

**Attachment: Capital Improvement Program (CIP) Planned Expenditures
March 27, 2013 Report, Docketed March 27, 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 # |
|---|----------|--|---------------------------|------------------------|------------------|
| Americans with Disabilities (ADA) – Bus Stops | | Transit & Transportation – Public Transit – p. 11-18 (FY 2013 Approved CIP) | \$20,000 (Cash Capital) | 240094-2121 | 010-608 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$10,000 | <p>The requested allocation of \$20,000 provides funding the installation of concrete passenger loading pads at bus stops to comply with the American with Disabilities Act (ADA) regulations and guidelines. Work will begin in spring 2013. The work involves an 8' X 8' X 6" excavation and the installation of an 8' X 8' X 6" concrete slab which will provide an accessible area for a person with a disability to board and disembark a bus. Pad installation can be completed in two days. Some bus stops may also require modifications to the sidewalks and access ramps at bus stop locations. A complete list of loading pads to be installed is included on the next page (page 2).</p> <p><u>Project History / Background</u> 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.</p> | | | |
| FY 2013 Program Budget | \$10,000 | | | | |
| Total Fiscal Year Allocations to Date | \$0 | | | | |
| Current Allocation Request | \$20,000 | | | | |
| Remaining Unallocated Project Balance | \$0 | | | | |

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Americans with Disabilities (ADA) – Bus Stops (Continued)

Improvement Locations

| On Street | Cross Street | Direction | Existing Condition |
|------------------|-------------------------|------------------|---------------------------|
| Commonwealth | Sunset | NB | Grass |
| N Beaugard | Highview | NB | Grass |
| Duke | N Quaker | WB | Grass |
| Beaugard | Seminary | SB | Grass |
| Eisenhower | Across from Exchange | WB | Grass |
| N Van Dorn | Park Place | SB | Grass |
| N Van Dorn | Braddock Lee | SB | Grass |
| Eisenhower | Across from Cameron Run | EB | Grass |
| Eisenhower | Cameron Park | WB | Grass / Blocked Access |
| Duke | Callahan | WB | Grass |
| N Van Dorn | Kenmore | NB | Grass |
| Braddock | Commonwealth | WB | Grass |

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|---|-----------|---|---|--------------------|-----------|
| Bus Shelters | | Transit & Transportation – Public Transit – p. 11-19 (FY 2013 Approved CIP) | \$270,250 \$34,000 (Cash Capital); \$236,250 (CMAQ/RSTP) | 240093-2121 | 010-601 |
| Program Funding Summary | | <u>Use of Funds</u> | | | |
| Prior Year Unallocated Balance | \$525,000 | <p>The requested allocation of \$270,250 (\$236,250 from grant funding; \$34,000 City funding) will provide funding for the replacement of existing bus shelters at various locations throughout the City, as well as the purchase and installation of freestanding benches at bus stops. The requested allocation will be used to install/replace bus stop benches at locations along Duke Street, N. Beauregard Street, Mt. Vernon Avenue, Washington Street, and King Street. Also, prototype shelters (of the redesigned bus shelter currently being completed) are slated to be installed on Washington Street and another location TBD. Of the total funding, \$51,000 is estimated for the purchase and installation of benches, with the remaining \$219,250 designated for shelter replacement.</p> <p><u>Project History / Background</u></p> <p>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 taken over this activity. The City completed the design of a standard City bus shelter in 2011, and three replacement shelters and one new shelter have been installed since FY 2011. A second redesign is almost complete, as the redesigned shelters will help mitigate the vandalism issues that have plagued the standard redesign completed in 2011. It is anticipated that the replacement of existing shelters and installation of new shelters will be completed by the end of FY 2015.</p> | | | |
| FY 2013 Program Budget | \$236,250 | | | | |
| Total Fiscal Year Allocations to Date | \$0 | | | | |
| Current Allocation Request | \$270,250 | | | | |
| Remaining Unallocated Project Balance | \$491,000 | | | | |

