



Legislation Details (With Text)

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Title: Consideration of a Resolution for a competitive grant application to the Virginia Department of Transportation 2022-2023 State of Good Repair (Primary Extension) Program. [ROLL-CALL VOTE]

Sponsors:

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Attachments: 1. 21-0366_FY22 Primary Extension Grant Resolution DRAFT 10212020 tlm.v.pdf, 2. 21-0366_Final Resolution

Date	Ver.	Action By	Action	Result
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City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 18, 2020

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK B. JINKS, CITY MANAGER /s/

DOCKET TITLE:

Consideration of a Resolution for a competitive grant application to the Virginia Department of Transportation 2022-2023 State of Good Repair (Primary Extension) Program. [ROLL-CALL VOTE]

ISSUE: City Council consideration of a resolution for a competitive grant application to the Virginia Department of Transportation (VDOT) for funding in the amount of \$1.5 million for the resurfacing of primary route extensions.

RECOMMENDATION: That City Council:

- (1) Adopt the attached resolution (Attachment 1) to apply for a Primary Extension Improvement Program funding allocation for \$1.5 million from VDOT for the resurfacing of City-maintained primary route extensions; and
- (2) Authorize the City Manager to submit this resolution to VDOT and enter into any agreements with the

State 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 based upon need.

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) measurement 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.

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 2022 through FY 2031 approved Capital Improvement Program, which are based on PCI scoring, to identify the streets eligible for the FY 2022-2023 grant cycle.

Given these VDOT parameters, staff identified four (4) sections of roadway that have reached their useful life and need rehabilitation. These sections consist of:

- Duke Street - from Dulaney Street to Patrick Street
- King Street - from Janneys Lane to west of Callahan Drive
- South Washington Street (Northbound Lanes) from I-495 to Prince Street
- North Washington Street (Northbound Lanes) from Cameron Street to First Street

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 2022 CIP request for major street resurfacing. If funded, this grant would allow the City to repair these sections of roadway with state funding and direct local street maintenance funds to other needy projects. For the roadway sections that VDOT has indicated it would only pay for certain lanes, the City intends to use local CIP funding to ensure the entire roadway is resurfaced curb-to-curb. If the CIP is not funded, the City will work with VDOT to ensure any grant funds awarded go to roadway sections that allow for curb-to-curb resurfacing.

ATTACHMENTS:

Attachment 1: Resolution

STAFF:

Emily A. Baker, P.E, Deputy City Manager

Yon Lambert, Director, Transportation and Environmental Services

Morgan Routt, Budget Director, Office of Management and Budget

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