

**Attachment: Capital Improvement Program (CIP) Planned Expenditures
April 23, 2013 Report, Docketed April 23, 2013**

This attachment provides summary information on capital improvement program projects for which work will be initiated and expenditures incurred during the upcoming months. Except as noted, funding for all of the projects discussed below is included in the City's Approved FY 2012 and FY 2013 Capital Improvement Program (CIP) budgets or in prior year capital budgets.

| Ongoing Maintenance Program (Category 1 Title) | | CIP Section & Page | Allocation Request | OCA / Subobject | Project # |
|---|-----------|--|--|-----------------|-----------|
| Emergency Generators | | Public Buildings – p. 10-8 (FY 2013 Approved CIP) | \$120,000 (\$100,000 General Obligation Bonds; \$20,000 Cash Capital) | 221032-2102 | 005-402 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$0 | The requested allocation of \$120,000 will provide for the planning, design, purchase and installation of the replacement emergency generator at the Health Department facility, located at 4480 King Street. The current generator system at the facility is beyond reliable useful life. Due to the sensitive nature of Health Department operations, reliable emergency power is required in the event of a power outage or other City emergency. Upgrades to the current facility’s emergency electrical distribution system infrastructure, including mobile disconnect switches for mobile generator connection and monitoring equipment, will be reviewed and considered in the design and installation process to support the generator’s replacement. Planning, design and equipment purchase is scheduled for the fourth quarter of fiscal year 2013, with installation estimated to be completed by the second quarter of fiscal year 2014. | | | |
| FY 2013 Program Budget | \$645,000 | | | | |
| Total Fiscal Year Allocations to Date | \$175,000 | | | | |
| Current Allocation Request | \$120,000 | | | | |
| Remaining Unallocated Project Balance | \$350,000 | | | | |
| | | <u>Project History / Background</u> | | | |
| | | This project is outlined in the FY 2013-2022 CIP according to the systematic planned replacement and placement of emergency generators at City facilities. According to the FY 2013-2022 CIP, funding for replacement of the Health Department generator is \$120,000. | | | |

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| Energy Management Program | | Public Buildings – p. 10-6 (FY 2013 Approved CIP) | \$310,000 (\$185,000 General Obligation Bonds; \$125,000 Cash Capital) | 221242-2102 | 005-401 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$210,000 | <p>The requested allocation of \$310,000 supports ongoing energy efficiency initiatives. Specifically, this allocation request will support the following proposed activities:</p> <ul style="list-style-type: none"> • Torpedo Factory HVAC Re-commissioning (\$75,000) – In November 2012, new HVAC equipment was installed at the Torpedo Factory Arts Center, located at 105 N. Union Street. In order to optimize the efficiency of the HVAC system, re-commissioning is required. Re-commissioning will include testing and balancing and controls review, calibration, and optimization. Estimated to be completed in the fourth quarter of fiscal year 2013. • Cora Kelly HVAC Re-commissioning (\$50,000) – In October 2012, new HVAC equipment was installed at the Cora Kelly Recreation Center, located at 25 W. Reed Avenue. In order to optimize the efficiency of the HVAC system, re-commissioning is required. Re-commissioning will include testing and balancing and controls review, calibration, and optimization. Estimated to be completed in the fourth quarter of fiscal year 2013. • City-wide Lighting Retrofits (\$185,000) - Retrofit existing facility lighting technology with energy efficient lamps and ballasts; where appropriate, relocation and replacement of fixtures is to be considered. Where applicable, incorporate integration of occupancy and daylight sensing control technologies to maximize efficiency and effectiveness of lighting retrofits. The proposed area of focus will be City parking garage lighting subject to additional study of available technologies and estimated electricity and cost savings. Estimated to be completed in the second quarter of fiscal year 2014. <p>Additional information on re-commissioning is provided in the Project History/Background section.</p> | | | |
| FY 2013 Program Budget | \$210,000 | | | | |
| Total Fiscal Year Allocations to Date | \$0 | | | | |
| Current Allocation Request | \$310,000 | | | | |
| Remaining Unallocated Project Balance | \$110,000 | | | | |

