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Improved quality of communications and safety
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Enables communications via MDB technology.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> The proposal provides resources that help protect the City and its citizens.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	0	0	0	0	0
Annual Operating Budget Impact	20,800	21,632	22,497	23,397	24,333	25,306

Changes from Prior Years and Other Information:

There are no changes to this project from the prior fiscal year.

Type of Request:
<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 new CAD and RMS system that is integrated seamlessly with a mobile data system to sustain complete interoperability.

City subject matter experts on public safety, emergency communications, dispatch and IT have worked on developing system requirements to issue an RFP for the replacement of this system.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> 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.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> DEC/Police/Fire will be operating state-of-the-art systems which will enable them to: Provide reliable and assured response to the City’s needs and meet regionally coordinated expectations Provide additional regional situation awareness Implementing additional technology enhancements Create or expand interfaces to other systems such as AJIS, EOC, and regional fingerprinting Have more efficient access to databases and reporting
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Seamless transition to the new system with all required records and databases accessible upon implementation. How well the new system meets the needs the Alexandria Police, Fire and Sheriff.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> Enhanced ability to protect the safety and security of residents, businesses and visitors. Provide services in a more efficient and effective manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$3,600,000	10,800,000	\$3,600,000	\$0	\$0	\$0
Annual Operating Budget Impact	1,099,000	1,153,950	1,211,648	1,272,230	1,335,841	1,402,633

Changes from Prior Years and Other Information:

The budget for this project has been significantly reduced from last year’s plan. The estimated cost to replace the CAD/RMS and all related system components, as well as all system and personnel contingencies is estimated to be \$18 million. Funding for this project in FY 13 and beyond may change once the City has selected a vendor. The City will issue an RFP for this system in February 2011 and expects to select a vendor by late summer 2011.

NEW – Fire Radios

(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 provides funds for the Fire Department to purchase five ruggedized ergonomic radios for the purpose of testing them to determine their suitability for the department.

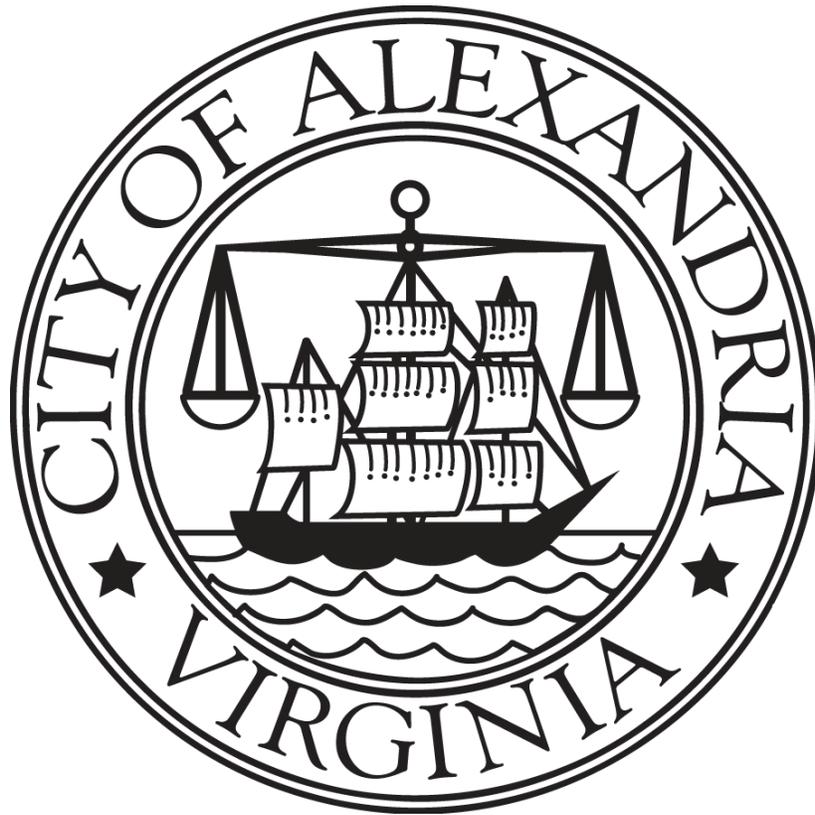
Characteristics and Attributes:	
Critical Drivers:	<i>Why is this project needed now?</i> <ul style="list-style-type: none"> The Fire Department would like to test these radios before making a procurement recommendation
Business Functions Addressed:	<i>How does this impact the business?</i> <ul style="list-style-type: none"> Potential for improved quality of communications and safety
Performance Expectation:	<i>How can we measure the project’s success?</i> <ul style="list-style-type: none"> Enables communications via radio technology.
Alignment with Mission:	<i>How does this project fulfill the City’s mission?</i> <ul style="list-style-type: none"> The proposal provides resources that help protect the City and its citizens.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$30,000	0	0	0	0	0
Annual Operating Budget Impact	\$0	\$0	\$0	\$0	\$0	\$0

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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
Permit Processing	140,600	0	250,000	65,000	350,000	350,000	350,000	1,505,600
TES Infrastructure Maintenance System	25,000	125,000	25,000	0	0	0	0	175,000
Enterprise Maintenance System	45,000	90,000	75,000	60,000	60,000	60,000	60,000	450,000
MHM RSA HIPAA Data Security Compliance	25,000	25,000	25,000	25,000	25,000	25,000	25,000	175,000
DHS Payment System Replacement	0	0	125,000	0	0	0	0	125,000
NEW Library Self Checkout Stations	0	38,000	0	0	0	0	0	38,000
NEW Library Debt Collection Software	0	9,600	0	0	0	0	0	9,600
Voter System Replacement	0	0	270,000	0	0	0	0	270,000
Total, Net City Cost	235,600	287,600	770,000	150,000	435,000	435,000	435,000	2,748,200

Permit Processing

(015-014-7-1)

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 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.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • The city must make continued technical improvements in permit processing systems as customers embrace more advanced technologies. • The city must remain competitive with other jurisdictions who offer enhanced services that allow for more customer interaction and streamlined permit processing.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Increased access to information by customers. • Increased communications via electronic means for status, comments, scheduling and results.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> • A reduction in staff time required to complete permit management tasks
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> • Improved citizen access to permit information, inspection scheduling and inspection results. • Increased access to permit information by city personnel in the field or the office

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	0	\$250,000	\$65,000	\$350,000	\$350,000	\$350,000
Annual Operating Budget Impact	\$30,000	\$32,000	\$33,000	\$34,500	\$75,000	\$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.

T&ES Infrastructure Maintenance Management System

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 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:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • Expansion of the system to other divisions will expedite the goal of unifying work management data. • A centralized work management system is required to reach and maintain full accreditation.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Centralizes work management information • Provides for work cost accounting and planning • Provides for infrastructure condition and inventory management • Enables better customer relationship management
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> • Department work performance goals attained • Improved maintenance cost planning • Improved internal work coordination • Better response to customer expectations
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> • Provides better cost planning tools • Provides improvements to customer service

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$125,000	\$125,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	63,000	65,520	68,141	70,866	73,701	76,649

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 2012, funds are included for implementation and configuration services to implement Cityworks in the General Services department. Cityworks will replace General Services currently unsupported computerized work order management system. Cityworks will add capacity for refined asset health information. 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 General Services Department, to manage the work tasks associated with maintaining the City’s buildings.

Characteristics and Attributes:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> The current system does not adequately address the General Services department’s needs.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> Centralizes work management information Provides for work cost accounting and planning Provides for infrastructure condition and inventory management Enables better customer relationship management
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> Department work performance goals attained Improved maintenance cost planning Improved internal work coordination Better response to customer expectations
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> Provides better cost planning tools Provides improvements to customer service

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$90,000	\$75,000	\$60,000	\$60,000	\$60,000	\$60,000
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)

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?

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:	
Critical Drivers:	<i>Why is this project needed now?</i> <ul style="list-style-type: none"> To maintain compliance with regulations and mandates regarding health record confidentiality.
Business Functions Addressed:	<i>How does this impact the business?</i> <ul style="list-style-type: none"> Ensures continued access to and integrity of client data
Performance Expectation:	<i>How can we measure the project’s success?</i> <ul style="list-style-type: none"> Continued availability of client information by appropriate staff Improved security and information assurance
Alignment with Mission:	<i>How does this project fulfill the City’s mission?</i>

	<ul style="list-style-type: none"> Ensures processes associated with health IT are monitored and improved to maintain industry certification(s) for confidentiality, integrity, and availability of health information.
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Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Annual Operating Budget Impact	5,200	5,408	5,624	5,849	6,083	6,327

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:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> This module will allow financial staff to assist with vendor issues. The module will allow more effective contract work between Human Services and vendors when services and related activities change.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> Allow DHS financial staff and CSA administrative staff to work more effectively with vendors and manage contracts, billing and payments. Allow case workers, team members and institutions to see current information to make better decisions for DHS clients
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> Savings in administrative support for both data entry tasks such as invoicing, edits, provider / institution demographics and more effective vendor assessments.

Alignment with Mission:	How does this project fulfill the City's mission? <ul style="list-style-type: none"> This project automates a manual process, improving efficiency and accuracy of data.
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Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$125,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	32,448	33,746	35,096	36,500	37,960	39,478

Changes from Prior Years and Other Information:

Funds requested for the additional module are included in FY 2013.

NEW - Library Self-Checkout System

(015-014-7-9)

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 funds the acquisition of two automated library self-checkout stations. One will be deployed at the Barrett Library, and the other at the Burke Library. The self-checkout systems will improve customer service by offering an alternative to waiting in line for standard patron services. With fewer staff needed at the circulation desk, they can be deployed on the floor to provide patrons assistance with location and selection of items.

