

*City of Alexandria, Virginia*

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MEMORANDUM

DATE: APRIL 7, 2008

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: BUDGET MEMO # 75: PLANNING COMMISSION COMMENTS  
ON THE PROPOSED FY 2009 – 2014 CAPITAL IMPROVEMENT  
PROGRAM

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At their meeting on April 1, 2008, the Planning Commission voted to support the FY 2009 through 2013 Capital Improvement Program (CIP) and found it to be generally consistent with the City's Master Plan. The Planning Commission voted to advise the City Manager that funds proposed in the out-years of the CIP for feasibility studies for a Metrorail station at Potomac Yard be used, in whole or in part, for dedicated transit corridors. The Planning Commission reasoned that dedicated transit corridors were the top priority of the recently adopted Transportation Master Plan and should receive funding on the basis of that priority. The Planning Commission vote was 6 to 0 with one member absent.

As background, the FY 2009 to FY 2014 CIP included \$2.5 million per year for six years as "an annual funding contingent for studies and planning relating to potentially constructing a new Metrorail station at Potomac Yard." NVTA funds were proposed as the funding source. Given the upcoming planning discussions about the Potomac Yard commercial land uses and densities, these contingent funds were intended as feasibility study monies (FY 2009), and these monies (FY 2010 to FY 2014) for implementation if the decision is made to proceed with a Potomac Yard Metrorail station. Given the recent loss of NVTA funds, much of this funding discussion is now moot, however, funding at least \$0.7 million of the FY 2009 Potomac Yard Metrorail contingent is highly desirable (see Budget Memo #27) so that key feasibility studies can be conducted in FY 2009.

The Planning Commission raised a very good point about the transit corridors initiative not being highlighted in the CIP text. It should have been so highlighted, as \$8.5 million in NVTA bond funds (and now potentially City bond funds as also discussed in Budget Memo #27) were proposed for the Potomac Yard BRT project. Also, there are other outside funding sources contemplated to study the transit corridors further in FY 2009. The approved CIP will contain a section on transit corridor capital planning and projects.