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| | | <p><u>Project History / Background</u></p> <p>The Energy Conservation Program provides for energy conservation improvements and the use of energy-efficient technology in existing City buildings in order to achieve greater efficiency. A total of \$5.3 million is planned from FY 2013-2022 to implement these initiatives. Continued emphasis will be placed on energy consumption analysis; the development of strategies to address the largest consumers of energy; promoting energy awareness such as turning off lights and office electrical equipment; adjusting and adhering to space temperature settings and implementing energy conservation initiatives. The City's goal is to reduce energy consumption in the City's facilities by as much as 3 percent per square foot per year. This includes electricity water and natural gas with a goal of reducing energy consumption by 20 percent by the year 2015. The aforementioned usage of funds is considered part of a multi-year effort.</p> <p><u>Re-Commissioning</u></p> <p>Re-commissioning is a process that (1) investigates the how and why a building's HVAC systems are operated and maintained as they are; (2) identifies ways to improve the building's HVAC systems with a holistic look at the buildings overall interaction with people, temperature, and other systems and performance; and (3) implements optimization of HVAC systems and HVAC control systems to accommodate the building's holistic interactions and to achieve higher performance. This process includes documentation of all the aforementioned actions so that the City has clear and concise instruction on continued optimization of the building's HVAC systems.</p> <p>Reasons for conducting re-commissioning Torpedo Factory and Cora Kelly subsequent to installation of new HVAC systems:</p> <ol style="list-style-type: none">1. Only partial replacement of the HVAC systems at the Torpedo Factory and Cora Kelly were previously conducted. Essentially, it's a "plug and play" concept where new components are inserted into an existing system. Re-commissioning then serves to best calibrate the new equipment and the existing system.2. The replacement of the HVAC systems at the Torpedo Factory and Cora Kelly were performed by conventional HVAC installation firms. Re-commissioning requires firms with specialized expertise in the commissioning processing, including review and optimization of HVAC performance with knowledge of HVAC, HVAC control systems, energy efficiency, and interactive effects of the building envelope and additional |
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| | | <p>building systems (people, computers, lighting, etc.)</p> <p>3. The majority of the energy use by the HVAC systems at the Torpedo Factory and Cora Kelly is related to cooling. Since the HVAC systems were installed during the fall/winter timeframe, the ability to review and optimize the responsiveness of the HVAC system to higher, more humid conditions was not available. In short, it's best to re-commission during your periods of heaviest HVAC use (spring/summer).</p> |
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| Ongoing Maintenance Program (Category 1 Title) | | CIP Section & Page | Allocation Request | OCA / Subobject | Project # |
|---|-----------|---|--|-----------------|-----------|
| Fire Station Capital Facilities Maintenance Program (CFMP) | | Public Buildings – p. 10-22 (FY 2013 Approved CIP) | \$250,000 (\$215,000 General Obligation Bonds; \$35,000 Cash Capital) | 265629-2102 | 005-313 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$0 | <p>The requested allocation of \$250,000 will provide for the following fire station capital maintenance projects:</p> <ul style="list-style-type: none"> • Fire Station 201 (317 Prince Street) (\$155,000) – Window replacement, flooring system replacement and painting • Fire Station 206 (4609 Seminary Road) (\$60,000) – Restroom Renovations • Fire Station 205 (1210 Cameron Street) (\$35,000) – Interior Painting <p><u>Project History / Background</u></p> <p>This project provides funding to address capital maintenance requirements at the City’s fire and rescue stations managed by the Department of General Services including plaster repair, painting, floor restoration, heating ventilation and air conditioning (HVAC), and electrical and plumbing systems components.</p> | | | |
| FY 2013 Program Budget | \$400,000 | | | | |
| Total Fiscal Year Allocations to Date | \$150,000 | | | | |
| Current Allocation Request | \$250,000 | | | | |
| Remaining Unallocated Project Balance | \$0 | | | | |