Characteristics and Attributes:	
Critical Drivers:	Why is this project needed now? <ul style="list-style-type: none"> Improved technology feature has good return on investment
Business Functions Addressed:	How does this impact the business? <ul style="list-style-type: none"> Improves efficiency, customer service, and workforce productivity
Performance Expectation:	How can we measure the project's success? <ul style="list-style-type: none"> Improved quality and patron satisfaction
Alignment with Mission:	How does this project fulfill the City's mission? <ul style="list-style-type: none"> This IT investment will provide the library staff a more effective management tool

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$38,000	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$3,200	\$3,200	\$3,300	\$3,400	\$3,500	\$3,600

Changes from Prior Years and Other Information:

This is a new project this year.

NEW - Library Debt Collection Software

(015-014-7-11)

Project Description: What does this project do?

This project funds the acquisition of debt collection software that improves the library’s ability to collect fines. The software is a module of the library’s current catalog management system, and has an interface to a debt collection agency. Currently, the library has no means of collecting overdue fines from patrons who have kept materials past their due date.

Characteristics and Attributes:	
Critical Drivers:	Why is this project needed now? <ul style="list-style-type: none"> Improved technology feature has good return on investment
Business Functions Addressed:	How does this impact the business? <ul style="list-style-type: none"> Improves efficiency and will allow the library to generate revenue
Performance Expectation:	How can we measure the project’s success? <ul style="list-style-type: none"> Increase in revenue and the return of overdue materials
Alignment with Mission:	How does this project fulfill the City’s mission? <ul style="list-style-type: none"> This IT investment will provide the library staff a more effective management tool

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$9,600	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$0	\$0	\$0	\$0	\$0	\$0

Changes from Prior Years and Other Information:

This is a new project this year.

Type of Request:
<input checked="" type="checkbox"/> – New Project
<input type="checkbox"/> - Enhancement
<input type="checkbox"/> - Maintenance/Continuation

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.

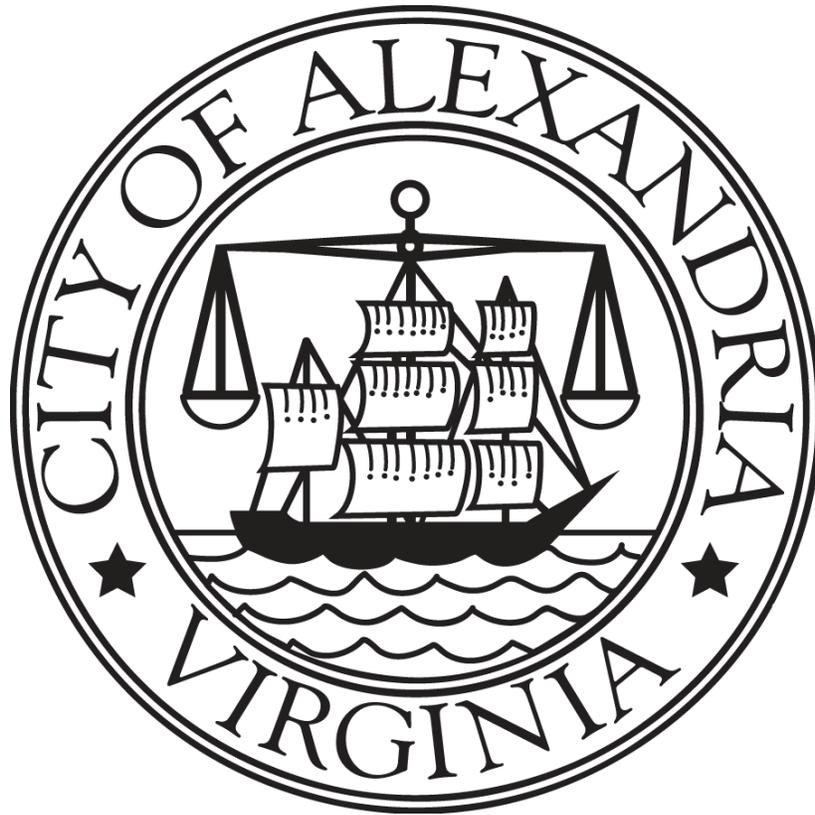
Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> To support changes in state law regarding voting machines. Additional voting equipment is necessary to minimize voter delays.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Ensure compliance with state voting laws Additional voting equipment could reduce voter delays potentially increase voter participation.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Reduction in the average time that each voter waits to be processed.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> This project would maintain the effectiveness and efficiency of the City’s voting process.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$0	\$270,000	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	\$0	\$0	\$19,000	\$19,000	\$20,000	\$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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
LAN/WAN Infrastructure	50,000	375,000	460,000	390,000	390,000	350,000	375,000	2,390,000
Individual Building LAN Development	50,000	25,000	25,000	25,000	25,000	25,000	25,000	200,000
Enterprise Data Storage Infrastructure	96,000	200,000	175,000	175,000	75,000	75,000	75,000	871,000
Upgrade Work Station Operating Systems	50,000	450,000	500,000	550,000	300,000	150,000	150,000	2,150,000
Network Server Infrastructure	25,000	125,000	175,000	175,000	175,000	175,000	175,000	1,025,000
Voice Over IP	0	130,000	150,000	150,000	150,000	150,000	150,000	880,000
Security	0	100,000	100,000	125,000	125,000	125,000	125,000	700,000
Database Infrastructure	43,000	30,000	60,000	60,000	40,000	40,000	40,000	313,000
NEW Municipal Fiber Network	0	200,000	0	0	0	0	0	200,000
Total, Net City Cost	314,000	1,635,000	1,645,000	1,650,000	1,280,000	1,090,000	1,115,000	8,729,000

LAN/WAN Infrastructure (015-015-1-1)
(formerly I-Net Development and LAN Backbone)

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 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 Coarse Wave Division Multiplexing (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.

ITS is currently upgrading core switches for the Core, Comcast Head end, and Schools to provide increased capacity as needed.

Characteristics and Attributes:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> • Core switches are over 8 years old and nearing the end of their productive lifespan. • Hardware interoperability with VOIP and Disaster Recovery architecture will require additional bandwidth.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> • Improves network performance • New designs will provide alternate pathways and reduce network outages.
Performance Expectation:	<p>How can we measure the project's success?</p> <ul style="list-style-type: none"> • Network performance measurements sustain or exceed current levels of service. • ITS Customer Satisfaction Surveys.
Alignment with Mission:	<p>How does this project fulfill the City's mission?</p> <ul style="list-style-type: none"> • 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.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$375,000	\$460,000	\$390,000	\$390,000	\$350,000	\$375,000
Annual Operating Budget Impact	75,000	78,000	81,120	84,365	87,739	91,249

Changes from Prior Years and Other Information:

This project is ongoing, as we will continue upgrading the network infrastructure indefinitely.

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.

On an on-going basis ITS ensures the quality of the local area network is consistent with the INET by continuously performing required cable drop maintenance, installation of new or replacement network drops, and other related equipment replacements or upgrades.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • Repair of current data runs and installation of new data connections is a continuous need. • The condition of the physical space is critical to the optimal performance of network equipment connecting to the City's I-Net.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Reliability and speed of network connections across the City at the desktop level is dependent on the quality of the LAN infrastructure.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> • Network performance measurements sustain or exceed current levels of service. • ITS Customer Satisfaction Surveys.
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> • Providing reliable access to network enabled services ensuring the delivery of government services in the more efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Annual Operating Budget Impact	5,000	5,200	5,408	5,624	5,849	6,083

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:
[] – New Project
[] - Enhancement
[X] - 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:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> Data storage continues to grow requiring additional hardware for production and backups.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Supports the server virtualization initiative. Reduces the number of servers and tapes needed resulting in greater ROI. Provides server failover and redundancy.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> Accommodates space for new data Provides faster backups and restores
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> 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.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$200,000	\$175,000	\$175,000	\$75,000	\$75,000	\$75,000
Annual Operating Budget Impact	72,420	73,868	75,346	76,853	78,390	79,958

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
[X] - 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.

During FY 2010, additional memory was ordered and distributed across the City to upgrade approximately 50% of the current desktop inventory to at least 2GB of RAM or higher. The City completed a Windows 7 Accelerate Proof of Concept with Dell Inc. The Enterprise Agreement includes Windows 7 Enterprise license rights and in the upcoming fiscal years the Windows 7 operating system will be evaluated and deployed across the enterprise.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • Desktop computers may require an operating system upgrade to allow a new or upgraded application to run properly. • The City must be prepared to actively address the continuous advancement of technology to ensure continuity of operations.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Ensures the desktop environment is prepared to support the City’s workforce and meet the demands of new technology.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> • ITS Customer Satisfaction Surveys.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> • 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.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$450,000	\$500,000	\$550,000	\$300,000	\$150,000	\$150,000
Annual Operating Budget Impact	90,000	93,600	97,344	101,238	105,287	109,499

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. Funding for this project has increased to reflect this requirement, as Windows 7 otherwise may not work well on some of the City’s older PC’s.

Network Server Infrastructure (015-015-1-5)

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 for the purchase a cluster of four 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. In FY 2010, ITS continued the migration of physical servers to virtual servers, while adding additional servers when necessary. ITS also purchased and implemented a gateway to add advanced functionality and storage tiering.

