



that may be required to receive these funds should the requested allocation be approved.

**BACKGROUND:** The 2015 Omnibus Transportation Bill created a State of Good Repair (SOGR) Program which provides funding for the reconstruction and rehabilitation of deteriorated roads. This funding is available for roads maintained by the Virginia Department of Transportation and those that are locally maintained/owned. Allocation is need-based.

The SOGR program includes funding for roads called ‘Primary Extensions’ which are routes maintained by municipalities that carry a primary route number for continuity. In Alexandria, examples include Duke Street (Route 236) and Van Dorn Street (Route 401). VDOT estimates that approximately 55% of primary roads in Northern Virginia localities are deficient and funds have been made available to such routes with a critical condition index (CCI) of less than 60. This VDOT-specific score is consistent with the City’s Pavement Condition Index which was updated as part of a citywide survey in 2019. The funding is intended to supplement (not replace) the current level of funding by localities. No local match is required.

There are several changes planned for the FY 2021 SOGR program. First, all projects beginning with the FY 2021 program will be federalized moving forward. Contracts will have to adhere to federal procurement requirements. With this change, VDOT has also increased each eligible locality’s cap to \$1.5 million for all projects. Finally, VDOT will also require all projects that receive funding to be underway (with construction contracts awarded) within 12 months of approval or be subject to deallocation. Previously, in January, Council approved an application for FY 2020 Primary Extension funding for the resurfacing of a portion of Seminary Road. This work was completed in October.

**DISCUSSION:** In FY 2020, VDOT completed a pavement management inventory in which a condition assessment was performed on primary extension routes statewide, including those in Alexandria. This system, much like the citywide pavement condition index (PCI) performed by T&ES in 2019, resulted in a condition index score assigned to each route. The streets eligible for funding through this grant are identified by VDOT and are limited to major arterials that have a low PCI rating. T&ES staff compared the VDOT CCI scores with the City’s proposed three-year paving schedule from the FY 2020 through FY 2029 approved Capital Improvement Program, which are based on PCI scoring, to identify the streets eligible for the FY 2021 grant cycle.

Given these VDOT parameters, staff identified two sections of Duke Street that have reached the end of their useful life and need major rehabilitation. The sections consist of concrete roadway in the vicinity of I-395 and include:

- Eastbound Duke Street from I-395 to South Walker Street
- Westbound Duke Street from South Walker Street to I-395

These sections of concrete roadway were built concurrent with the construction of I-395 and City staff are currently coordinating with VDOT to potentially combine this grant request with a separate, VDOT-managed project that will rehabilitate the Duke Street bridge over I-395.

**FISCAL IMPACT:** Primary Extension SOGR projects do not require a local match. The application reflects the total cost of \$1.5 million, which is the maximum application amount. The total project cost includes an additional \$300,000, which would be included in the FY 2021 CIP request for major street resurfacing. If funded, this grant would allow the City to repair these sections of roadway with State funding.

**ATTACHMENT:** Resolution

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