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| Capital Project (Category 2/3) Name | | CIP Section & Page | Allocation Request | OCA / Subobject | Project # |
|--|--------------|--|---|-----------------|-----------|
| Fire Station 210 (Eisenhower Valley)/Impound Lot | | Public Buildings – p. 10-23 (FY 2013 Approved CIP) | \$400,000 (General Obligation Bonds) | 265780-2121 | 005-368 |
| Project Funding Summary | | <u>Use of Funds</u> | | | |
| Total Approved Project Funding To-Date | \$16,095,000 | The requested allocation will provide \$400,000 from the approved project contingency of \$1.0 million for the following: | | | |
| Total Project Allocations | \$15,095,000 | <ul style="list-style-type: none"> A major unforeseen site condition was encountered during the installation of site storm and sanitary sewer lines requiring the installation of a new stormwater pipe and outfall and sanitary sewer connection which has resulted in a cost increase estimated to be at least \$250,000. The initial site engineering work did not account for unknown conditions under the site which resulted in the need to add a third manhole and accompanying stormwater pipes for the facility. Increased costs associated with electrical service load requirements and the backup emergency generator in the amount of \$146,621. The fire station includes training classrooms and space to service and test self-contained breathing apparatus (SCBA). This location needs to be equipped to function 24/7 in an emergency thus the need for the increased generator costs and load requirements. It is unknown at this time if the remaining \$600,000 in contingency funds will be required for project completion. | | | |
| Current Allocation Request | \$400,000 | | | | |
| Remaining Unallocated Project Balance | \$600,000 | | | | |
| <i>*Total Project Budget Including CIP Out-Years</i> | \$16,095,000 | <u>Project Background</u> A 2005 comprehensive needs assessment identified and determined the need for additional fire stations with particular attention to future needs in the western Eisenhower Valley area. The study focused primarily on response times and service requirements based on established standards. In FY 2008, a City Manager work group identified a more efficient utilization of the City's impound lot allowing for less lot space, allowing for the City-owned lot on Eisenhower Avenue to be reconfigured and used for the proposed new fire station which would co-exist with the existing Police Department pistol range and reduced impound lot. The concept also included a provision for a secondary relief impound lot storage yard to hold | | | |

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| | | <p>overflow vehicles on the former DASH site located on Business Center Drive; the temporary overflow impound construction was completed in August 2012.</p> <p>Construction at the Eisenhower impound lot is underway with completion of the new impound lot scheduled for May 2013. Substantial completion of the fire station is now scheduled for June 2014.</p> |
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| General Services CFMP | | Public Buildings – p. 10-4 (FY 2013 Approved CIP) | \$465,000 ((\$340,000 General Obligation Bonds; \$125,000 Cash Capital) | 221135-2102 | 005-307 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$0 | This allocation will provide for the following capital equipment replacement and infrastructure repairs at the Public Safety Center (PSC), Beatley Central Library and other City facilities: | | | |
| FY 2013 Program Budget | \$1,100,000 | <ul style="list-style-type: none"> • Beatley Central Library (5005 Duke Street) (\$220,000) – Upgrade current Boilers due to age and efficiency. Work to begin in spring 2013 and estimated to be completed late-summer 2013. • PSC (2003 Mill Road) (\$120,000) – Exterior Repairs – Immediate structural repairs due to the deterioration of the roof parapet walls. Work to begin and be completed in spring 2013. • Miscellaneous building repairs/replacements City-wide (\$125,000) – Work to begin spring 2013 and be completed during the summer 2013. | | | |
| Total Fiscal Year Allocations to Date | \$545,000 | | | | |
| Current Allocation Request | \$465,000 | | | | |
| Remaining Unallocated Project Balance | \$90,000 | <u>Project History / Background</u> 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. | | | |