**Attachment: Capital Improvement Program (CIP) Planned Expenditures
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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) | \$125,000 (Potomac Yard Special Tax District Revenues) | TBD | TBD |
| Project Funding Summary | | <u>Use of Funds</u> | | | |
| Total Approved Project Funding To-Date | \$0 | <p>This requested allocation of \$125,000 from Potomac Yard Special Tax District Revenues will be used to assist in developing and evaluating mitigation options and strategies for the three Potomac Yard Metrorail Station alternatives. The requested allocation would be funded from the City’s Potomac Yard Metrorail Station CIP budget (OCA 240142) and would fund the development of a phased scaled model and computer model of the three build alternatives (\$125,000). This development of models 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> The Potomac Yard Metrorail Station Concept Development Study was completed in February 2010. Environmental documentation began in late 2010 and will result in a Draft Environmental Impact Statement (DEIS) release in spring 2013; the selection of a locally preferred alternative by City Council in fall 2013; and a Record of Decision (ROD) from the federal government by mid-2014.</p> <p>Because of the potential visual impacts of the three proposed Metrorail Station alternatives on the George Washington Memorial Parkway, it is recommended that a physical model and a computer model of the three station alternatives be developed in order to assist in understanding the visual impact of the three Potomac Yard Station 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 in the fall 2013.</p> | | | |
| Total Project Allocations | \$0 | | | | |
| Current Allocation Request | \$125,000 | | | | |
| Remaining Unallocated Project Balance | N/A | | | | |
| <i>*Total Project Budget Including CIP Out-Years</i> | \$125,000 | | | | |

**Funded from Potomac Yard Metrorail Station Tier I Special Tax District Revenues and incremental Potomac Yard real estate tax revenues.*

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| Capital Project (Category 2/3) Name | | CIP Section & Page | Allocation Request | OCA / Subobject | Project # |
|--|-------------|---|-----------------------------|-----------------|-----------|
| Enterprise Resource Planning System | | Information Technology – p. 14-53 (FY 2013 Approved CIP) | \$500,000 (Cash Capital) | 265695-2102 | 015-582 |
| Project Funding Summary | | <u>Use of Funds</u> | | | |
| Total Approved Project Funding To-Date | \$3,650,000 | <p>The City has acquired and is currently implementing an Enterprise Resource Planning (ERP) system software package. The software will replace the City’s current Payroll, Human Resources, Accounts Payable, Asset Management, Budgeting, Procurement and General Ledger Accounting systems, and will allow the City to better manage and integrate these systems. There are four phases to the project:</p> <ul style="list-style-type: none"> • Phase 1 consists of the General Ledger Accounting, Budget, Accounts Payable and Purchasing modules. • Phase 2 is Human Resources and Payroll. At this point, barring unforeseen problems, both Phase 1 and 2 modules are scheduled to be operational in May 2013. • Phase 3 includes Contract Management, Fixed Assets, Project and Grant Accounting, Employee Self-Service, and Vendor Self-Service. Phase 3 is projected to be implemented in August or September of the current calendar year. • Phase 4 includes basic Performance Based Budgeting and implementation of the GASB 34 Report Writer, and will be implemented after the completion of phases 1 – 3. <p>City staff has been working to implement the software modules with assistance from several contract resources. The requested allocation of \$500,000 will fund the budgeted contract resources required for the next phases of the implementation including implementation support for Human Resources, Database Administration, and Finance.</p> <p><u>Project Background</u> The City’s ERP will improve the integration of automated functions, and support of a range of administrative and management applications. Once implemented, the new software will reduce data entry requirements and improve access to real-time financial and human resources information.</p> | | | |
| Total Project Allocations | \$3,150,000 | | | | |
| Current Allocation Request | \$500,000 | | | | |
| Remaining Unallocated Project Balance | \$0 | | | | |
| <i>*Total Project Budget Including CIP Out-Years</i> | \$4,500,000 | | | | |

** Total Project Budget includes \$850,000 from FY 2014 – 2018 as part of the Approved FY 2013 – 2022 Capital Improvement Program.*