Characteristics and Attributes:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> Implements a new business model to reduce annual costs of data storage and management. Provide more efficient data management and support enhanced disaster recovery capability.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> Lower TCO with virtualized IT infrastructures that enable effective use of budget resources and help decrease operational costs Energy cost savings with a reduction of physical servers and cooling costs. Improves business continuity with redundant failover capability
Performance Expectation:	<p>How can we measure the project’s success?</p> <ul style="list-style-type: none"> Improved assessment of customer satisfaction with services ROI for data management and storage
Alignment with Mission:	<p>How does this project fulfill the City’s mission?</p> <ul style="list-style-type: none"> Lower TCO and improved business continuity capability ensures the delivery of government services in the more efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$125,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000
Annual Operating Budget Impact	\$84,000	\$88,000	\$92,000	\$96,000	\$100,000	\$100,000

Changes from Prior Years and Other Information:

There are no changes to this project from the prior fiscal year.

Voice Over IP Telephony (015-015-2-2)

Type of Request:
[X] – New Project
[] - Enhancement
[] - 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 2011, all City departments (with the exception of the Police Department) have been upgraded to VOIP. The Police Department will be upgraded at the time that the new Police facility is completed in the summer/fall of 2011.

Approximately 450 VOIP phones will be deployed for the new Police Facility in FY2012. The VOIP telephone system will be evaluated to determine the feasibility of integration with the Exchange email system.

Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> The old phone system was technologically obsolete and could no longer be supported.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> New features of the VOIP system improve customer service
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> Improves customer satisfaction with telephone system
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> Providing a modern, reliable telephone system supports the delivery of government services in a more efficient manner. Improved customer service.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$130,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Annual Operating Budget Impact	185,000	192,400	200,096	208,100	216,424	225,081

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)

Type of Request:

- New Project
- Enhancement
- 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:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> • 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.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> • Assures the security and viability of City IT infrastructures, applications and data stores.
Performance Expectation:	<p><i>How can we measure the project’s success?</i></p> <ul style="list-style-type: none"> • Minimization of disruption to City processes due to compromised data or clients.
Alignment with Mission:	<p><i>How does this project fulfill the City’s mission?</i></p> <ul style="list-style-type: none"> • Providing a reliable and secure information environment supports City operations and ensures the delivery of government services in the more efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$50,000	\$100,000	\$125,000	\$125,000	\$125,000	\$125,000
Annual Operating Budget Impact	15,000	15,600	16,224	16,873	17,548	18,250

Changes from Prior Years and Other Information:

There are no changes in this project from the prior fiscal year.

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:	
Critical Drivers:	<ul style="list-style-type: none"> • Developers and manufacturers constantly release software and hardware upgrades providing new features and improved performance. • The City needs to keep pace with these developments to take advantage of these improvements.
Business Functions Addressed:	<ul style="list-style-type: none"> • Nearly all of the City’s major software data is stored in databases served by this project.
Performance Expectation:	<ul style="list-style-type: none"> • Maintain all City databases and software at supportable and functional levels (Customarily not more than 2 full version levels behind current)
Alignment with Mission:	<ul style="list-style-type: none"> • Updated software enhances the support that City agencies provide, ensuring the delivery of government services in the most efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$30,000	\$60,000	\$60,000	\$40,000	\$40,000	\$40,000
Annual Operating Budget Impact	5,200	5,408	5,624	5,849	6,083	6,327

Changes from Prior Years and Other Information:

Funding for this project has been extended through FY 2017.

NEW – Municipal Fiber Network (015-015-2-6)

Project Description: What does this project do?

The City’s Institutional Network (I-Net) which connects over 90 City government and Alexandria School facilities currently relies on a private (dark fiber) optic network provided to the City by Comcast under a franchise agreement. The current I-Net is designed using redundant ring topology over a CWDM network which is limited to 1 Gbps. The ability for the City to segregate traffic and improve performance is limited due to fiber availability. Additionally, the performance degradation caused when too

many sites are added on network rings forces the City to maintain downstream sites with no redundancy.

This project provides funds for the City to conduct a feasibility and design study to install City-owned fiber and/or wireless broadband networks that are independent of the current I-Net infrastructure.

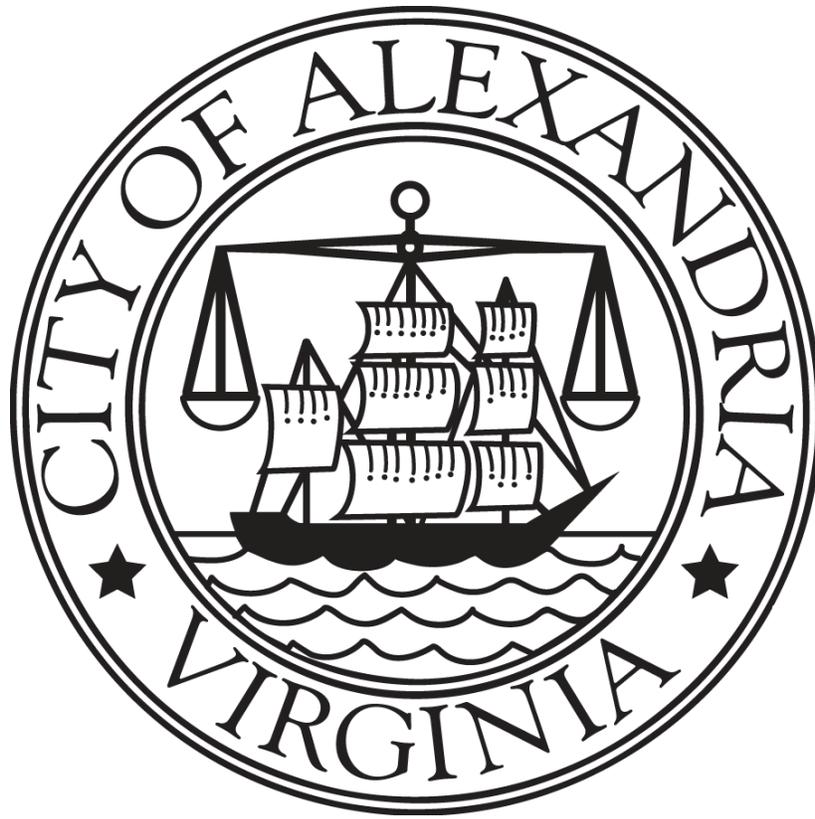
Characteristics and Attributes:	
Critical Drivers:	<ul style="list-style-type: none"> To address capacity limitations and lack of network redundancy with the City's current I-Net
Business Functions Addressed:	<ul style="list-style-type: none"> The I-Net connects over 90 City government and Alexandria City Public Schools sites
Performance Expectation:	<ul style="list-style-type: none"> The feasibility study will assist the City in fully understanding the costs and benefits of other means to obtain fiber service.
Alignment with Mission:	<ul style="list-style-type: none"> Network redundancy enhances the support that City agencies provide, ensuring the delivery of government services in the most efficient manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$160,000	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	20,000	20,400	20,808	21,224	21,649	22,082

Changes from Prior Years and Other Information:

This is a new project in FY 2012.



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 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	TOTALS
IT Enterprise Management System	0	60,000	0	0	0	0	0	60,000
Total, Net City Cost	0	60,000	0	0	0	0	0	60,000

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.

Microsoft’s System Center Configuration Manager (SCCM) was deployed in September 2010. SCCM is used to discover / assess current hardware and software inventory. SCCM is being used to distribute software including Microsoft Office 2010 Professional to desktops across the enterprise. ITS is currently reviewing the capabilities of the System Center product suite.

Characteristics and Attributes:	
Critical Drivers:	<p>Why is this project needed now?</p> <ul style="list-style-type: none"> The current management system is limited in scope, has outgrown its useful life and lacks capabilities which are now considered standard.

	<ul style="list-style-type: none"> No further enhancements or upgrades are available and the current system is no longer supported.
Business Functions Addressed:	<p>How does this impact the business?</p> <ul style="list-style-type: none"> The tracking and routing of work orders is critical to effective IT support. Accurate inventory of IT assets is critical to resource allocation and license compliance. Patch management will mitigate security risks while reducing the overall costs associated with manual efforts to support workstations.
Performance Expectation:	<p>How can we measure the project's success?</p> <ul style="list-style-type: none"> Streamlining of IT support will create operating efficiencies for all City staff by improving workstation performance. ITS Customer Satisfaction Survey feedback.
Alignment with Mission:	<p>How does this project fulfill the City's mission?</p> <ul style="list-style-type: none"> Deliver City services in the most cost effective manner.

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$60,000	\$0	\$0	\$0	\$0	\$0
Annual Operating Budget Impact	30,000	31,200	32,448	33,746	35,096	36,500

Changes from Prior Years and Other Information:

Additional funds are requested in FY 2012.

Connectivity Initiatives

(015-015-3-5)

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 funds several initiatives relating to the City's Institutional Network and internal broadband connectivity. The funds budgeted in this project provide a source of contingency funds for future uncertainties to ensure the City will continue to respond appropriately to rapidly evolving technological shifts.

In FY 2012, a portion of these funds will be used for a redundant connection to the Internet. With the City's transition to Microsoft Outlook in the "cloud" (Internet), this is critical to ensuring uninterrupted connectivity in the event that the City's primary Internet connection is disrupted.