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| Alexandria Transit Company (ATC) Bus Replacement/Expansion | | Transit & Transportation – Public Transit – p. 11-20 & 21 (Approved FY 2013 CIP) | \$6,145,655 \$4,426,000 (Urban Funds / RSTP / CMAQ; \$1,719,655 Transportation Improvement Program Funds) | 240008-3701 | 010-612 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$1,636,500 | <p>The requested allocation of \$6,145,655 funds the acquisition of seven 35’ and two 40’ low floor, clean-diesel hybrid buses. Of the nine buses, eight will replace older vehicles in the DASH fleet and one bus will be used to expand the fleet as part of the expansion program approved by the Alexandria Transit Company (ATC) Board of Directors. The expansion bus will be added to the DASH fleet, to increase ATC’s service expansion capacity. This increased capacity will allow DASH to begin the new AT9 crosstown service to Potomac Yard. Depending on the final negotiated price with the vendor, a tenth bus will be purchased, if funding permits. The tenth bus would be used for replacement of an older bus.</p> <p>The buses will arrive at DASH fully equipped with an on-board camera system, automatic vehicle location technology, automatic passenger counters, bus stop annunciators, and the ability to easily integrate our City-shared Motorola radio system. The new hybrid technology provides an estimated 25% improvement in fuel efficiency and reduced emissions. The low-floor design improves accessibility for persons with disabilities and senior citizens, by offering a wider entrance without steps and a simple, reliable and easy to maintain fold-out ramp, which replaces the old style hydraulic wheelchair lift. The low-floor feature also speeds passenger boarding and alighting at bus stops.</p> <p><u>Project History / Background</u> The Alexandria Transit Company (ATC) bus replacement schedule is based on the 12-year life cycle of a heavy-duty transit bus. Due to budgetary constraints in the last several years, ATC has had to delay its purchase of replacement buses, requiring DASH to maintain and operate buses past their useful life and beyond their scheduled replacement as identified in ATC's annual Transit Development Program (TDP). This purchase will allow for replacement</p> | | | |
| FY 2013 Program Budget | \$4,509,155 | | | | |
| Total Fiscal Year Allocations to Date | \$0 | | | | |
| Current Allocation Request | \$6,145,655 | | | | |
| Remaining Unallocated Project Balance | \$0 | | | | |

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| | | <p>of eight or nine 1999 and 2000, 35' diesel buses in addition to the one expansion bus.</p> <p>As part of the Approved FY 2012 CIP, City Council approved \$4.85 million for the purchase of up to eight expansion buses for DASH through a combination of Transportation Improvement Program (TIP) funds (\$3.9 million) and Urban Funds (\$0.95 million). To date, DASH has purchased seven (7) buses to provide additional capacity for expansion (\$4.2 million). The expansion included three buses for AT6 peak period improvements and two buses for AT8 peak period improvements. The two remaining expansion buses along with the expansion bus included in this allocation request will provide ATC with increased expansion capability and allow for the initiation of the new AT9 route.</p> <p>It is also noted that City staff has received approval in the form of an executed Project Administration Agreement from VDOT to use the \$4.426 million in State and Federal funding for the purpose of replacing existing DASH buses.</p> |
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| Capital Project (Category 2/3) Name | | CIP Section & Page | Allocation Request | OCA / Subobject | Project # |
|--|-----------|---|---|-----------------|-----------|
| Potomac Yard Metrorail Station (Design Alternatives) | | Transit & Transportation – Public Transit – p. 11-16 (Approved FY 2013 CIP) | \$400,000 (Potomac Yard Special Tax District and TIF Revenues) | TBD | TBD |
| Project Funding Summary | | <u>Use of Funds</u> | | | |
| Total Approved Project Funding To-Date | \$125,000 | <p>The requested allocation of \$400,000 from Potomac Yard Metrorail Station Fund taxes will be used to develop and evaluate mitigation options and strategies for the three Potomac Yard Metrorail Station alternatives. It will provide funding for a detailed visual impact assessment, including landscaping strategies (\$125,000). It will also further the design/engineering review and develop mitigation strategies for the three build alternatives (\$275,000). This work is complementary to, but not part of, the Environmental Impact Statement (EIS) process. Potomac Yard Special Tax District revenues and Potomac Yard incremental tax base growth collected to-date totals \$3.1 million.</p> <p><u>Project Background</u></p> <p>The Potomac Yard Metrorail Station Concept Development Study was completed in February 2010. Environmental documentation began in late 2010 and is scheduled for a Draft Environmental Impact Statement (DEIS) release in spring 2013; the selection of a locally preferred alternative by City Council as early as fall 2013; and a Record of Decision (ROD) from the federal government projected by mid-2014.</p> <p>Because of the potential environmental and visual impacts of the three proposed Metrorail Station alternatives on the George Washington Memorial Parkway, it is recommended that the City develop a visual impact assessment and additional design mitigation strategies to better understand the potential to reduce the impacts of the three build alternatives. It would be the City’s goal to have a mitigation package established by the time City Council considers selecting a locally preferred alternative.</p> | | | |
| Total Project Allocations | \$125,000 | | | | |
| Current Allocation Request | \$400,000 | | | | |
| Remaining Unallocated Project Balance | N/A | | | | |
| <i>*Total Project Budget Including CIP Out-Years</i> | \$525,000 | | | | |