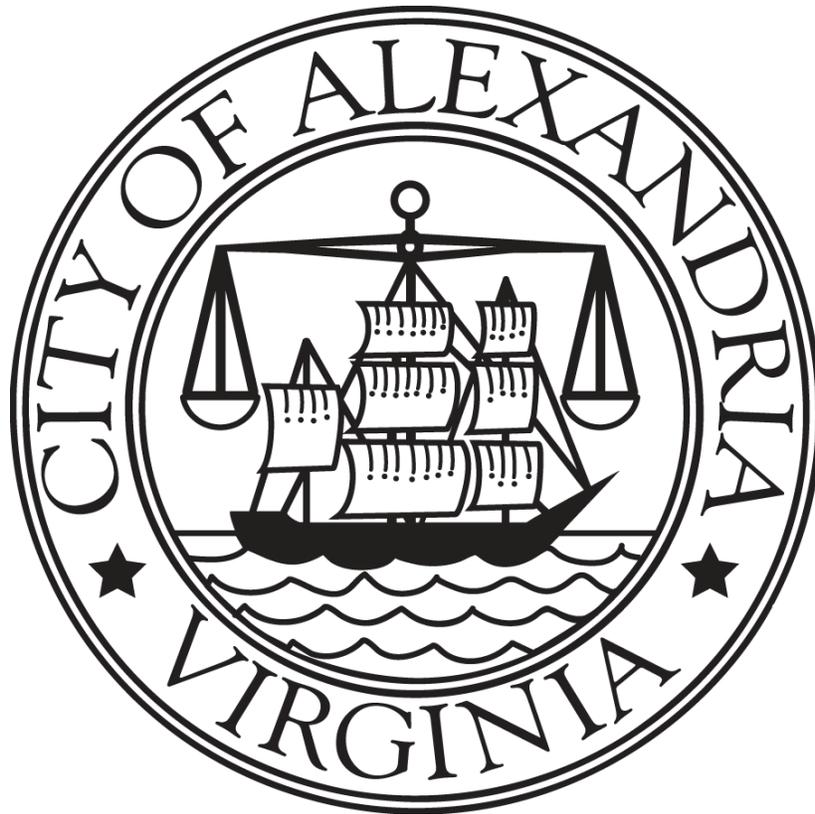
Characteristics and Attributes:	
Critical Drivers:	<p><i>Why is this project needed now?</i></p> <ul style="list-style-type: none"> This project will allow provide contingency funds for the City to address internal broadband connectivity.
Business Functions Addressed:	<p><i>How does this impact the business?</i></p> <ul style="list-style-type: none"> Ensures that essential connectivity is supported and maintained.
Performance Expectation:	<p><i>How can we measure the project's success?</i></p> <ul style="list-style-type: none"> City business functions are not interrupted due to disruptions in connectivity
Alignment with Mission:	<p><i>How does this project fulfill the City's mission?</i></p> <ul style="list-style-type: none"> Always looking to the future and for ways to get better

Project Timeline and Capital and Operating Budget Funding Required:

Fiscal Year	2012	2013	2014	2015	2016	2017
Capital Funding Request	\$1,075,000	\$985,000	\$985,000	\$985,000	\$985,000	\$985,000
Annual Operating Budget Impact	\$50,000	52,000	54,080	56,243	58,493	60,833

Changes from Prior Years and Other Information:

This is a new project in FY 2012.



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. This group is chaired by the City's 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 Human Resources 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

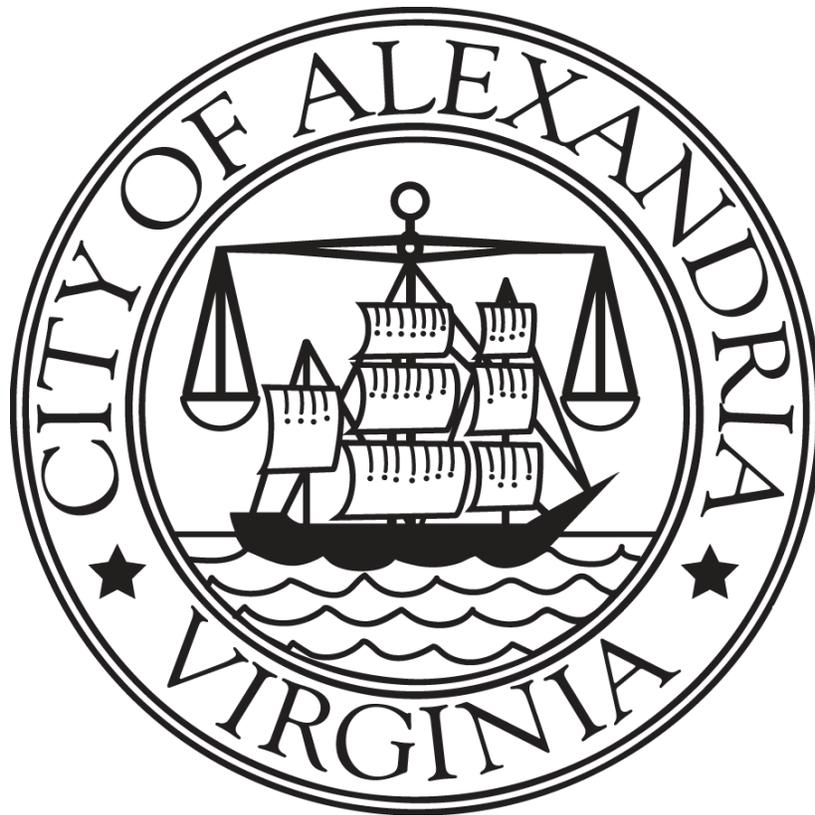
The Permitting Committee's (PC) focus is on improving existing business processes through maximizing the functionality provided by the City's permitting application; developing standards for business processes; continuing to document and discuss system problems; and communicating and planning for new 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.

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 2011)

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	Environmental	BMP Locations
8	Environmental	BMP Owners
9	Transportation	Bridges
10	Buildings	Building Footprints (2D)
11	Buildings	Buildings Footprints (3D)
12	Buildings	Building Use Table
13	Buildings	100 Year Buildings
14	Transit	Bus Routes
15	Transit	Bus Stops
16	Finance	Business Licenses
17	Census	Census Block Groups 1990
18	Census	Census Block Groups 2000 (profiles incl: Language, Education, etc)
19	Census	Census Block Groups 2010
20	Census	Census Blocks 1990
21	Census	Census Blocks 2000 (profiles incl: Age, Race, Income, Housing, etc.)
22	Census	Census Blocks 2010
23	Census	Census Tracts 1990
24	Census	Census Tracts 2000 (profiles incl: Poverty, Income, Journey to work, etc.)
25	Census	Census Tracts 2010
26	Planning	Central Business District
27	Addresses	City Facilities
28	Code Enforcement	Code Enforcement Target Areas

		Complete Layers
	Theme	Layer
29	Base Elevation	Contours (2ft Interval)
30	Planning	Coordinated Development Districts
31	Human Services	Day Care Centers
32	Planning	Development Initiatives
33	Planning	Development Projects
34	Parcels	Easements
35	Finance	Enterprise Zone
36	Misc	Fences & Walls
37	Fire	Fire Boxes
38	Fire	Fire Hydrants
39	Environmental	Flood Planes (100 Year)
40	Environmental	Flood Insurance Rate Map Amendments
41	Planning	Height Districts
42	Planning	Historic Districts (Local)
43	Planning	Historic District (National Register)
44	Hydrography	Hydrography (Streams, Lakes, Ponds)
45	ITS	INET Sites
46	Planning	King Street Outdoor Dining and Transit Districts
47	Waste Management	Leaf Collection Zones
48	Transportation	Medians
49	Transit	Metro (Rail Lines & Stops)
50	Buildings	Misc Structures (Decks, Patios, Canopies)
51	Planning	Mt Vernon Ave Planning Overlay and Retail District
52	Base map	Oblique Imagery (2007, 2009)
53	Transportation	Parking Lot & Driveways
54	Recreation	Parks
55	Parcels	Plats
56	Police	Police Beats
57	Police	Police Reporting Districts
58	Voter Registration	Polling Places
59	Planning	Proffers
60	School	Public Schools
61	Police	Public Safety Sensitive Locations
62	Transportation	Rail Roads
63	Recreation	Recreation Centers
64	Recreation	Recreation BID Areas
65	Recreation	Recreational Amenities
66	Waste Management	Refuse Collection Day Zones
67	Waste Management	Refuse Collection Service Stops
68	Waste Management	Refuse Collection Truck Zones
69	Waste Management	Refuse Collection Trash Cans
70	Boundary	Regional Boundary

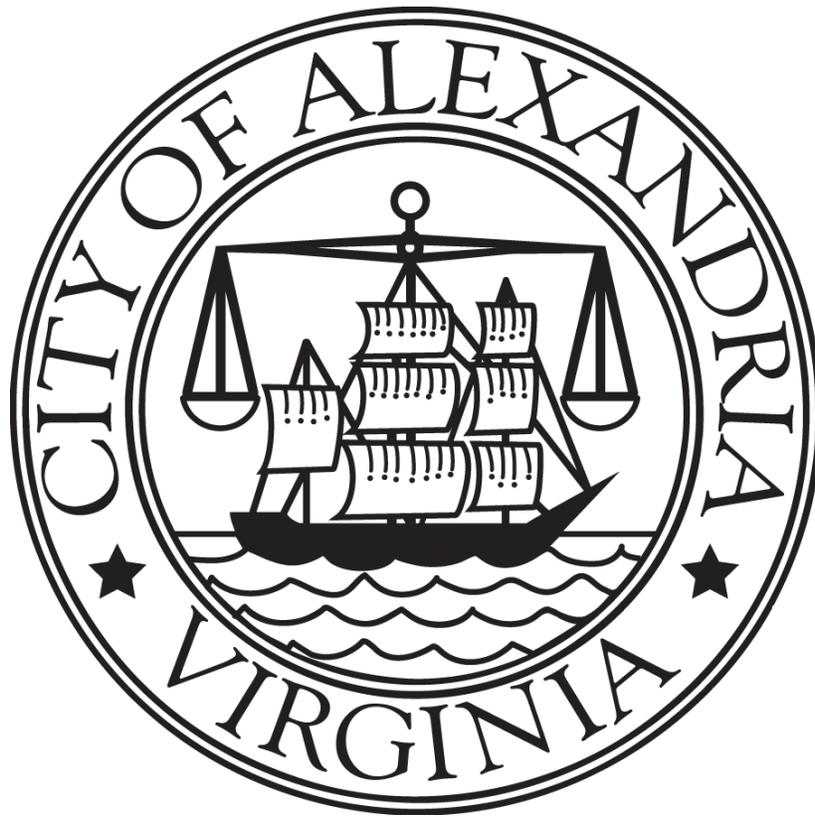
		Complete Layers
	Theme	Layer
71	Transportation	Residential Parking Districts
72	Transportation	Residential parking District SUPs
73	Environmental	Resource Protection Areas
74	Environmental	Resource Protection Areas (Intermittent)
75	Transportation	Road Centerlines
76	Transportation	Road Edges
77	School	Schools
78	School	School Attendance Districts
79	School	School Board Districts
80	Sewer	Sanitary / Storm Combined Sewer Catch Basins
81	Sewer	Sanitary / Storm Combined Sewer Inlets
82	Sewer	Sanitary / Storm Combined Sewer Pipe Inflow / Outfall
83	Sewer	Sanitary Sewer Gravity Mains
84	Sewer	Sanitary Sewer Manholes
85	Sewer	Sanitary Sewer Nodes
86	Sewer	Sanitary Sewer Sheds
87	Transportation	Shoulders
88	Transportation	Sidewalk / Crosswalk
89	Planning	Small Area Plans
90	Emergency Management	Snow Plow Zones
91	Emergency Management	Snow Plow Routes
92	Emergency Management	Snow Removal Areas
93	Base Elevation	Spot Elevations
94	Waste Management	Spring Clean Up Zones
95	Sewer	Storm Sewer Catch Basins
96	Sewer	Storm Sewer Control Devices
97	Sewer	Storm Sewer Culvert Points
98	Sewer	Storm Sewer Gravity Mains
99	Sewer	Storm Sewer Inlets
100	Sewer	Storm Sewer Manholes
101	Sewer	Storm Sewer Nodes
102	Sewer	Storm Sewer Pipe Inflow / Outfall
103	Sewer	Storm Sewer Sheds
104	Sewer	Storm Sewer Storage Basins
105	Utility	Street Lights
106	Parcels	Tax Parcels
107	Parcels	Tax Map Blocks
108	Traffic	Traffic Control Devices
109	Planning	Transportation Analysis Zones (TAZ)
110	Recreation	Trees
111	Transit	Trolley Route and Stops
112	Voter Registration	Virginia House Districts

		Complete Layers
	Theme	Layer
113	Voter Registration	Virginia Senate Districts
114	Voter Registration	Voting Precincts
115	Addresses	Zip Codes
116	Planning	Zoning
117	Planning	Zoning Parking Districts
118	Historic Alexandria	1938 Aerial (raster)

Completed GIS Server Applications

Application	Department	Purpose
Intranet		
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 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.
AlexNet GIS Page (formerly the GIS Portal)	Planning & Zoning, City-wide	AlexNet GIS page is a comprehensive resource for all aspects of Alexandria GIS. Key features include interactive data access, address search, and map library. Also contains detailed frequently asked questions, tips, training information and links to print-ready project-specific maps.
GARI (phase I) Geographic Analysis and Research	All GIS Users	City’s one-stop map-based information source. GARI contains a series of overlay themes and tools, each tailored to a specific set of workflows. GARI taps into a variety of City databases and facilitates analysis and information sharing across departmental

Application	Department	Purpose
Interface		lines. Multiple targeted configurations of GARI will eventually retire all existing "Viewer" applications. Planning and Zoning, Document Imaging, Fire Strategic Response and Emergency Management configurations are currently in development.
EDDI (phase I) Economic Development Data Interface	Alexandria Economic Development Partnership	EDDI is a comprehensive interactive mapping application enabling the search and display of economic development opportunities. These sites are displayed alongside detailed building information, including business names and distance to the waterfront and metro, plus tourism and transportation data.
Internet		
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 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.



Appendix C

Business Benefits of IT Projects

	Staff Time Savings	Improved Data Access	Business Process Savings	Integration with other City Systems	Savings on Rent (Space)	Hardware or Storage Savings	Meeting Mandates	Other
Electronic Government								
Customer Relationship Management System								
MHM RSA Medical Records Management								
Document Management and Imaging								
Real Estate Assessment System								
ERP System								
Financial Accounting and Asset Mgmt								
Business Tax System								
Real Estate Accounts Receivable System								
Personal Property Tax System								
Finance Payment Kiosk								
Virtual Adjudication								
Reciprocity Contractor System								
Customer Management System								
Procurement System Upgrade								
GIS Development								
Public Safety Radio System Replacement								
AJIS Enhancements								
Police CAD/RMS Project								
Fire Records Management Project								
EMS Records Management System								
Sheriff Mobile Data Browser								
Computer Aided Dispatch System								
Permit Processing								
TES Infrastructure Management and Maintenance System								
Enterprise Maintenance Management								
MHM RSA HIPAA Data Security Compliance								
DHS Payment System Replacement								
Library Self-Checkout Station								
Library Debt Collection Software								
Voter System Replacement								
LAN/WAN Infrastructure								
Individual Building LAN Development								
Enterprise Data Storage Infrastructure								

Business Benefits of IT Projects

	Staff Time Savings	Improved Data Access	Business Process Savings	Integration with other City Systems	Savings on Rent (Space)	Hardware or Storage Savings	Meeting Mandates	Other
Upgrade Work Station Operating Systems								
Network Server Infrastructure								
Voice Over IP								
Security								
Database Infrastructure								
Municipal Fiber Network								
IT Enterprise Management System								

Shaded boxes indicate the project is expected to realize the business benefit shown at the top

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 2010 Comprehensive Annual Financial Report, is repeated here:

City of Alexandria, Virginia
Computation of Legal Debt Margin
as of June 30, 2010

Assessed Value of Real property, January 1, 2010.....	<u>\$31,819,266,000</u>
Debt Limit: 10 Percent of Assessed Value.....	3,181,926,600
Amount of Debt Applicable to Debt Limit:	
General Obligation Bonds	<u>\$364,485,000</u>
 Total General Obligation Debt.....	 <u>(364,485,000)</u>
 LEGAL DEBT MARGIN.....	 <u>\$2,817,441,600</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 2012 - FY 2021 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

Appendices

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Appendices

Appendix A

Prior Year Projects Deleted in the FY 2012 - FY 2021 Capital Improvement Program

Several projects that were listed in the previous Capital Improvement Program no longer appear in the FY 2012 – FY 2021 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

- 4 Mile Run Watershed Improvements (project balance shifted to 4 Mile Run Park/Stream Restoration)
- Lower King Street Flooding (combined with Waterfront Implementation Plan)

Public Buildings

- Public Safety Center Slab (completed)
- Environmental Compliance (unallocated balance to Energy Management Program)

Public Transportation & Traffic Control

- Lower King Street Parking Meters (completed)

Street, Bridge, Non-Motorized Transportation and Shared-Use Paths

- Mill Road Slip Ramp (completed)
- King Street Paving (completed)
- Washington Street Paving (completed)

Sewers (Sanitary and Storm)

- ASA Treatment Plant Expansion (should be considered in the future as part of ASA's CIP)
- Correction of Infiltration & Inflow (completed)

Information Technology Plan (Additional details can be found on page 7-37)

- Document Automation Software (completed)
- E-mail Services (funded through the Microsoft Enterprise Agreement)
- Remote Access Management (achieved through Microsoft Enterprise Agreement)
- Desktop Productivity Environment (achieved through Microsoft Enterprise Agreement)
- Delinquent Revenue Collection Management System (part of the Business Tax System project)
- OMB Systems (part of the Enterprise Resource Planning system acquisition project)

Appendix B

TRANSPORTATION ADD-ON TAX

Need for Transportation Funding: Continued population and economic growth in the D.C. metropolitan area places increased stress on the City's transportation network each year. The City of Alexandria is largely built out and while significant commercial and residential growth is projected for the City, expansion of the existing roadway network is not feasible. Also, traffic originating outside of Alexandria that either passes through our community or comes into our community from outside to work, shop or visit is increasing. Currently, the City's transportation investments rely on limited local funding over a number of years (highly competitive with other important City uses) and unpredictable and probably decreasing state and federal funding. Furthermore, much of whatever federal funding for transportation may be available requires sizable local matches. These funds would be essentially unavailable to the City because the City cannot afford the local match without a dedicated local source of funds. Approving the transportation Add-On tax at the full 12.5 cents allowable under the law not only provides a key influx of local money into our transportation network, it also gives Alexandria the ability to leverage substantial state and federal dollars for key projects.

Relationship to City Policies and Transportation Master Plan: In its recently adopted Strategic Plan, the City Council's goal #3, 'A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians' includes the objective to 'develop local, reliable funding mechanisms to support a fiscally constrained transportation plan'. The goal also emphasizes linkages between transportation and land use, supports pedestrian and bicycle facilities and supports investment in transit, specifically the implementation of the high capacity corridors recommended in the 2008 Transportation Master Plan.

Development of Project List: In order to help develop a list of projects for the transportation Add-On tax, the Transportation Commission (Commission) appointed a sub-committee to develop a draft list for consideration to the larger Commission. The list was developed using the Transportation Long Range Plan (LRP), which is an unconstrained, prioritized list of all unfunded transportation projects Citywide. Among the prioritization criteria are connectivity, land use and economic development, multi-modal choices, operations and technology, safety, funding and urgency. The sub-committee paid close attention to those projects that focus investment in areas of current or proposed development that would see the most economic benefit.