** Funded from Potomac Yard Metrorail Station Tier I Special Tax District Revenues and incremental Potomac Yard real estate tax revenues. \$125,000 was allocated in March 2013 to develop physical and computer models of the three alternatives.*

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|---|-----------|---|----------------------------|-----------------|-----------|
| Street & Alley Reconstruction and Extensions – Duke Street Reconstruction | | Transit & Transportation – Streets & Bridges – p. 11-61 (Approved FY 2013 CIP) | **\$150,000 (Cash Capital) | **245357-2121 | 011-238 |
| Project Funding Summary | | <u>Use of Funds</u> | | | |
| *Total Approved Project Funding To-Date | \$750,000 | <p>The requested allocation of \$150,000 in City funds will provide for the design of the Duke Street Reconstruction project. The design consists of a new concrete pavement section on Duke Street beginning at the intersection with South Walker Street to approximately 600 feet to the East. Damage and deterioration caused by heavy traffic have made this paving project necessary. Rehabilitation of deteriorating curb and gutter as well as curb ramps in order to provide accessible routes per the Americans with Disabilities Act (ADA), VDOT policy and the City’s Complete Streets policy are included in this project. The project will also include pedestrian and bicycle accommodations (where feasible and within the existing roadway cross section) such as signs, signals and markings to improve the safety and convenience of multimodal users. The project design is scheduled to begin in May 2013 and construction is scheduled in the spring of 2014. The total cost of the project is \$750,000.</p> <p><u>Project Background</u></p> <p>The Street and Alley Reconstruction and Extension project supports miscellaneous street reconstruction and rehabilitation projects and streetscaping throughout the City in addition to rehabilitation of public alleys City-wide. A State Revenue Sharing grant was received for this specific project (Duke Street), and a stand-alone project has been created to account for project costs.</p> | | | |
| Total Project Allocations | \$0 | | | | |
| Current Allocation Request | \$150,000 | | | | |
| Remaining Unallocated Project Balance | \$600,000 | | | | |
| *Total Project Budget Including CIP Out-Years | \$750,000 | | | | |

**Total approved funding to-date includes \$300,000 in State Revenue Sharing appropriated by City Council in December 2012 and \$450,000 in allocated and unallocated balances from the Street & Alley Reconstruction & Extension project (OCA 245357). Of the \$450,000, \$150,000 is being allocated (transferred) to OCA 245358 in April 2013, with the remainder being allocated once construction commences.*

***The \$150,000 allocation is actually a budget transfer from OCA 245357 to OCA 245358. OCA 245358 was created as a stand-alone project, and a \$300,000 State Revenue Sharing grant will be matched with \$300,000 from the Street & Alley Reconstruction & Extension project. An additional \$150,000 is required for design and engineering of the project.*