In addition to economic benefit, the Commission considered a number of additional factors. The Commission evaluated the locations of the proposed projects to ensure that there was investment and opportunity for economic benefit Citywide. Growth areas include the Landmark area, Beauregard corridor, East Eisenhower and Potomac Yard. Given the multimodal emphasis of the Strategic Plan, additional attention was paid to ensure that there were projects covering all modes of transportation.

The largest investments proposed are in transit, but investments are also proposed in streets, technologies and bicycle facilities. Trail connections were considered important in order to make connections to the regional bicycle network. As development in Alexandria continues, bicycle commuting becomes a more important mode to discourage Single Occupant Vehicle (SOV) travel and maximize transportation mode choices. Alexandria has shown a consistent increase in bicycle commuting and investment in bicycle infrastructure to continue this trend is relatively low-cost in comparison to transit and roadway projects. Finally, the Commission considered the size and timing of projects in order to ensure that not all investment was in larger projects and some projects would be able to be constructed in the short and mid-term.

As part of the process to develop relative project priority, an extensive outreach campaign was initiated. A public hearing was held in the fall by the Transportation Commission. There was also a series of community meetings, meetings with stakeholder groups and extensive outreach to civic associations.

Appendices

Projects of Note Over the Ten Year Planning Period: Included in the project list is Transit Corridor 'C', which would serve the Van Dorn/Beauregard corridor. This project is proposed to be designed and constructed in FY 2012 – FY 2015. This investment of \$12.5 million is envisioned to support the development proposed in the Landmark/Van Dorn Small Area Plan as well as support the outcome of the Beauregard Corridor Studies as well as the Mark Center site. Developer funds would also supplement the Add-On tax funds.

Significant funding over the 10-year period is also provided for Transit Corridor "A" (\$18.6 million) and "B" (\$22.5 million) in order to establish high capacity transit in those corridors. Depending on the future federal transportation policy, these investments could also leverage significant federal funding as well as developer funding.

Also included are Transportation Technologies, which are relatively low cost investments that help maximize system efficiency Citywide and make the most use of existing transportation infrastructure. These technologies include Transit Signal Priority, queue jumps to maximize transit efficiency, real time transit information and parking technologies. These technologies will also develop systems that provide real time transit, traffic and parking information on the internet as well as on mobile devices.

DASH routes starting in FY 2015 will expand existing routes currently at or close to capacity, and provide new service. This service, which would start in FY 2013, will augment existing routes at capacity, and provide service for new employees in the area. This plan includes \$8.5 million to expand the DASH fleet and \$15.4 million to cover future new DASH service expansion operating costs.

The Eisenhower Platform Extension project (\$22.5 million) will provide direct pedestrian access to the station from the north side of Eisenhower Avenue. This project will eliminate pedestrian movements across Eisenhower, allowing the street to function more efficiently, and provide additional station capacity to support projected development. Much of the approved development is anticipated to be under construction in the next few years and so this project is programmed to coincide with the timing of major new development. Through use of a WMATA contractor, the environmental and design work for this project is currently underway.

Brief Tax History: In 2007, the Virginia General Assembly gave Northern Virginia and Tidewater 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.

Appendices

Revenue Generation: Using the most recent assessment data, every 1-cent on the 2012 non-residential, commercial real property tax rate generates an additional \$975,000 in FY 2012 revenues for transportation projects. Because real estate taxes are leveraged on a calendar year basis, if City Council proceeds with approving the transportation Add-On tax for FY 2012, an additional \$479,000 in FY 2011 revenues would be collected on the June 2011 tax payment. In FY 2013 and beyond, the tax revenue is estimated to grow in proportion to projected growth in commercial property assessments.

The transportation Add-On tax option in the FY 2012 Proposed CIP includes the full tax of 12.5-cents, which would generate just under \$18.2 million in revenues for transportation projects (\$6.0 million from FY 2011 and \$12.2 million from FY 2012). That revenue stream drops to \$12.5 million in FY 2013 (only two tax payments), but gradually increases over the ten-year plan to an estimated \$18.4 million by FY 2021. In order to leverage this Add-On tax, some issuance of General Obligation Bonds (debt service to be supported by the tax revenues) is assumed in the proposal. Approximately \$40.6 million in assumed debt would be spread over the next ten years, although this figure would be revisited each year depending on the updated assessed values. Federal funds and developer contributions could also be leveraged with Add-On tax revenues.

A partial offset to this Add-On tax increase of \$1.625 million via the Business, Professional and Occupational License (BPOL) tax is proposed. This Add-On tax offset package also includes a \$0.375 million increase in economic development tourism promotion activities in support of business. The proposed BPOL offset it targeted to provide relief to smaller businesses in Alexandria. It is proposed that the BPOL gross receipts threshold for all businesses be raised from \$100,000 to \$350,000 and that the tax rate for businesses with gross receipts between \$350,000 and \$750,000 be reduced by 50%. These business license tax relief initiatives will give small businesses in the City the best business tax climate in comparison to Arlington and Fairfax Counties.

Proposed Uses: The proposed transportation Add-On tax on commercial properties would fund a variety of transportation projects totaling \$188.8 million (both capital and operating costs) over the next ten years. The proposal focuses on projects in five areas of transportation emphasis: **High Capacity Transit Corridors; Peak Period Transit Service; Transit Station Improvements; Non-Motorized Transportation; and Street Enhancements and Extensions.** These areas of emphasis are consistent with the Transportation Master Plan and the priorities of the Transportation Commission. Projects included in the proposal have both a transportation benefit as well as an economic development benefit. These projects are consistent with the City Council Strategic Plan as well as Alexandria's EcoCity initiative.

Without the approval of the transportation Add-On tax, implementation of the projects described in the following pages is not possible in the foreseeable future under revenue projections at the current tax rate. It is also important to note that there is no funding identified in the base Proposed CIP for these project expenditures if the transportation Add-On tax is not adopted. However, if the Add-On tax were not approved, the proposed BPOL tax reduction and the tourism promotion initiative would not be approved, thus freeing \$2.0 million a year for transportation purposes.

Appendices

TRANSPORTATION ADD-ON TAX PROJECT PLAN

* Funding amounts in FY 2016 – FY 2021 are shown as shaded and italicized to signify that the last six years of the proposed project schedule are rougher, planning level estimates. Additionally, several of these projects involve other sources of funds (e.g. state grants, federal grants, developer contributions) beyond those shown in the table. These funds are described in the respective project descriptions.

Summary of Capital Project Areas of Emphasis

Transportation Add-On Tax Summary of CIP Subsections	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors	\$1,600,000	\$1,500,000	\$7,250,000	\$7,250,000	<i>\$7,550,000</i>	<i>\$12,650,000</i>	<i>\$10,000,000</i>	<i>\$10,000,000</i>	\$0	\$0	\$57,800,000
Peak Period Bus Service	5,850,000	0	100,000	2,600,000	<i>3,500,000</i>	0	0	0	0	0	12,050,000
Transit Station Improvements	9,520,000	13,630,000	1,200,000	0	<i>1,600,000</i>	<i>2,700,000</i>	<i>2,700,000</i>	0	0	0	31,350,000
Non-Motorized Transportation Initiatives	450,000	4,300,000	3,700,000	3,500,000	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>1,500,000</i>	15,950,000
Street Enhancements and Extensions	600,000	5,400,000	0	0	0	<i>100,000</i>	<i>900,000</i>	0	<i>210,000</i>	<i>3,100,000</i>	10,310,000
Total CIP Transportation Tax Expenditures	\$18,020,000	\$24,830,000	\$12,250,000	\$13,350,000	<i>\$13,150,000</i>	<i>\$15,950,000</i>	<i>\$14,100,000</i>	<i>\$10,500,000</i>	<i>\$710,000</i>	<i>\$4,600,000</i>	\$127,460,000

Individual Capital Project Details

Transportation Add-On Tax CIP Projects (Continued) Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors											
1. Transit Corridor "C" Construction	\$1,000,000	\$1,500,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500,000
2. Transit Corridor "A" Widening	600,000	0	0	0	0	0	0	0	0	0	600,000
3. Transit Corridor "A" Streetcar Conversion	0	0	2,250,000	2,250,000	<i>6,850,000</i>	<i>6,850,000</i>	0	0	0	0	18,200,000
4. Transit Corridor "B" Construction	0	0	0	0	<i>700,000</i>	<i>1,800,000</i>	<i>10,000,000</i>	<i>10,000,000</i>	0	0	22,500,000
5. Streetcar Maintenance Facility	0	0	0	0	0	<i>4,000,000</i>	0	0	0	0	4,000,000
Peak Period Bus Service											
6. DASH Fleet Expansion	5,850,000	0	0	2,600,000	0	0	0	0	0	0	8,450,000
7. Expanded Trolley/Circulator/Transit Service	0	0	100,000	0	<i>3,500,000</i>	0	0	0	0	0	3,600,000
Transit Station Improvements											
8. Eisenhower Avenue Metro Station Platform Ext.	7,320,000	13,630,000	1,200,000	0	0	0	0	0	0	0	22,150,000
9. Bradlee Transit Center	1,000,000	0	0	0	0	0	0	0	0	0	1,000,000
10. King Street Station Improvements	1,200,000	0	0	0	<i>1,000,000</i>	0	0	0	0	0	2,200,000
11. Landmark Transit Station	0	0	0	0	<i>600,000</i>	<i>2,700,000</i>	<i>2,700,000</i>	0	0	0	6,000,000
Non-Motorized Transportation Initiatives											
12. Holmes Run Greenway/Eisenhower East	250,000	3,300,000	0	0	0	0	0	0	0	0	3,550,000
13. Transportation Technologies	200,000	500,000	500,000	500,000	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	<i>500,000</i>	4,700,000
14. Old Cameron Run Trail	0	500,000	3,000,000	0	0	0	0	0	0	0	3,500,000
15. Backlick Run Multi-Use Paths	0	0	200,000	3,000,000	0	0	0	0	0	0	3,200,000
16. Van Dorn Metro Multimodal Bridge	0	0	0	0	0	0	0	0	0	<i>1,000,000</i>	1,000,000

Appendices

Individual Capital Project Details, continued

Transportation Add-On Tax CIP Projects (Continued)											Total
Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Street Enhancements and Extensions											
17. King/Quaker/Braddock Intersection	600,000	5,400,000	TBD	0	0	0	0	0	0	0	6,000,000
18. Mt. Vernon Ave/Russell Road Intersection	0	0	0	0	0	100,000	900,000	0	0	0	1,000,000
19. Duke Street Complete Streets	0	0	0	0	0	0	0	0	210,000	2,100,000	2,310,000
20. High Street Construction	0	0	0	0	0	0	0	0	0	1,000,000	1,000,000
Total CIP Transportation Tax Expenditures	\$18,020,000	\$24,830,000	\$12,250,000	\$13,350,000	\$13,150,000	\$15,950,000	\$14,100,000	\$10,500,000	\$710,000	\$4,600,000	\$127,460,000

Transportation Add-On Tax Operating Expenditures

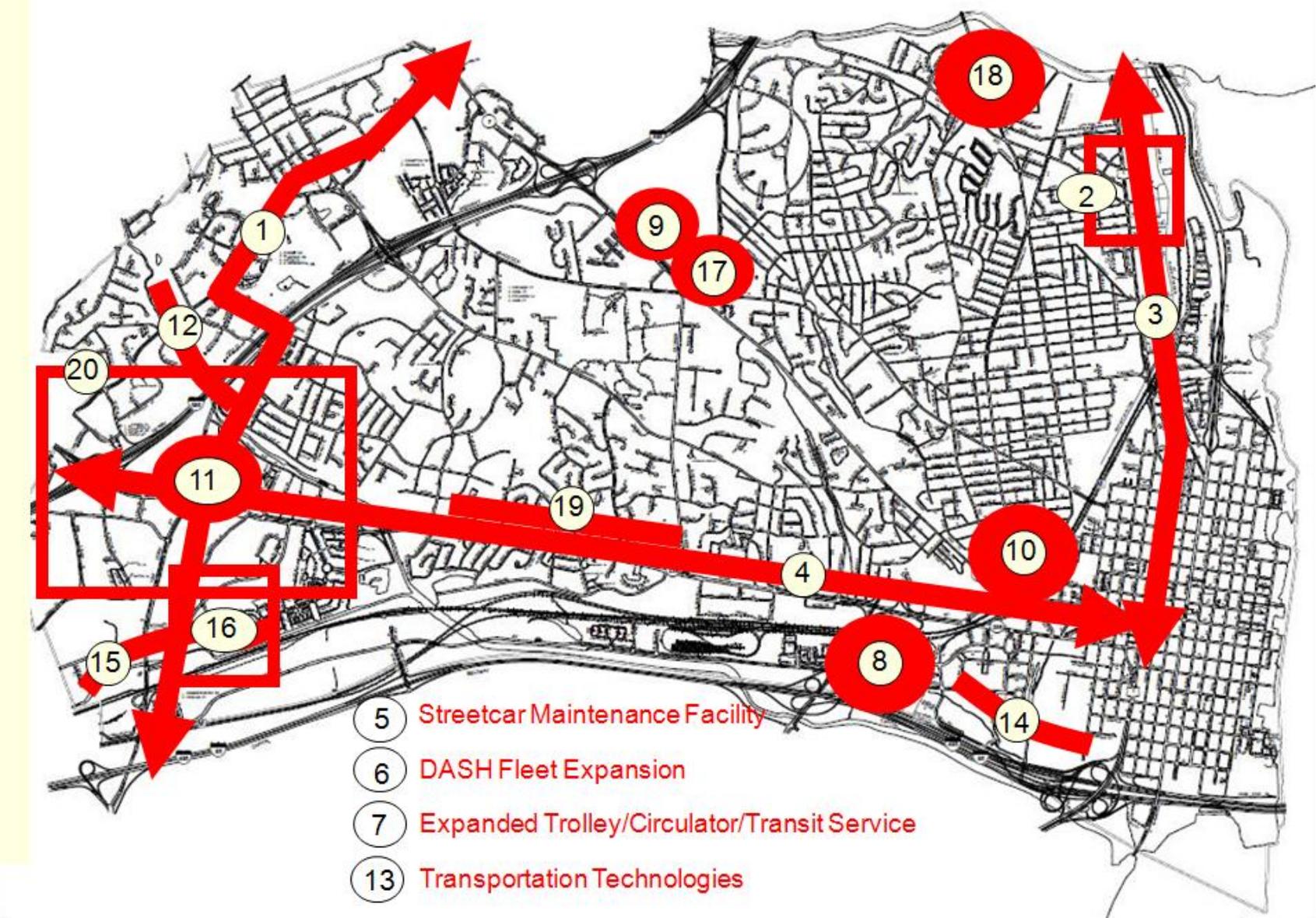
Transportation Add-On Tax Operating Expenditures	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Transit Corridor "C" Operations	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$9,600,000
Transit Corridor "A" Operations (Streetcar)	0	0	0	0	0	0	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
Transit Corridor "B" Operations	0	0	0	0	0	0	0	0	1,600,000	1,600,000	3,200,000
DASH Bus Expanded Service	0	1,332,000	1,332,000	1,332,000	1,768,000	1,933,000	1,933,000	1,933,000	1,933,000	1,933,000	15,429,000
Expanded Trolley/Circulator Service	0	0	0	0	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
<i>Transitway Implementation Staff</i>	\$150,461	\$147,900	\$150,858	\$153,875	\$156,953	\$160,092	\$163,294	\$166,559	TBD	TBD	\$1,249,992
Transportation Tax Debt Service	\$0	\$0	\$985,959	\$1,283,175	\$1,469,921	\$1,793,371	\$2,324,051	\$2,849,677	\$3,100,106	\$3,086,050	\$16,892,310
Total Operating Transportation Tax Expenditures	\$150,461	\$1,479,900	\$2,468,817	\$2,769,050	\$4,994,874	\$6,486,462	\$9,520,345	\$10,049,237	\$11,733,106	\$11,719,050	\$61,371,302

Grand Total Transportation Add-On Tax Expenditures (operating and capital)

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Grand Total, Transportation Tax Expenditures	\$18,170,461	\$26,309,900	\$14,718,817	\$16,119,050	\$18,144,874	\$22,436,462	\$23,620,345	\$20,549,237	\$12,443,106	\$16,319,050	\$188,831,302

Appendices

Transportation Add-On Tax Project Locations – see table above for capital projects by number



Appendices

TRANSPORTATION ADD-ON TAX PROJECT DETAILS

* Funding amounts in FY 2016 – FY 2021 are shown as shaded and italicized to signify that the last six years of the proposed project schedule represent early, planning level estimates. Additionally, several of these projects involve other sources of funds (e.g. state grants, federal grants, developer contributions) beyond those shown in the table. These funds are described in the respective project descriptions.

High Capacity Transit Corridors

Transit Corridor “C” Construction

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$1.0	\$1.5	\$5.0	\$5.0	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	\$12.5
Operating	\$0.0	\$0.0	\$0.0	\$0.0	<i>\$1.6</i>	<i>\$1.6</i>	<i>\$1.6</i>	<i>\$1.6</i>	<i>\$1.6</i>	<i>\$1.6</i>	\$9.6

Description: Consistent with the City's 2008 Transportation Master Plan, this project is to construct a 4-mile segment of the high-capacity transitway in dedicated lanes generally along the the Van Dorn/Beauregard corridor between the Van Dorn Metro station and the border with Arlington to the north. This investment will support the development proposed in the Landmark/Van Dorn Small Area Plan, the Beauregard Corridor Study, and the Mark Center site. A Transitway Corridor Feasibility study is currently underway which will determine alignment, mode, ridership and station locations. Other project aspects include widening Van Dorn Street over Duke Street to accommodate pedestrians and provide multi-modal facilities consistent with the City's 2008 Transportation Master Plan.

Funding: Estimated project costs for construction exceed \$32 million. Proposed funding assumes developer contributions of at least \$20 million to supplement the funding and construct the project. Annual operating costs are estimated at \$1.6 million.

Transit Corridor “A” Widening (Route 1)

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.6	\$0.0	\$0.0	\$0.0	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	\$0.6

Description: This project will provide the funding necessary to construct the widening of Route 1 north of the section being constructed by the Potomac Yard developer (PYD) as part of their development obligations. PYD is responsible for the widening from the Monroe Avenue bridge in the south to E. Glebe Road in the north. The widening will accommodate the dedicated busway (Crystal City-Potomac Yard Transitway) that will be constructed in the median of Route 1. To accommodate the transition of the roadway and the busway these funds are necessary for construction north of E. Glebe Road to Wesmond Avenue. Performing the construction in conjunction with the construction of the roadway to the south will minimize disruption of traffic on Route 1 and reduce costs associated with the mobilization of construction.

Funding: Construction costs estimated at \$600,000.

Transit Corridor “A” Streetcar Conversion

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$2.25	\$2.25	<i>\$6.85</i>	<i>\$6.85</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$0.0</i>	\$18.2
Operating	\$0.0	\$0.0	\$0.0	\$0.0	<i>\$0.0</i>	<i>\$0.0</i>	<i>\$2.5</i>	<i>\$2.5</i>	<i>\$2.5</i>	<i>\$2.5</i>	\$10.0

Description: Conversion of the Crystal City-Potomac Yard dedicated busway along the Route 1 corridor (between north City limit and Braddock Road) to a streetcar system. The project would construct a streetcar system within the dedicated busway right-of-way running through the North Potomac Yard site to the Braddock Road Metro Station. This project assumes no additional right-of-way acquisition or utility relocations. In partnership with Arlington County, an environmental analysis for the project will be conducted.

Funding: Project cost is estimated at \$73 million. Proposed funding assumes 20% of construction costs to be paid by the City and with 80% Federal funding. Without Federal funding the project would not be viable. Annual operating costs are estimated at \$2.5 million.

Appendices

Transit Corridor "B" Construction

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7	\$1.8	\$10.0	\$10.0	\$0.0	\$0.0	\$22.5
Operating	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.6	\$1.6	\$3.2

Description: Consistent with the City's 2008 Transportation Master Plan, this project will construct a 4-mile segment of the high-capacity transitway in dedicated lanes generally along the Duke Street/Eisenhower Avenue corridor between the western City limit and Old Town. A Transitway Corridor Feasibility study is currently underway which will recommend alignment, mode, ridership and station locations. Further land use projections will be necessary to determine corridor demand for this service.

Funding: Estimated project cost for construction is estimated to exceed \$30 million. Proposed funding assumes developer contributions of at least \$10 million to supplement the City funding and construct the project. Annual operating costs are estimated at \$1.6 million.

Streetcar Maintenance Facility

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.0

Description: In order to support Crystal City-Potomac Yard transitway streetcar operations in Alexandria and Arlington, a new maintenance facility would need to be constructed. The jurisdictional location of the maintenance facility has not yet been determined, however a City funding share would be necessary.

Funding: Proposed funding assumes a 50/50 split of the total \$40 million cost between the City and Arlington County. This proposal also assumes the City's share (\$20 million) would be supported by an 80% federal match.

Peak Period Bus Service

DASH Fleet Expansion

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$5.85	\$0.0	\$0.0	\$2.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.45
Operating	\$0.0	\$1.332	\$1.332	\$1.332	\$1.768	\$1.933	\$1.933	\$1.933	\$1.933	\$1.933	\$15.429

Description: System-wide enhancements to DASH bus service along priority bus routes. This project would fund additional buses and operating costs to expand service on existing routes and provide new service citywide. This service will augment existing routes at capacity, and provide service for new employees (such as in the Mark Center) in the area. In FY 2015, further expansion is projected. New crosstown service will provide service connecting the east and west portions of the City connecting existing and new commercial uses and activity centers across the east-west corridor of the City. Additional expansion of service will include new bus routes and new types of bus service that may include circulators and express or limited-stop service.

Funding: Each DASH hybrid bus costs \$650,000 and has a corresponding annual operating cost, which is dependent on the exact service provided.

Appendices

Expanded Trolley/Circulator/Transit Service

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.1	\$0.0	\$3.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.6
Operating	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$5.0

Description: Trolley service expansion improvements that may include expansion of King Street Trolley service; new trolley/circulator connections between the Del Ray neighborhood, Metro station(s), and Old Town with possible future extension to Arlandria; or a new north-south route along Union Street from Old Town to Potomac Yard via the Braddock Metrorail station. In FY 2014, ridership demand analysis will be conducted to determine demand for new service to potentially start in FY 2017.

Funding: Each trolley costs \$700,000 and has a corresponding annual operating cost, which is dependent on the exact service level provided. \$1.0 million in annual operating costs have been assumed at this point.

Transit Station Improvements

Eisenhower Avenue Metro Station Platform Extension

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$7.32	\$13.63	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.15

Description: Construction of station entrance north of Eisenhower Avenue, as development occurs, to provide direct pedestrian access to the station from the north side of Eisenhower Avenue. This project is planned to be constructed by FY 2014. This project will eliminate pedestrian movements across Eisenhower allowing Eisenhower to function more efficiently, and provide additional station capacity to support the approved development coming to the area. Much of the approved development is anticipated to be under construction in the next number of years and so this project is programmed to coincide with the timing of that new development. Through use of a WMATA contract, the environmental and design work for this project is currently underway.

Funding: Estimated project cost is \$24.4 million. \$1.8 million for Preliminary Engineering is funded with SAFETEA-LU funding and an additional \$450,000 from VDOT Urban Funds is available for construction.

Bradlee Transit Center

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0

Description: The project is for the construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.

Funding: The transit center cost is estimated at \$1.5 million of which \$500,000 is funded through VDOT funds.

King Street Station Improvements

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$1.2	\$0.0	\$0.0	\$0.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2

Description: The Washington Metropolitan Transit Authority (WMATA) and Alexandria are working together to construct multi-modal improvements to the King Street station. The project funded in the base CIP will improve safety for all users and improve station access for bicyclists and pedestrians, as well as reconfigure the parking lot to serve additional buses and improve bus safety and efficiency. This transportation Add-On tax funding will provide additional amenities, such as bus shelters with real time transit capability, bicycle parking and a site for a possible transit store in FY 2016.

Funding: The parking lot reconfiguration is fully-funded in the base CIP. The cost of the additional station amenities is estimated at \$2.2 million.

Appendices

Landmark Transit Station

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$2.7	\$2.7	\$0.0	\$0.0	\$0.0	\$6.0

Description: As part of the redevelopment of the Landmark Mall site and consistent with the City's 2008 Transportation Master Plan, this project is for the construction of an intermodal transit station at, or near, the intersection of transit corridors 'B' and 'C' (Duke Street and Beauregard) in the vicinity of Landmark Mall.

Funding: Project is estimated at \$6 million and is contingent on substantial redevelopment and developer contributions.

Non-Motorized Transit Initiatives

Holmes Run Greenway/Eisenhower East

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.25	\$3.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.55

Description: This project is to construct significant upgrades to the existing facilities along the Holmes Run Greenway from North Ripley Street running north to beneath Interstate 395. The existing facilities currently provide access under Interstate 395 and Van Dorn Street via a tunnel, underpass, fair weather crossing and concrete trail system built into the concrete sidewalk embankments lining the flood channel of Holmes Run. A study is expected to be completed by 2012 and is partially funded with VDOT funds.

Funding: The Holmes Run Greenway project is estimated to cost \$5 million. \$2.01 million in VDOT funds are currently available for construction of this project.

Transportation Technologies

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.2	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$4.7

Description: This project will provide funding for transportation technologies that leverage existing infrastructure by improving system efficiencies, including signal operations, providing Transit Signal Priority (TSP), queue jumps where warranted and feasible, real time transit information and implementing parking technologies. These technologies will help maximize efficiency of the transportation system without the need to make large investments in new infrastructure. These technologies will also provide real time information to users on the internet and on mobile devices including real time transit, traffic and parking information.

Funding: Project is budgeted at \$500,000 per year.

Old Cameron Run Trail

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.5	\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.5

Description: This project is to construct a bicycle/pedestrian trail between Eisenhower Avenue 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.

Funding: This project is estimated at \$3.5 million.

Appendices

Backlick Run Multi-Use Paths

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.2	\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.2

Description: Multi-use path project to provide increased bicycle connectivity (a trail along Backlick Run) through construction of a shared use path running from Boothe Park west to the Fairfax County line.

Funding: Estimated cost for this project is \$3.2 million.

Van Dorn Metro Multimodal Bridge

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0

Description: Construction of multimodal bridge from the Van Dorn Metro Station to Pickett Street. This project was identified in the Landmark/Van Dorn Small Area Plan and will provide improved access for bicycles, pedestrians and transit from Pickett Street to the Van Dorn Metro Station.

Funding: Estimated cost of the project is \$22 million (in 2011 dollars). Project is contingent on substantial redevelopment and developer contributions.

Street Enhancements & Extensions

King/Quaker/Braddock Intersection

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.6	\$5.4	TBD	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0

Description: This project provides funding to construct the intersection of King Street, Quaker Lane, and Braddock Road after 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. The initial study of the intersection is fully funded and is expected to be complete in FY 2011.

Funding: The cost of construction of the intersection improvement is estimated at \$6.0 million and is currently funded for preliminary design.

Mt Vernon Ave/Russell Road Intersection

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.9	\$0.0	\$0.0	\$0.0	\$1.0

Description: Construction of intersection improvements identified in the Arlandria Small Area Plan to include pedestrian upgrades and revised intersection alignment and geometry to improve functionality and safety. The project will include improvements to the roadways adjacent to the intersection.

Funding: Estimated cost of this project is \$1 million.

Appendices

Duke Street Complete Streets

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.21	\$2.0	\$2.31

Description: This project includes the construction of a fifth lane (center turn lane) along Duke Street from Wheeler Avenue to Jordan Street to accommodate safe left turns to adjacent residences and businesses along Duke Street. Raised medians should be used at various locations to protect left turning vehicles, to restrict some turning movements and to provide pedestrian safety refuges.

Funding: Estimated project cost of \$2.31 million.

High Street Construction

\$ in millions

Category	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Capital	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0

Description: Construction of new High Street west of and parallel to Van Dorn Street from West End Town Center to Pickett Street, including Duke Street grade separated crossing. This project was identified in the Landmark/Van Dorn Small Area Plan and would be completed along with the redevelopment of Landmark Mall.

Funding: Estimated cost of the project is \$18.4 million (in 2011 dollars) and is contingent on substantial redevelopment and developer contributions.

Appendices

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